



Department
for Transport

Consultation on *Draft Airports National Policy Statement: new runway capacity and infrastructure at airports in the South East of England*

Moving Britain Ahead

February 2017

*Consultation on Draft Airports National Policy
Statement: new runway capacity and
infrastructure at airports in the South East of
England*

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Foreword: Rt Hon Chris Grayling MP



Aviation is a British success story and an important part of our industrial strategy. It supports economic growth, provides the connections we need to travel and trade, and is at the core of Britain's standing in the global marketplace. We have the third largest aviation network in the world, behind only the USA and China. Aviation directly supports around 230,000 jobs, with many more employed indirectly, and contributes around £20 billion annually to the UK's GDP.

We face a capacity crunch

However, this success is not guaranteed. Today, Heathrow Airport is the busiest two runway airport in the world, and operates at full capacity, while Gatwick Airport is the busiest single runway airport. This makes it difficult for airlines to operate efficiently, resulting in delays, higher fares and reduced global connectivity. By 2040 every London airport will be at capacity unless we take action.

Airports such as Paris, Frankfurt and Amsterdam have spare capacity and are able to attract new flights to growth markets like China and South America. In 2015, Heathrow Airport lost its status to Dubai as the world's busiest airport in terms of international passenger numbers.

Why we support a Northwest Runway at Heathrow

On 25 October 2016, I confirmed that the Government's preferred scheme for adding new runway capacity in the South East is through a Northwest Runway at Heathrow Airport, and that this would be subject to consultation through a draft National Policy Statement. This was a bold decision, taken for the country as a whole, that will ensure Britain has the connections it needs to thrive in the global market. It sent a clear signal that Britain is open for business.

Heathrow Airport is uniquely well positioned to deliver the new long haul flights the country needs to secure its position in the global economy. This will be crucial as we leave the European Union so that we can get out into the world and do business with old allies and new partners alike. A Northwest Runway at Heathrow Airport will produce significant benefits, delivering tens of thousands of additional local jobs by 2030 and up to £61 billion of benefits to all passengers and the wider economy, not including wider trade benefits. It will provide new global connections and better routes for domestic customers, reduce passenger fares, and provide new capacity for freight imports and exports.

Heathrow Airport will be a growth engine for the whole of the UK. It will link to HS2 (at Old Oak Common) and Crossrail, and support new domestic air connections as well as safeguarding existing domestic routes. Heathrow Airport has proposed a further six new routes to Belfast International, Durham Tees Valley, Humberside, Liverpool, Newquay and Prestwick to be added after expansion, ensuring we have an economy that works for everyone. Heathrow Airport also enjoys a wide range of surface access options, linking the airport to the wider UK and providing resilience for passengers.

Environmental impacts

I am conscious that a Northwest Runway at Heathrow Airport will have an impact on local communities and the environment, which is why expansion can only happen if the airport meets a number of strict requirements. The Government will only grant development consent if Heathrow Airport can demonstrate that expansion can take place within legal air quality limits. Poor air quality is a national health issue which this Government takes very seriously, and we will be setting out further detail of our plans to tackle the issue, including our updated national air quality plan, in due course.

Climate change is one of the most serious risks to our economic and national security, and we are committed to our climate change obligations. I am confident that the Heathrow Northwest Runway scheme can be delivered within these limits.

I am clear that an expanded Heathrow Airport must be a better neighbour to those living nearby. In particular, we must see progress on mitigating the impact of noise on local communities. A series of noise mitigations, including periods of predictable respite, will need to be binding planning requirements if development consent is to be granted. We expect the airport to stay true to its commitments on property purchase and noise insulation, and to bring forward a community compensation fund to share the benefits of expansion with those affected.

A new Airports National Policy Statement

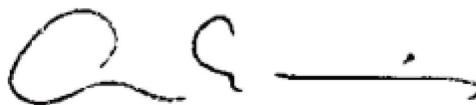
The new runway at Heathrow Airport will be taken forward through an Airports National Policy Statement. National Policy Statements are planning documents which provide a strong emphasis on transparency and public consultation, but also the potential to speed up decision making on nationally significant infrastructure projects.

We want to hear your views

Our vision is for an aviation sector that supports economic growth, jobs and business opportunities, now and for future generations, in a way that minimises impacts on the environment. This is a critical issue for the future of our country, and we want to hear your views. The Government is consulting across the UK, with all those who could benefit from a new runway at Heathrow Airport and with those communities who will be directly affected by expansion. While the Airports National Policy Statement will apply to England only, given the national significance of a Northwest Runway at Heathrow, we want to hear views from the whole of the UK.

A full and fair consultation

I recognise that expansion brings some negative impacts for those communities closest to the airport, and am committed to consulting communities in a full and fair way. I have appointed Sir Jeremy Sullivan, the former Lord Justice of Appeal, to oversee the consultation process. This is an independent role, and Sir Jeremy will be responsible for providing oversight of the process and ensuring best practice is upheld. I encourage you to respond to this consultation before it closes on 25 May 2017.



Rt Hon Chris Grayling MP
Secretary of State for Transport

1. Content of this consultation

- 1.1** This consultation is on the *draft Airports National Policy Statement: new runway capacity and infrastructure at airports in the South East of England* (“draft Airports NPS”), which sets out:
- The Government’s policy in relation to the need for new airport capacity in the South East of England;
 - The Government’s preference for the Heathrow Northwest Runway scheme to deliver additional airport capacity; and
 - The requirements the applicant will need to meet in order to secure development consent for the preferred scheme.
- 1.2** To ensure that policy development is based on the most up to date information, the Government will continue to update its evidence base on airport capacity, for example as a result of producing a new national air quality plan. The Government is currently updating its passenger demand forecasts and will publish a document setting out the impacts of the new forecasts on the case for expansion at Heathrow Airport as soon as possible during the consultation period. This is to ensure that respondents have access to the most up to date evidence, and enough time to consider it, when they respond to the consultation.
- 1.3** This consultation does not ask for views about the detailed design of the Heathrow Northwest Runway scheme itself or any associated infrastructure. That will come later, when the airport operator holds its own consultation as part of its development consent application.
- 1.4** This consultation relates specifically to the draft Airports NPS, which sets out the need for a Northwest Runway at Heathrow Airport and the supporting measures for those communities who will be impacted by expansion.
- 1.5** We want to hear from you on:
- Whether the draft Airports NPS and the accompanying documents have provided the evidence and rationale for the need for a Northwest Runway at Heathrow; and
 - The proposed package of supporting measures we expect for the communities impacted by expansion included in the draft Airports NPS.
- 1.6** The Government welcomes comments on the draft Airports NPS and documents which have been published alongside it. These documents are:

Document	Purpose
Draft Airports NPS	<ul style="list-style-type: none"> • The draft Airports NPS sets out the Government's policy on the need for a Northwest Runway at Heathrow Airport • This document sets out policies against which Heathrow Airport's application will be assessed by the Secretary of State before he considers whether to grant development consent, which would allow construction to begin
Appraisal of Sustainability (including topic level appendices)	<ul style="list-style-type: none"> • The Appraisal of Sustainability examines the likely social, economic and environmental impacts which could arise as a result of the designation of the draft Airports NPS, including assessing alternatives to the Heathrow Northwest Runway scheme • The Appraisal of Sustainability complies with the requirements of the Strategic Environmental Assessment Directive (2001/42/EC)¹ • This document also highlights options for avoiding or mitigating adverse impacts from the development • Preparing an Appraisal of Sustainability in parallel with the draft Airports NPS is a statutory requirement as set out in the Planning Act 2008 • This document has also been informed by a number of technical reports, some of which the Government published on 25 October 2016,² with others to be published later
Appraisal of Sustainability non-technical summary	<ul style="list-style-type: none"> • This document is a non-technical summary of the Appraisal of Sustainability. It has been produced to ensure that information in the main Appraisal of Sustainability document is easily accessible
Appraisal of Sustainability scoping report	<ul style="list-style-type: none"> • This document outlines how the Government prepared to undertake an Appraisal of Sustainability, including its objectives • The Government consulted on its approach to the Appraisal of Sustainability with a number of environmental bodies, and the scoping report includes the response to this consultation
Habitats Regulations Assessment	<ul style="list-style-type: none"> • This document assesses the impact of airport expansion on areas of importance to nature conservation, and recommends options for mitigating adverse effects
Health Impact Analysis	<ul style="list-style-type: none"> • This document assesses the positive and negative impacts of airport expansion on health, and recommends options for mitigating adverse effects
Equalities Impact Assessment	<ul style="list-style-type: none"> • This document assesses the impact of airport expansion on equality target groups, and recommends options for mitigating adverse effects

¹ <http://ec.europa.eu/environment/eia/sea-legalcontext.htm>

² <https://www.gov.uk/government/collections/heathrow-airport-expansion>

2. Responding to this consultation

Issue date

2.1 The consultation was issued on 2 February 2017.

Additional copies

2.2 Additional copies are available electronically and can be downloaded from www.gov.uk/dft/heathrow-airport-expansion.

Responding online

2.3 You will probably find it most convenient to submit a response online. Please visit www.gov.uk/dft/heathrow-airport-expansion to submit your response.

Other ways to respond

2.4 If you choose not to use the online system, for example because you use specialist accessibility software that is not compatible, you may download a Word document version of the form and email it or post it:

- Email: runwayconsultation@dft.gsi.gov.uk
- Post: FREEPOST RUNWAY CONSULTATION

2.5 Hard copies of the draft Airports NPS, consultation document and response form are also available by calling 0800 6894968.

Deadline

2.6 The consultation closes on 25 May 2017.

Consultation principles

2.7 This consultation is being conducted in line with the Government's consultation principles, a link to which is included at Annex A.

Equalities

2.8 The Government takes its public sector equality duties very seriously. In fulfilling these duties, the Government is taking forward measures to publicise and raise awareness of this consultation with protected groups around Heathrow Airport and at a national level. The Government wants to ensure that everyone has the opportunity to have their say on the proposals for policy on additional airport capacity in the South East of England.

Government response

2.9 Once the Government has reviewed and taken into account all responses to this consultation, it will publish the results and a formal Government response.

Consultation events

2.10 The Government will be holding a series of events during the consultation period. These will be undertaken in two phases:

- **Phase one – local events.** The local events will take place in the local authority areas around Heathrow Airport, and will be open to all. The events will provide information on the proposals in the draft Airports NPS to help inform responses. In particular, we want to hear from local communities on the measures proposed to mitigate negative impacts of expansion.
- **Phase two – regional events.** The regional events will be held across the UK with invited stakeholders, facilitating consultation responses nationwide.

Information on the UK airspace policy consultation (see below) will be made available at both phases of events.

2.11 The locations and dates of the consultation events can be found at Annex D.

Independent consultation adviser

2.12 The Government recognises that this consultation will be of great interest and importance to communities, and that it is important to conduct the consultation in a fair and transparent way that allows everyone to have their say. It is essential that communities have confidence in the process of the consultation.

2.13 The Secretary of State has appointed Sir Jeremy Sullivan, former Lord Justice of Appeal, as an independent consultation adviser to oversee the consultation process. This is an independent role, and Sir Jeremy will be responsible for providing oversight of the consultation process and ensuring best practice is upheld, and raising any concerns about the process directly to the Secretary of State.

2.14 Sir Jeremy has provided independent challenge to the Department for Transport during the development of this consultation document, the draft Airports NPS, and the programme of consultation events.

2.15 During the consultation, Sir Jeremy will be attending events to listen to the views of stakeholders and scrutinise the way the events are being run. At the end of the consultation, he will present a report to the Secretary of State, setting out whether, in his view, the consultation has been conducted appropriately.

2.16 If you have any comments or concerns about the consultation process, you can raise them directly with Sir Jeremy via independentadviser@runwayconsultation.gsi.gov.uk, or by writing to him, c/o the Department for Transport. Please note that he will not be able to comment on the policies within the draft Airports NPS, only the consultation process itself.

Airspace consultation

2.17 In parallel with this consultation, the Government has published its consultation on UK airspace policy, which will consider a number of important changes that are linked to, but not dependent on, the Heathrow Northwest Runway scheme. This includes the Government's proposals on a new Independent Commission on Civil Aviation Noise. Our proposed changes to the UK's airspace policy will support the continued growth of the aviation sector while balancing the needs of communities affected by aircraft noise.

Relationship with consultations organised by Heathrow Airport

2.18 Separately, Heathrow Airport is expected to consult later this year on the detail of its own proposals for its scheme ahead of its development consent application. While such a consultation would relate to the Heathrow Northwest Runway scheme, it would be entirely independent from the Government's consultations and the draft Airports NPS.³

Relationship with consultations organised by the Airports Commission

2.19 During its work between 2012 and 2015, the Airports Commission conducted a number of consultations on airport capacity issues, to which you may have contributed. You should note that this consultation on the draft Airports NPS is the start of a new process to take forward the Government's preferred policy position. Given that this is a separate process, even if you previously replied to a consultation by the Airports Commission, we would still welcome your views via this consultation on the draft Airports NPS.

³ Heathrow Airport has set out an indicative timeline for its next steps, including its consultations, at: <https://your.heathrow.com/localcommunityinformation/next-steps/indicative-timeline/>

3. The need for additional airport capacity

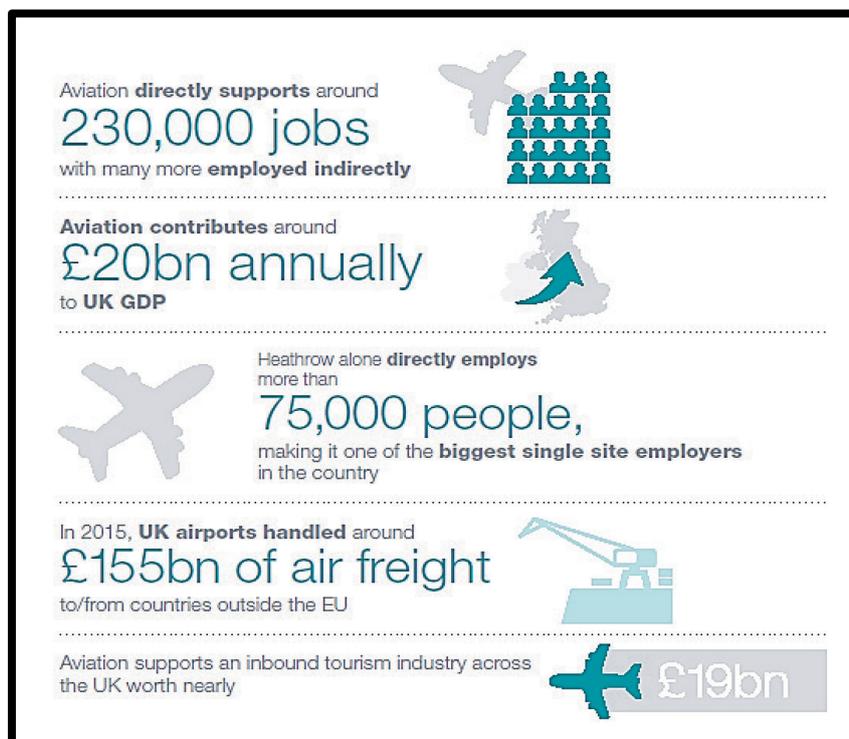
3.1 Chapter 2 of the draft Airports NPS sets out the Government's policy on the need for additional airport capacity in the South East in order to secure the UK's status as a global aviation hub.

The importance of aviation to the UK economy

3.2 The UK has the third largest aviation network in the world, behind only the USA and China,⁴ and London's airports⁵ serve more routes than any other European city.⁶ The UK's airports handled over 250 million passengers in 2015, a 5.5% increase from the previous year.⁷ Our airports are also critical freight gateways – Heathrow Airport is the UK's biggest freight port by value.⁸

3.3 The aviation sector is a successful part of the modern UK economy. The sector contributes £20 billion to the UK economy,⁹ and employs around 230,000 people.¹⁰ It creates jobs and delivers growth, and enables activity in other important sectors like financial services and the creative industries. Heathrow Airport directly supports around 75,000 jobs on site.¹¹

3.4 International connectivity facilitates trade in goods and services, enables the movement of workers and tourists, and drives business innovation and investment, being particularly important for many of the fastest growing sectors of the economy.



Source: <https://www.gov.uk/government/publications/heathrow-airport-expansion-summary-document>

⁴ *The Global Competitiveness Report 2014-2015*, World Economic Forum, 2015, based on available airline seat kilometres

⁵ The draft Airports NPS considers London's airports to be Gatwick, Heathrow, London City, Luton and Stansted

⁶ <https://www.gov.uk/government/publications/airports-commission-final-report> *Airports Commission: Final Report*, p55

⁷ <https://www.caa.co.uk/Data-and-analysis/UK-aviation-market/Airports/Datasets/UK-Airport-data/Airport-data-2015/>

⁸ <https://your.heathrow.com/takingbritainfurther/trade-and-exports/facts-and-figures/>

⁹ ONS, Input-Output Supply and Use tables, 2014

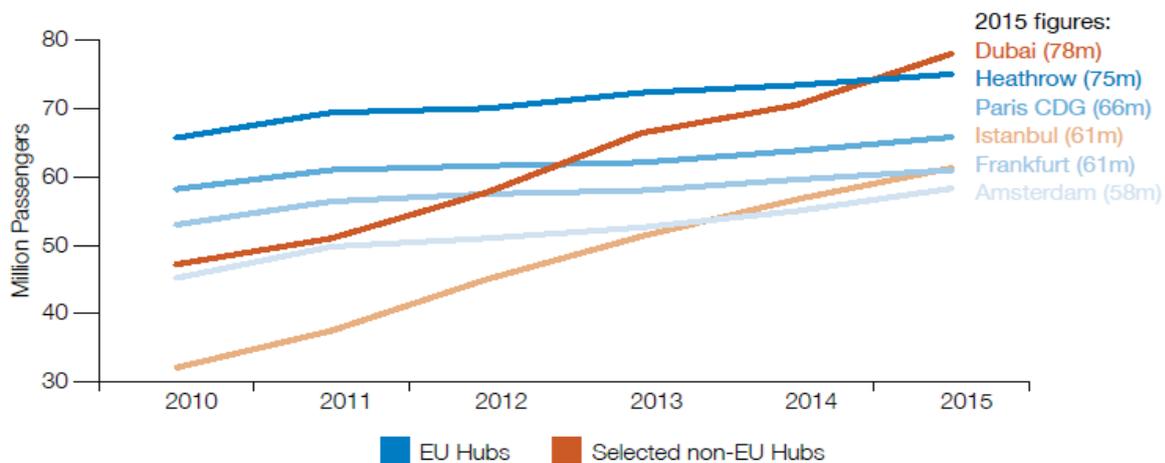
¹⁰ ONS, Business Register and Employment Survey, 2014

¹¹ <https://your.heathrow.com/takingbritainfurther/jobs-and-growth/>

The need for new airport capacity

3.5 London and the South East are facing a capacity challenge. Heathrow Airport is currently the busiest two runway airport in the world, while Gatwick Airport is the busiest single runway airport in the world. London's airports are filling up fast, and will all be full by 2040 if we do not take action now.¹²

3.6 The UK's hub status, stemming from the convenience and variety of its direct connections across the world, is already being challenged by restricted connectivity.¹³ Hub airports at Paris, Frankfurt and Amsterdam have spare capacity and are able to attract new flights to growth markets in China and South America.¹⁴ These competitors have benefited from the capacity constraints at Heathrow Airport, and have seen faster growth over the past few years. The UK's airports also face growing competition from Middle East hubs like Dubai, Abu Dhabi, Doha and Istanbul. Heathrow Airport was overtaken by Dubai in 2015 as the world's busiest international passenger airport.¹⁵



Source: <https://www.gov.uk/government/publications/heathrow-airport-expansion-summary-document>

3.7 The consequences of not increasing airport capacity in the South East of England – the ‘do nothing’ or ‘do minimum’ scenarios – are detrimental to the UK economy and the UK's hub status. International connectivity will be restricted as capacity restrictions mean airlines prioritise their routes, seeking to maximise their profits. Capacity constraints therefore lead to trade-offs in destinations, and while there is scope to respond to changing demand patterns, this necessarily comes at the expense of other connections. Domestic connectivity into the largest London airports will also decline as competition for slots encourages airlines to prioritise more profitable routes.

3.8 Operating existing capacity at its limits means there will be little resilience to unforeseen disruptions, leading to delays. Fares are likely to rise as demand outstrips supply, and the lack of available slots makes it more difficult for new competitors to enter the market.

3.9 The Government believes that not increasing capacity will impose costs on passengers and on the wider economy. The Airports Commission estimated that direct

¹² Airports Commission: Final Report, p3

¹³ For more analysis on the UK's hub status, see <https://www.gov.uk/government/publications/airports-commission-interim-report> Airports Commission: Interim Report, pp90-92

¹⁴ Airports Commission: Final Report, p249

¹⁵ <http://www.aci.aero/News/Releases/Most-Recent/2016/09/09/Airports-Council-International-releases-2015-World-Airport-Traffic-Report-The-busiest-become-busier-the-year-of-the-international-hub-airport>

negative impacts to passengers, such as fare increases and delays, would range from £21 billion to £23 billion over 60 years.¹⁶ Without expansion, constraints in the aviation sector would impose increasing costs on the rest of the economy over time, lowering economic output by making aviation more expensive and less convenient to use, with knock-on effects in lost trade, tourism and foreign direct investment.

3.10 The UK's decision to leave the European Union adds further weight to the need for additional airport capacity. As our business and trading relationships change, it is very likely that we will need to look to emerging markets around the world, particularly in the Far East.

The Airports Commission

3.11 To address these issues, in September 2012 the Coalition Government established the independent Airports Commission,¹⁷ led by Sir Howard Davies. The Airports Commission was tasked to identify and recommend options to maintain the UK's position as Europe's most important aviation hub. During its lifetime, the Airports Commission undertook extensive research, analysis and consultation, publishing seven discussion papers, an appraisal framework, and two reports.

3.12 The Airports Commission explored potential alternatives to additional runway capacity, which included:

- Doing nothing;
- A 'do minimum' set of alternatives with very limited provision for additional capacity;
- Redistribution methods, for example changing the rate of Air Passenger Duty, changing slot allocation regimes, traffic distribution rules, and prohibiting certain types of flights;
- Investment in high speed rail and improved surface access options; and
- New technologies.¹⁸

3.13 The Airports Commission found that none of these options delivered a sufficient increase in capacity, and that many required investment far in excess of the cost of runway expansion.

3.14 In its Interim Report in December 2013, the Airports Commission concluded that there was a need for one additional runway to be in operation in the South East of England by 2030. It also set in train a period of further consultation on three shortlisted schemes (Gatwick Second Runway scheme, Heathrow Northwest Runway scheme, and Heathrow Extended Northern Runway scheme), as well as the option of a new airport in the inner Thames Estuary. In September 2014, the Airports Commission concluded that a new airport in the inner Thames Estuary did not perform sufficiently well to warrant consideration alongside the three schemes that it decided to shortlist.¹⁹

3.15 In its Final Report in July 2015, the Airports Commission concluded that the proposed Northwest Runway at Heathrow Airport presented the strongest case for expansion and would offer the greatest strategic and economic benefits to the UK. A copy of the indicative Heathrow Northwest Runway scheme masterplan is included at Annex C.

¹⁶ *Airports Commission: Final Report*, p81; present value over 60 years

¹⁷ <https://www.gov.uk/Government/organisations/airports-Airports-Commission>

¹⁸ *Airports Commission: Final Report*, p84

¹⁹ <https://www.gov.uk/government/publications/inner-thames-estuary-airport-summary-and-decision>

The Airports Commission also made clear that expansion would have to involve a significant package of supporting measures to address the environmental and community impacts of the new runway.

The Government's work

3.16 Following the Airports Commission's Final Report, the Government reviewed and assured the Report's findings. On 14 December 2015, the Government accepted the Airports Commission's conclusion that one new runway is needed in the South East by 2030, and also the Airports Commission's three shortlisted scheme options.²⁰

3.17 Chapter 2 of the draft Airports NPS sets out the Government's view on the need for additional airport capacity in the South East of England by 2030. However, we are keen to hear all views on the Government's position, including the merits of not expanding airport capacity or other ways of delivering additional airport capacity.

Question 1: The Government believes there is the need for additional airport capacity in the South East of England by 2030. Please tell us your views.

²⁰ <https://www.gov.uk/government/speeches/aviation-capacity>

4. The Government's preferred scheme: Heathrow Northwest Runway

Overview

- 4.1 Chapter 3 of the draft Airports NPS sets out the case for the Heathrow Northwest Runway as the Government's preferred scheme.
- 4.2 The Government accepted the Airports Commission's three shortlisted schemes in December 2015, agreeing with the Airports Commission's conclusion that one new runway in the South East of England is required to meet capacity requirements.
- 4.3 Following the publication of the Airports Commission's Final Report, the Government undertook further work on:
 - Air quality;
 - Noise;
 - Carbon emissions; and
 - Impacts on local communities.
- 4.4 The Government also carried out additional sensitivities, which show the worst case scenarios on noise, carbon and the economy, within the Appraisal of Sustainability.
- 4.5 The work on air quality, which demonstrated that expansion is capable of taking place within legal limits, is outlined in the Government's air quality re-analysis²¹ and the Appraisal of Sustainability. Both documents contain a worst case scenario.
- 4.6 The Government agrees with the Airports Commission's assessment that a new runway can be delivered within the UK's climate change obligations.²²
- 4.7 Following engagement with all three shortlisted scheme promoters, the Government has recommended a package of community supporting measures.
- 4.8 The Government also carried out additional work in relation to surface access, and further economic analysis. This work has allowed the Government to consider carefully the effectiveness of each of the three schemes to meet the need for additional capacity.

²¹ <https://www.gov.uk/government/publications/airport-expansion-further-analysis-of-air-quality-data>

²² <https://www.gov.uk/government/publications/airport-expansion-dft-review-of-the-airports-commissions-final-report> *Review of the Airports Commission Final Report*, p19

4.9 The detailed results of this work are set out in a number of reports published by the Government on 25 October 2016:

- A formal review by the Department for Transport of the Airports Commission's Final Report;²³
- An air quality re-analysis to test the Airports Commission's work against the Government's air quality plan;²⁴
- A further review of the Airports Commission's analytical approach, providing greater assurance in those areas where needed;²⁵
- A comparison of the originally shortlisted schemes' compensation packages against other airport expansion projects around the world;²⁶
- An assurance report by Highways England on the schemes' road surface access proposals;²⁷ and
- A non-binding statement of principles between Heathrow Airport and the Secretary of State for Transport on the Heathrow Northwest Runway scheme.²⁸

4.10 On 25 October 2016, the Government announced that its preferred scheme to meet the need for new airport capacity in the South East of England was a Northwest Runway at Heathrow Airport.²⁹ It also confirmed that this would be included in a draft Airports NPS, which would be subject to consultation in accordance with the procedures laid down in the Planning Act 2008. The Government believes that the Heathrow Northwest Runway scheme, of all the three shortlisted schemes, is the most effective and most appropriate way of meeting the overall needs case set out in chapter 2 of the draft Airports NPS.

4.11 Chapter 3 of the draft Airports NPS is broken down into two distinct sections. The first section focuses on why the Government prefers the Heathrow Northwest Runway Scheme to the Gatwick Second Runway scheme in terms of delivering additional airport capacity by 2030. The second section focuses on why the Government prefers the Heathrow Northwest Runway scheme to the Heathrow Extended Northern Runway scheme.

4.12 While the Government has confirmed publicly, based on the evidence set out below, that it prefers the Heathrow Northwest Runway scheme, it is consulting in a full and fair way with an open mind. The Government welcomes all views on its preference.

4.13 Increasing airport capacity in the South East of England can be expected to result in both positive and negative impacts, as would be the case for any major infrastructure project. Important positive impacts are expected to include securing the UK's hub status, better international connectivity, and providing benefits to passengers and the UK economy as a whole (for example for the freight industry). The negative impacts are expected to include environmental impacts, for example on air quality and affected local communities.

4.14 In its considerations on a preferred scheme, the Government has fully taken into account the work of the Airports Commission, information provided by a variety of

²³ <https://www.gov.uk/government/publications/airport-expansion-dft-review-of-the-airports-commissions-final-report>

²⁴ <https://www.gov.uk/government/publications/airport-expansion-further-analysis-of-air-quality-data>

²⁵ <https://www.gov.uk/government/publications/airport-expansion-further-review-and-sensitivities-report>

²⁶ <https://www.gov.uk/government/publications/airport-expansion-global-comparison-of-airport-mitigation-measures>

²⁷ <https://www.gov.uk/government/publications/airport-expansion-highways-england-assurance-report>

²⁸ <https://www.gov.uk/government/publications/heathrow-airport-limited-statement-of-principles>

²⁹ <https://www.gov.uk/government/speeches/airport-capacity>

stakeholders, and the results of the Government's further work outlined in paragraphs 4.3-4.9 above. As set out below, the Government has considered the positive and negative effects from each of the three shortlisted schemes, and reached its conclusion by weighing these expected effects, along with considering how positive effects can be enhanced and negative effects mitigated.

Heathrow Northwest Runway and Gatwick Second Runway

4.15 In identifying the preferred scheme, a wide range of factors has been taken into account, including:

- International connectivity and strategic benefits;
- Passenger and wider economic benefits;
- Domestic connectivity and regional impacts;
- Surface access links;
- Views of airlines, regional airports and the business community;
- Financeability;
- Deliverability; and
- Local environmental impacts.

4.16 While the Government acknowledges the differences between the three shortlisted schemes, carbon impacts (unlike the factors above) have not been considered as a differentiating factor between schemes due to the Airports Commission's overarching assessment that all three are deliverable within the UK's climate change obligations.

International connectivity and strategic benefits, including freight

4.17 Heathrow Airport is best placed to address this need by providing the biggest boost to the UK's international connectivity. Heathrow Airport is one of the world's major hub airports, serving around 180 destinations worldwide with at least a weekly service, including a diverse network of onward flights across the UK and Europe.³⁰ This is demonstrated by the forecasts produced by the Airports Commission.³¹ A Northwest Runway at Heathrow Airport is expected to result in an additional 125,000 flights a year across the UK as a whole (including 39,000 long haul) by 2040, and 27 million additional passengers a year.³²

4.18 Compared to no expansion, the Second Runway scheme at Gatwick Airport would add 54,000 flights and 8.5 million passengers by 2040 across the UK as a whole, increasing to 60,000 and 16 million respectively in 2050. The Airports Commission projected that 8,000 of these additional flights would be long haul in 2040, rising to 15,000 in 2050.³³ Gatwick Airport has recently been successful in securing a number of long haul routes to the USA and Canada from low cost carriers, a new market segment.

4.19 As well as improving connections for passengers, the greater frequency of services will support the air freight industry, and facilitate exports of UK goods. Heathrow

³⁰ <https://your.heathrow.com/takingbritainfurther/vision/new-destinations/>

³¹ An important uncertainty to the central estimates concerns the forecasts of future aviation demand and allocation across UK airports. The Airports Commission reflected this uncertainty using five demand scenarios, as well as two carbon policy regimes. The Department for Transport has run a demand sensitivity to look at the impact of recent growth in UK aviation demand. Further uncertainty arises from the choice of individual modelling assumptions. Further information, including on the Airports Commission's scenarios and sensitivity analysis, can be found in the Further Review and Sensitivities Report and Appraisal of Sustainability

³² https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/439687/strategic-fit-updated-forecasts.pdf Airports Commission Aviation Forecasts. This number refers to terminal passengers, which include those passengers changing planes, who are counted twice, reflecting the fact that they arrive on one flight and depart on another

³³ Airports Commission Aviation Forecasts

Airport currently has a substantial freight handling operation, around 20 times larger by tonnage³⁴ and over 200 times larger by value, than that at Gatwick Airport, accounting for 31% of the UK's non-EU trade by value.³⁵ Expansion at Heathrow Airport will further strengthen the connections of firms from across the UK to international markets.

Passenger and wider economic benefits

- 4.20** Without expansion, passengers and other users of airports are likely to suffer from higher fares and more delays. High demand for air travel at airports with limited or no scope for increased capacity could weaken competition, allowing airlines to charge higher fares. As airports fill up and operate at full capacity, there is little resilience to deal with any disruption, leading to delays.
- 4.21** The Heathrow Northwest Runway scheme is expected to provide benefits to business and leisure passengers and the wider economy (not including wider trade benefits) of up to £61 billion over 60 years.³⁶ This benefit includes the lower fares that passengers can expect to pay as a result of increased competition between airlines, relative to no expansion. These benefits are expected to be realised by passengers across the UK, and are delivered more quickly by the Heathrow schemes, with both providing more passenger benefits by 2050 than the Gatwick Second Runway scheme.
- 4.22** Expansion via the Heathrow Northwest Runway scheme should deliver additional jobs at the airport, through its supply chain, and in the local community. The Heathrow Northwest Runway scheme is expected to generate up to 77,000 additional jobs in the local area by 2030,³⁷ with Heathrow Airport also pledging to provide 5,000 additional apprenticeships by this time. The number of local jobs created at an expanded Heathrow Airport is predicted to be much greater than at Gatwick Airport (up to 12,500 by 2030 and 44,200 by 2050),³⁸ and the jobs would also be created more quickly. The numbers are higher at Heathrow Airport because the additional capacity is forecast to be used more quickly following expansion and, importantly, because the types of services offered at an expanded Heathrow Airport are likely to be more complex, particularly with the greater number of full service airlines operating there.
- 4.23** Expansion also brings a wider set of non-monetised benefits such as local job creation, trade and freight benefits, which indicate a stronger case for a Heathrow scheme than for the Gatwick Second Runway scheme.³⁹

Domestic connectivity

- 4.24** The Government recognises the importance that the nations and regions of the UK attach to domestic connectivity, particularly connections into Heathrow Airport. Airports across the UK provide a vital contribution to the economic wellbeing of the whole of the UK. Without expansion, there is a risk that, as airlines react to limited capacity, they could prioritise international routes over domestic connections. The Government sees expansion at Heathrow Airport as an opportunity to not only protect and

³⁴ <https://www.caa.co.uk/Data-and-analysis/UK-aviation-market/Airports/Datasets/UK-airport-data/>

³⁵ <https://www.uktradeinfo.com/Statistics/BuildYourOwnTables/Pages/Home.aspx>

³⁶ For clarity of presentation, only the central estimate in the 'carbon traded' scenario is presented here. This does not imply any Government position on future carbon policy. Estimates under different carbon and demand scenarios are available in section 3.13 of the Appraisal of Sustainability, Appendix A-3: Economy. For background on the carbon and demand scenarios themselves, see sections 3 and 4 of the Airports Commission's *Strategic fit: updated forecasts* <https://www.gov.uk/government/publications/airports-commission-final-report-strategic-fit>. This includes passenger benefits to UK residents, non-UK residents and international-to-international interliners

³⁷ *Airports Commission: Final Report*, p25

³⁸ *Further Review and Sensitivities Report*, p38

³⁹ *Further Review and Sensitivities Report*, p33

strengthen the frequency of existing domestic routes, but to secure new domestic routes to the benefit of passengers and businesses across the UK.

4.25 The Government expects to see expansion at Heathrow Airport driving an increase in the number of UK airports with connections specifically into the airport. Heathrow Airport and Gatwick Airport set out plans on domestic connectivity which they say they would deliver, if successful, by 2030:

- 14 domestic routes for Heathrow Airport, compared to the eight routes currently in operation; and
- 12 domestic routes for Gatwick Airport, compared to the six currently offered.

Heathrow Airport under expansion in 2030^{40 41}	Gatwick Airport under expansion in 2030⁴²
<p>8 domestic routes operating today (Aberdeen, Belfast City, Edinburgh, Glasgow, Inverness, Leeds Bradford, Manchester, Newcastle)</p> <p>plus Belfast International, Durham Tees Valley, Humberside, Liverpool, Newquay, Prestwick</p> <p>Total: 14</p>	<p>6 domestic routes operating today (Aberdeen, Belfast International, Edinburgh, Glasgow, Inverness, Newquay)</p> <p>plus Belfast City, Derry-Londonderry, Dundee, Leeds Bradford, Manchester, Newcastle</p> <p>Total: 12</p>

Government expectation on domestic connectivity

4.26 The draft Airports NPS sets out what the Government requires Heathrow Airport to do in order to deliver domestic connectivity improvements, including to demonstrate it has worked constructively with airlines to protect and strengthen existing domestic routes and develop new domestic connections.

Surface access links

4.27 Heathrow Airport already has good surface transport links to the rest of the UK. It enjoys road links via the M25, M4, M40 and M3, and rail links via the London Underground Piccadilly Line, Heathrow Connect, and Heathrow Express. In the future, it will connect to Crossrail, and link to HS2 at Old Oak Common. Plans are also being developed for improved rail access: the proposed Western Rail Access could link the airport to the Great Western Main Line, and Southern Rail Access could join routes to the South West Trains network and London Waterloo Station. This varied choice of road and rail connections makes Heathrow Airport accessible to both passengers and freight operators from much of the UK, and provides significant resilience to any disruption.

4.28 Access to Gatwick Airport relies on the M23 and the Brighton Main Line, which means it serves London well but makes it less convenient for onward travel to the rest of the

⁴⁰ Taken from promoter plans for domestic connections at Heathrow Airport and Gatwick Airport, compared to existing domestic connections at both airports. The Government would expect Heathrow Airport’s plan to be broadly equivalent for the Extended Northern Runway proposal if it were taken forward

⁴¹ Plus routes to UK Crown Dependencies (Isle of Man and Jersey)

⁴² Plus routes to UK Crown Dependencies (Guernsey, Isle of Man and Jersey)

UK. It is also less resilient than Heathrow Airport. Heathrow Airport has advantages over Gatwick Airport with its greater integration into the national transport network, benefitting both passengers and freight operators. It also currently has significantly bigger freight operations than Gatwick Airport, around 20 times larger in terms of total tonnage⁴³ and over 200 times larger in terms of value.⁴⁴

- 4.29** The airport scheme promoters have pledged to meet the cost of surface access schemes required to enable a runway to open. For Gatwick Airport, this covers the full cost of the works (including the M23 and A23) needed to support expansion. The two Heathrow schemes would pay for the full cost of M25, A4 and A3044 diversions and local road works. They would make a contribution towards the cost of the proposed Western Rail Access and Southern Rail Access schemes. Improvements which are already underway, such as Thameslink and Crossrail, will be completed, and the Government has not assumed any change to these schemes' existing funding.
- 4.30** The majority of the surface access costs where a split of beneficiaries is expected (for example, where multiple businesses and the public at large benefit from a new road junction or rail scheme) are likely to be borne by Government, as the schemes provide greater benefits for non-airport users. The airport contribution would be subject to a negotiation, and review by regulators.
- 4.31** Because of the early stage of development, there is some uncertainty about surface access costs, which are subject to more detailed development and, for example, choices over precise routes. The additional public expenditure effects of the options would likely be as follows:
- For both Heathrow schemes, there is no Government road spend directly linked to expansion. The promoter would pay for changes to the M25, A4 and A3044 and any local roads. The Western and Southern Rail schemes are at different levels of development and, based on current estimates, could cost between £1.4 billion and £2.5 billion together. The Government would expect this cost to be partly offset by airport contributions, which would be negotiated when the schemes reach an appropriate level of development.
 - For the Gatwick scheme, there would be no additional public expenditure solely because of expansion, as all road enhancement costs for airport expansion would be met by the scheme promoter. The Government has assumed that any improvements to the Brighton Main Line that may be required would take place regardless of expansion and would be publically funded.

Views and support of airlines, regional airports and the business community

- 4.32** The benefits of expansion will be delivered only if airlines and the industry choose to use the new capacity, and pay for it via airport charges. There is much greater airline support for expansion via the Heathrow Northwest Runway scheme than the other two schemes, subject to various concerns being met, for example on costs.
- 4.33** The majority of regional airports that have stated a public preference support expanding Heathrow Airport, on the basis of its current status as the UK's hub (though Birmingham Airport has supported expansion at Gatwick Airport). This support is driven by airports' considerations on connectivity and other commercial issues.

⁴³ <https://www.caa.co.uk/Data-and-analysis/UK-aviation-market/Airports/Datasets/UK-airport-data/>

⁴⁴ <https://www.uktradeinfo.com/Statistics/BuildYourOwnTables/Pages/Home.aspx>

4.34 Expansion is critical for business confidence in the UK. The Heathrow Northwest Runway scheme has strong support from the wider business community across the whole of the UK, including from the Confederation of British Industry,⁴⁵ the British Chambers of Commerce,⁴⁶ the Federation of Small Businesses,⁴⁷ the manufacturers' organisation EEF,⁴⁸ and regional business groups across the UK. 61% of the directors asked by the Institute of Directors stated that their preference was for expansion at Heathrow Airport, compared to 39% who favoured expansion at Gatwick Airport.⁴⁹

Financeability

4.35 While the Gatwick Second Runway scheme would be significantly cheaper than the two schemes at Heathrow, with the Heathrow Northwest Runway being the most expensive of the three shortlisted schemes, all three are private sector schemes which the Government believes could be financeable without Government support.⁵⁰

4.36 The level of debt and equity required for the Gatwick Second Runway scheme would be significantly lower than for the Heathrow schemes, but the Airports Commission noted that the Gatwick Second Runway scheme would have comparatively higher demand risk, which is harder for Government to mitigate compared to the Heathrow schemes.⁵¹ Both Heathrow schemes build on a strong track record of proven demand that has proven resistant to economic downturns. Independent financial advisers have undertaken further work for the Government, and agree that all three schemes are financeable without Government support.

Deliverability

4.37 The three shortlisted schemes involve different levels of delivery risk. Gatwick Airport said its Second Runway scheme is capable of being delivered by 2025, while Heathrow Airport said its Northwest Runway scheme is capable of being delivered by 2026. The Gatwick Second Runway scheme would be much simpler to build. The process for delivering powers for the Heathrow schemes will be more complex because the schemes themselves are more complex. The delivery dates for both Heathrow schemes are therefore likely to be more risky than that for the Gatwick scheme.

Local environmental impacts

4.38 Decisions on airport capacity must rightly balance local, environmental and social considerations against the national and local benefits stemming from expansion. As set out above, expansion via the Heathrow Northwest Runway scheme best meets the needs for additional capacity in the South East of England. However, set against these positive impacts, airport expansion can also have negative impacts. All three schemes will have significant impacts on the environment and local community; in particular, noise is a significant issue for communities at both Heathrow Airport and Gatwick Airport. Even so, as set out in the Appraisal of Sustainability, the Gatwick Second Runway scheme has a less adverse impact than either scheme at Heathrow, primarily because of its more rural location and with fewer people impacted by the airport.

⁴⁵ <https://your.heathrow.com/takingbritainfurther/tuc-and-cbi-unite-to-call-for-heathrow-expansion/>

⁴⁶ <http://www.britishchambers.org.uk/press-office/press-releases/bcc-while-britain-dithers-on-aviation,-others-do.html>

⁴⁷ <http://fsb.org.uk/media-centre/press-releases/heathrow-expansion-sends-clear-signal-britain-is-open-for-business>

⁴⁸ <https://www.eef.org.uk/about-eef/media-news-and-insights/media-releases/2016/oct/eef-comment-on-heathrow-expansion>

⁴⁹ <https://www.iod.com/news-campaigns/news/articles/Business-leaders-welcome-Airports-Commission-recommendations>

⁵⁰ The Airports Commission estimated capital costs at £9 billion for the Gatwick Second Runway scheme, £14.4 billion for the Heathrow Extended Northern Runway Scheme, and £17.6 billion for the Heathrow Northwest Runway scheme, not including surface access costs

⁵¹ *Airports Commission: Final Report*, p270

- 4.39** Heathrow Airport has committed to ensuring its landside airport related traffic is no greater than today. In addition, the airport will be expected to achieve a public transport mode share of at least 50% by 2030, and at least 55% by 2040, for passengers.
- 4.40** The Government agrees with the evidence set out by the Airports Commission that expansion at Heathrow is consistent with the UK's climate change obligations.⁵²
- 4.41** The Heathrow Northwest Runway scheme will be accompanied by a package of measures to mitigate the impact of airport expansion on the environment and affected communities.⁵³ The Government agrees with the Airports Commission's conclusion that "to make expansion possible...a comprehensive package of accompanying measures [should be recommended to] make the airport's expansion more acceptable to its local community, and to Londoners generally".⁵⁴ This will include a highly valued night flight ban of six and a half hours between 11pm and 7am (with the exact start and finish times to be determined following consultation), and the offer of a predictable, though reduced, period of respite for local communities.
- 4.42** To mitigate environmental impacts, Heathrow Airport and Gatwick Airport both announced compensation packages (covering residential property acquisition, noise insulation, and other community measures like funding for schools), which stand at more than £1 billion at Heathrow and more than £200 million at Gatwick (over 15-20 years from 2020). Heathrow Airport's package reflects the much greater number of people affected in the local area.

Heathrow Northwest Runway and Heathrow Extended Northern Runway

- 4.43** The Heathrow Extended Northern Runway scheme has two advantages over the Heathrow Northwest Runway scheme: lower capital costs (£14.4 billion for the Extended Northern Runway scheme compared to £17.6 billion for the Northwest Runway scheme), and significantly fewer houses being demolished (242 rather than 783), as well as avoiding impacts on a number of commercial properties.
- 4.44** However, the Government made a preference for the Heathrow Northwest Runway based on a number of factors:
- Resilience;
 - Respite from noise for local communities; and
 - Deliverability.
- 4.45** The Heathrow Northwest Runway would provide respite by altering the pattern of arrivals and departures across the runways over the course of the day to give communities breaks from noise. However, respite would decrease from one half to one third of the day. The Heathrow Extended Northern Runway scheme has much less potential for respite. It would use both runways for arrivals and departures for most of

⁵² *Review of the Airports Commission Final Report*, p19

⁵³ By way of comparison, the Government engaged Ernst & Young to prepare a report on the approaches taken by other international airports in addressing the local impacts of the airport - <https://www.gov.uk/government/publications/airport-expansion-global-comparison-of-airport-mitigation-measures>

⁵⁴ *Airports Commission: Final Report*, p4

the day, although it may be able to ‘switch off’ one runway for a short time during non-peak periods with a corresponding reduction in capacity.⁵⁵

- 4.46** The Heathrow Northwest Runway scheme should provide greater resilience than the Heathrow Extended Northern Runway scheme because of the way the three separate runways can operate more flexibly when needed to reduce delays, and the less congested airfield. It delivers greater capacity (estimated on a like for like basis by the Airports Commission at 740,000 flights departing and arriving per annum compared to the Extended Northern Runway scheme at 700,000),⁵⁶ accordingly higher economic benefits, and a broader route network. It also provides greater space for commercial development, which could be used to enhance onsite freight capacity.
- 4.47** The Airports Commission and the Civil Aviation Authority both assessed the Extended Northern Runway scheme to be deliverable.⁵⁷ However, the Extended Northern Runway scheme has no direct global precedent. As such, there is greater uncertainty as to what measures may be required to ensure that the airport can operate safely, and what the impact of those measures may be, including restricting runway capacity.

Carbon emissions

- 4.48** Although not a differentiating factor between the three shortlisted schemes, the Government has considered the issue of carbon emissions, given the Government’s commitment to tackle climate change, and its legal obligations under the Climate Change Act 2008.
- 4.49** The Airports Commission identified carbon impacts from expansion in four areas: a net increase in air travel; airside ground movements and airport operations; changes in travel patterns as a result of a scheme’s surface access arrangements; and construction of new infrastructure. Emissions from air travel, specifically international flights, are by far the largest of these impacts.⁵⁸
- 4.50** To address uncertainties over the future policy treatment of international aviation emissions,⁵⁹ the Airports Commission used two carbon policy scenarios in its analysis.
- 4.51** The first was a ‘carbon capped’ scenario, in which emissions from the UK aviation sector are limited to the Committee on Climate Change’s planning assumption for the sector of 37.5 million tonnes of carbon dioxide equivalent in 2050. The second was a ‘carbon traded’ scenario, in which emissions are traded as part of a global carbon market, allowing reductions to be made where they are most efficient across the global economy.
- 4.52** The Airports Commission then assessed whether the needs case could be met under each of these scenarios – that is whether expansion would still deliver the necessary improvements and provide benefits to passengers and the wider economy.
- 4.53** The Airports Commission concluded that any one of the three shortlisted schemes could be delivered within the UK’s climate change obligations,⁶⁰ as well as showing

⁵⁵ *Airports Commission: Final Report*, pp180-184

⁵⁶ *Airports Commission: Final Report*, p29

⁵⁷ *Airports Commission: Final Report*, p236

⁵⁸ Intra-UK flights account for approximately 6% of the total emissions from all flights departing UK airports. These emissions are included in the UK’s carbon budgets

⁵⁹ https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/186683/aviation-and-climate-change-paper.pdf *Airports Commission: discussion paper 03: aviation and climate change*, pp12-16

⁶⁰ *Airports Commission: Final Report*, pp203-205

that a mix of policy measures and technologies could be employed to meet the Committee of Climate Change's planning assumption.⁶¹

- 4.54** Of the three shortlisted schemes, the Heathrow Northwest Runway scheme produces the highest carbon emissions in absolute terms. However, this is in part due to the greater additional connectivity provided by the scheme, and, in relation to the increase in emissions caused by expansion under any of the schemes, the differences between the schemes are small. Both of the Airports Commission's carbon policy scenarios incorporated measures to ensure that the increased emissions from any of the shortlisted schemes were not additional overall either at the global level (in the carbon traded case) or at the UK level (in the carbon capped case).
- 4.55** The Airports Commission also showed that, in both carbon policy scenarios, the Heathrow Northwest Runway scheme would deliver significant benefits to passengers and the wider economy (such as lower fares, improved frequency and higher productivity), and would do so more quickly than the Gatwick Second Runway scheme. Both Heathrow schemes provide more passenger benefits by 2050 than the Gatwick Second Runway scheme.
- 4.56** The Government has considered the Airports Commission's conclusions, and agrees both that expansion via a Northwest Runway at Heathrow Airport (as its preferred scheme) can be delivered within the UK's carbon obligations, and that the scheme is the right choice on economic and strategic grounds regardless of the future regime to deal with emissions from international aviation.⁶²

Strategic environmental assessment

- 4.57** Strategic environmental assessments are required by the law. The Government has set out a strategic environmental assessment in full in the Appraisal of Sustainability. The draft Airports NPS sets out a short summary of the strategic environmental assessment's main findings.

Conclusion

- 4.58** Chapter 3 of the draft Airports NPS finishes by summarising the factors the Government considered when evaluating each of the three schemes shortlisted by the Airports Commission against the needs case presented in chapter 2 of the draft Airports NPS. As part of this, the Government identified where schemes could have negative impacts, for example on the local environment. It considered the predicted beneficial effects of the three schemes, particularly in relation to the needs case and economic considerations. It also assessed how the schemes could conform to wider Government strategic objectives and meet legal obligations, for example on air quality. Bringing these considerations together, the Government's decision on a preferred scheme balances this range of factors, enabling it to determine which scheme, overall, is the most effective and appropriate means of meeting the needs case.
- 4.59** The Appraisal of Sustainability provides an assessment of the schemes against a number of the factors considered in chapter 3 of the draft Airports NPS. It concludes that the Heathrow Northwest Runway scheme is best placed to maximise the economic benefits that the provision of additional airport capacity could deliver, although this scheme is likely to do so with the greatest negative impact on local

⁶¹ <https://www.gov.uk/government/publications/airports-commission-final-report-economy-impacts> *Airports Commission: Economy: Carbon Policy Sensitivity Test*. This does not imply any Government position on future carbon policy

⁶² *Further Review and Sensitivities Report*, p47

communities. However, the Appraisal of Sustainability also identifies measures which can help to mitigate these impacts, for example by reducing noise, ensure air quality legal limits are met, show how future carbon targets could be met, and assess future demand scenarios.

4.60 Building on this assessment, the Government has identified a number of attributes in the manner of strategic considerations, which it believes the preferred scheme is particularly likely to deliver. The Government has afforded particular weight to these:

- **Expansion via the Heathrow Northwest Runway scheme would provide the biggest boost to connectivity, particularly in terms of long haul flights.** This is important to a range of high value sectors across the economy in the UK which depend on air travel, as well as for air freight.
- **Expansion via the Heathrow Northwest Runway scheme would provide benefits to passengers and to the wider economy sooner than the alternatives.** This is regardless of the technical challenges to its delivery. It would also provide the greatest boost to local jobs.
- **Heathrow Airport is better connected to the rest of the UK by road and rail.** Heathrow Airport already has good road links via the M25, M4, M40 and M3, and rail links via the London Underground Piccadilly Line, Heathrow Connect and Heathrow Express. In the future, it will be connected to Crossrail, and linked to HS2 at Old Oak Common. The number of such links provides resilience.
- **The Heathrow Northwest Runway scheme delivers the greatest support for freight.** The plans for the scheme include a doubling of freight capacity at the airport. Heathrow Airport already handles more freight by value than all other UK airports combined, and twice as much as the UK's two largest container ports.

4.61 Taken together, benefits to passengers and the wider economy are substantial, even having regard to the proportionally greater environmental disbenefits estimated for the Heathrow Northwest Runway. Even though the preferred scheme's environmental disbenefits are larger than those of the Gatwick Second Runway scheme, when all benefits and disbenefits are considered together,⁶³ overall the Heathrow Northwest Runway scheme is considered to deliver the greatest net benefits to the UK.

4.62 A number of mitigation measures will need to be applied to reduce the impacts of the Heathrow Northwest Runway scheme felt by the local community and the environment. Airport expansion is also expected to be accompanied by a world class compensation package for affected parties. With these safeguards in place, the Government considers that the Heathrow Northwest Runway scheme delivers the greatest strategic and economic benefits, and is therefore the most effective and appropriate way of meeting the needs case.

⁶³ *Further Review and Sensitivities Report*, p39

4.63 Chapter 3 of the draft Airports NPS sets out the Government's view on why the Heathrow Northwest Runway is the Government's preferred scheme to deliver additional airport capacity in the South East by 2030. However, we are keen to hear all views on the Government's position, including the merits of other airport expansion schemes.

Question 2: Please give us your views on how best to address the issue of airport capacity in the South East of England by 2030. This could be through the Heathrow Northwest Runway scheme (the Government's preferred scheme), the Gatwick Second Runway scheme, the Heathrow Extended Northern Runway scheme, or any other scheme.

5. Assessment principles

- 5.1** Chapter 4 of the draft Airports NPS sets out the principles against which the Secretary of State will assess Heathrow Airport's development consent application.
- 5.2** The chapter sets out the general assessment principles that the Secretary of State must use, and specific principles in the following areas:
- Scheme variation;
 - Environmental Impact Assessment;
 - Habitats Regulations Assessment;
 - Equalities;
 - Alternative requirements;
 - Criteria for 'good design' for airports infrastructure;
 - Costs;
 - Climate change adaptation;
 - Pollution control and other environmental protection regimes;
 - Common law nuisance and statutory nuisance;
 - Security considerations;
 - Health; and
 - Accessibility.
- 5.3** Once designated, this section of the draft Airports NPS will guide the Secretary of State in assessing the information provided to him by the Planning Inspectorate. It is therefore important that these principles are fair and accurate, comply with relevant legislation, and allow the Secretary of State to make an informed and considered judgement. We welcome your views on whether the principles as set out in the draft Airports NPS currently do this.

Question 3: The Secretary of State will use a range of assessment principles when considering any application for a Northwest Runway at Heathrow Airport. Please tell us your views.

6. Impacts and requirements

Overview

- 6.1** The Government recognises that airport expansion can have negative as well as positive impacts, particularly for local communities.
- 6.2** In December 2015, the Government confirmed its support for one new runway in the South East of England by 2030. It noted the importance of securing the best possible deal for communities affected by the increased airport capacity.
- 6.3** In 2016, the Government carried out further work, including engagement with the promoters of the three shortlisted schemes. This work culminated in a package of supporting measures to mitigate the impacts of increased capacity on communities.
- 6.4** These supporting measures discussed in chapter 5 of the draft Airports NPS address how the impacts of expansion will be mitigated in areas including air quality, noise and carbon. Chapter 5 of the draft Airports NPS then considers a range of other requirements in areas like biodiversity that Heathrow will need to meet in order to gain development consent. Chapter 5 of the draft Airports NPS finally sets out Heathrow Airport's commitments on community engagement, compensation and skills.
- 6.5** Each of these measures will have to be clearly identified in any development consent application submitted, alongside the way or ways in which they will be delivered, and how authorities will be able to secure and enforce such commitments.
- 6.6** A summary of the measures is presented below as an overview of chapter 5 of the draft Airports NPS. However, respondents are advised to read chapter 5 of the draft Airports NPS in full before responding to this section of the consultation.

Surface access

- 6.7** High quality, efficient and reliable road and rail access to airports contributes greatly to the experience of passengers, freight operators and people working at the airport.
- 6.8** Airport expansion will affect the local and national transport networks which operate in and around the airport. The Government's objective is to ensure that access to the airport by road, rail and public transport is high quality, efficient and reliable for passengers and airport workers who use these services. This should be delivered in a way that minimises congestion and environmental impacts, for example on air quality.
- 6.9** The Government wants to maximise the numbers of journeys made to airports by sustainable modes of transport.
- 6.10** It will be important that, where necessary, existing transport links on which Heathrow Airport relies are improved so that they can support increased numbers of people. Equally importantly, Heathrow Airport will need to mitigate the impacts of more passengers and employees accessing the airport in order to avoid additional congestion, as well as increased noise and emissions on the wider transport networks.
- 6.11** Expansion at Heathrow Airport will be supported by a number of planned and future surface access schemes. Following expansion, the airport will be served by Crossrail

and HS2 services (the latter via Old Oak Common), which will improve links to the City and East London, and to the Midlands and the North.

- 6.12** In addition, Transport for London is planning to upgrade infrastructure on the Piccadilly Line, which connects to Heathrow Airport, increasing capacity by up to 60%.
- 6.13** New Western and Southern Rail Access schemes could create new rail connections to the airport, from areas to the west and south west of London. The Government expects Heathrow Airport to contribute towards the cost of these new links.
- 6.14** The Government requires Heathrow Airport to cover all the costs of upgrading or improving road and rail networks where these are needed to construct the new runway, or to address the impacts of additional passengers and staff accessing the airport as a result of expansion.
- 6.15** Heathrow Airport is expected to pay for the full costs of improvements to the M25, A4, A3044, and local and airport roads, which are required to deliver an expanded airport. The Government is considering capacity on the M4 as part of its future planning in relation to the national road network. Heathrow Airport will be expected to pay a share of any costs relating to future improvements to the motorway which will benefit airport users.
- 6.16** Heathrow Airport will need to work closely with transport providers and other stakeholders to consider the planning, development and timing of any necessary improvements, and ensure it has a clear, robust and measurable airport surface access strategy which delivers the additional transport services and infrastructure to enhance surface access links to an expanded airport.
- 6.17** The airport surface access strategy should contain specific targets for maximising the proportion of journeys made to Heathrow Airport by public transport, cycling or walking. It should also include details of how the airport will achieve a public transport mode share target of at least 50% by 2030, and at least 55% by 2040, for passengers, and a 25% reduction in all staff car trips by 2030 and a reduction of 50% by 2040.
- 6.18** Heathrow Airport should demonstrate how it will monitor and report on these targets so that it can be held to account.

Air quality

- 6.19** Increases in emissions of pollutants during the construction or operation phases of airport projects consented under the draft Airports NPS could result in the worsening of local air quality.
- 6.20** The European Union has established common, health-based and ecosystem-based ambient concentration limit values for the main pollutants in the Ambient Air Quality Directive (2008/50/EU),⁶⁴ which member states are required to meet by specified dates.
- 6.21** In November 2016, the High Court ordered the Government to produce a modified air quality plan that delivers compliance in the shortest possible time. The Government will publish and notify to the European Commission a final, modified air quality plan by

⁶⁴ The Ambient Air Quality Directive (2008/50/EU) was brought into law in England through the Air Quality Standards Regulations 2010

31 July 2017. The 2015 national air quality plan will remain in force until the modified plan is adopted.

- 6.22** The Government believes that, with a range of policy measures and environmental mitigations, expansion at Heathrow Airport can be delivered within legal air quality requirements.
- 6.23** Heathrow Airport will need to undertake an assessment of its project, to be included as part of its environmental statement, demonstrating to the Secretary of State that the construction and operation of the new capacity will not affect the UK's ability to comply with legal air quality requirements. Failure to demonstrate this will result in refusal of development consent.
- 6.24** Heathrow Airport will be required to put in place a range of measures to mitigate air quality impacts, both during the construction and operation of the new runway.
- 6.25** During the construction phase, Heathrow Airport should draw on best practice from other major construction schemes to ensure the impacts of construction are mitigated.
- 6.26** Measures used during the operational phase could include extending the provision of infrastructure for zero- or low-emission vehicles, and the further use of reduced landing charges to reward airlines for using cleaner aircraft. Heathrow Airport has pledged that expansion will not lead to more airport-related traffic on the roads than today, and committed to a target of at least 55% of passengers using public transport to access the airport by 2040.
- 6.27** The Secretary of State will consider air quality impacts over the wider area likely to be affected, as well as in the vicinity of the Heathrow Northwest Runway scheme. In order to grant development consent, the Secretary of State will need to be satisfied that, with mitigation, the scheme would be compliant with legal air quality requirements.

Noise

- 6.28** Noise from aircraft is a significant concern for communities living close to Heathrow Airport, and for those living further from the airport and under the flight paths. High levels of exposure to aircraft noise can disturb sleep and have a negative impact on health.
- 6.29** Heathrow Airport has committed to mitigate the noise impacts which could result from a new runway. Measures will include new binding noise performance targets to encourage the use of quieter aircraft, and continuing to alternate the airport's runways to provide local communities with predictable periods free from noise.
- 6.30** Predicted improvements in aircraft technology and procedures should mean that, with or without expansion, fewer people than today would be affected by noise.
- 6.31** The Government recognises that noise experienced at night is widely regarded by affected communities as the least acceptable impact of aviation. The Government is seeking a legally binding ban on scheduled night flights of a period of six and a half hours between 11pm and 7am at an expanded Heathrow Airport, with the start and end times to be determined after consultation. This would provide an extra hour and a half free from noise compared to today's airport operations. Consideration of any ban

will be subject to the International Civil Aviation Organisation's balanced approach to noise management, including consultation with local communities.⁶⁵

6.32 Paragraphs 6.43-6.48 below set out the noise insulation and compensation measures pledged by Heathrow Airport to mitigate the impacts of expansion.

Carbon emissions

6.33 Under the Climate Change Act 2008, the UK has committed in law to reduce its greenhouse gas emissions by at least 80% by 2050, compared to 1990s levels. In reducing these emissions, aviation must play its part.

6.34 Emissions from air travel, and international flights specifically, are by far the largest source of carbon emissions from expansion. The Airports Commission identified that there would be emissions from vehicles coming to the airport, the airport itself, and the construction project.

6.35 To address uncertainties about future policy on international aviation emissions, the Airports Commission used two scenarios in its analysis. One scenario assumed emissions will be capped in 2050, the other assumed that international carbon trading would allow the necessary emissions reductions to be made elsewhere in the global economy.

6.36 The Airports Commission found that, in both scenarios, any one of the three shortlisted schemes was viable and could be delivered within the UK's commitments on carbon. It also showed that, in both scenarios, the Heathrow Northwest Runway scheme would deliver significant benefits to passengers and the wider economy, and would do so more quickly than the Gatwick Second Runway scheme.

6.37 The Government has considered the Airports Commission's conclusions, and agrees that the Heathrow Northwest Runway scheme can be delivered within the UK's carbon obligations, and represents the best choice regardless of future policy to address emissions from international aviation.

6.38 Heathrow Airport will need to take ambitious measures to limit carbon emissions from its scheme. Heathrow Airport could use low carbon, locally sourced materials during the construction of the new runway. It should use practices adopted by similar large scale construction projects wherever possible.

6.39 Heathrow Airport is expected to include specific proposals for maximising the use of public transport to access the airport once the new runway is in operation, and increasing the use of low-emission vehicles on site.

⁶⁵ Regulation (EU) No 598/2014 of the European Parliament and of the Council on the establishment of rules and procedures with regard to the introduction of noise-related operating restrictions at Union airports within a Balanced Approach and repealing Directive 2002/30/EC

Wider general impacts and requirements

6.40 Chapter 5 of the draft Airports NPS sets out a number of wider requirements (paragraphs 5.83-5.227) that are not specific to airport development, but that Heathrow Airport will need to meet in order to gain development consent. These sections cover:

- Biodiversity and ecological conservation;
- Land use, including open space, green infrastructure and Green Belt;
- Resource and waste management;
- Flood risk;
- Water quality and resources;
- Historic environment;
- Landscape and visual impacts;
- Land instability; and
- Dust, odour, artificial light, smoke and steam.

Please refer to chapter 5 of the draft Airports NPS for full details of these requirements.

6.41 The Government believes that expansion via the Heathrow Airport Northwest Runway scheme must only take place if the airport is able to demonstrate in its development consent application that it will meet these requirements.

6.42 The Government welcomes views on these requirements via question 5 below.

Community compensation

6.43 The Government welcomes Heathrow Airport's pledges on compensating local communities for the impacts of expansion.

6.44 Heathrow Airport must fulfil its statutory obligations on compensation, but in addition has voluntarily and publicly committed to a community compensation package which includes more generous provisions in several areas.

6.45 Heathrow Airport has pledged to pay homeowners 125% of unblighted market value, plus stamp duty, legal fees and moving costs, for compulsory purchases. It has also extended the terms of this offer to properties in a larger voluntary purchase zone. In total, the property offers are worth up to £550 million. The offers would begin no later than when final development consent for the Heathrow Northwest Runway scheme is granted.

6.46 Heathrow Airport has also committed approximately £700 million to insulate residential properties closest to the airport, where 160,000 households could be eligible. It has also pledged up to £40 million to insulate schools and community buildings affected by noise from aircraft.

6.47 Local communities will also benefit from ongoing compensation from a community compensation fund. The Government notes that, in its consideration of a noise levy, the Airports Commission considered that a sum of £50 million per annum could be an

appropriate amount at an expanded Heathrow Airport, based on 50p per passenger. The Government agrees that this could be an appropriate figure.⁶⁶

6.48 Expansion at Heathrow Airport is likely to increase the amount of locally collected business rates in the area. The Government is currently undertaking reforms which should mean that local government as a whole will retain 100% of locally collected business rates by the end of this Parliament. These reforms will consider how authorities benefit from growth in their areas, including opportunities for authorities to work together to share the benefits. Heathrow Airport is currently the highest single site business rates payer in the UK.⁶⁷

Community engagement

6.49 Communities will wish to participate fully in, and influence, the development and delivery of expansion, and the Government expects them to be able to do so.

6.50 Heathrow Airport will be required to develop an existing body into a community engagement board to facilitate engagement by representing local communities.

6.51 The community engagement board should have an independent chair who works collaboratively with Heathrow Airport and local stakeholders to agree its remit.

Skills

6.52 Heathrow Airport has publicly committed to create 5,000 new apprenticeships by 2030, doubling the current number at the airport. This will make a positive contribution to the local economy.

Ruling out a fourth runway

6.53 Ruling out a fourth runway was proposed by the Airports Commission alongside its recommendation for the Heathrow Northwest Runway scheme, as a measure to provide certainty for local communities.⁶⁸ The Government agrees with the Airports Commission's recommendation.

6.54 The draft Airports NPS sets out the Airports Commission's rationale for its recommendation to rule out a fourth runway. This recommendation was informed by findings in a number of areas, including airspace, additional capacity levels, physical challenges, and the economic and environmental case.

6.55 The Government agrees with the Airports Commission's conclusions on a fourth runway, and makes clear in the draft Airports NPS that it does not see the need for a fourth runway at Heathrow Airport. This policy is intended to provide residents with certainty about the extent of future expansion.

⁶⁶ *Airports Commission: Final Report*, p292

⁶⁷ <http://www.cvsuk.com/news-resources/news/draft-list-release>

⁶⁸ *Airports Commission: Final Report*, p309

Question 4: The Government has set out its approach to surface access for a Heathrow Northwest Runway scheme. Please tell us your views.

Question 5: The draft Airports National Policy Statement sets out a package of supporting measures to mitigate negative impacts of a Heathrow Northwest Runway scheme. Please tell us your views. Are there any other supporting measures that should be set out? In particular, please tell us your views on:

- 5.1. Air quality supporting measures***
- 5.2. Noise supporting measures***
- 5.3. Carbon emissions supporting measures***
- 5.4. Compensation for local communities***

Question 6: The Government has set out a number of planning requirements that a Heathrow Northwest Runway scheme must meet in order to operate. Please tell us your views. Are there any other requirements the Government should set out?

7. Other aviation consultations

Aviation Strategy

- 7.1** The Government's current aviation policy is set out in the 2013 Aviation Policy Framework.⁶⁹ The Aviation Policy Framework sets out the sector's objectives and policies and its role in driving growth, creating jobs and facilitating trade, while addressing a range of environmental impacts.
- 7.2** The Government is working on a new Aviation Strategy that will set out the Government's vision for the wider aviation sector. This will replace the 2013 Aviation Policy Framework and will be subject to a separate consultation process.

Consultation on UK airspace policy

- 7.3** In parallel to this consultation on the draft Airports NPS, the Government is also consulting on UK airspace policy. This consultation closes on 25 May 2017.
- 7.4** The consultation on UK airspace policy sets out the Government's proposals to reform the existing policy framework to support airspace modernisation, and encourage the use of modern approaches to address environmental impacts. This includes proposals for how airspace should be designed, how it should be changed, and how noise should be managed.
- 7.5** The policies proposed within the UK airspace policy consultation will influence what happens at airports across the country, but they do not determine specific airspace arrangements: the Government will not decide on a particular flight path or procedure for a particular airport. Instead, the Government will decide on the policy principles which will govern those decisions.
- 7.6** The Government is bringing forward the proposals on airspace alongside the consultation on the draft Airports NPS because of the close relationship between the two policy areas.
- 7.7** The policy principles set out in the consultation on UK airspace policy will influence decisions taken later in the planning process for a Northwest Runway at Heathrow Airport, including how local communities can have their say and how impacts on them are taken into account. Some of the proposals, for example the role of a new Independent Commission on Civil Aviation Noise, are also needed to influence decisions on noise management measures.
- 7.8** If you would like to respond to the consultation on UK airspace policy, then please visit the Department for Transport consultation pages on www.gov.uk/dft.

Consultation on night flights regime

- 7.9** A separate consultation on the next night flights regime at designated UK airports (Gatwick, Heathrow and Stansted), which is proposed to come into effect in October 2017 for five years, opened on 12 January 2017 and will close on 28 February 2017. It is worth noting that this is not related to airport capacity expansion, but is about operation of the three airports in their existing configurations.

⁶⁹ <https://www.gov.uk/government/publications/aviation-policy-framework>

8. Draft Airports National Policy Statement Appraisal of Sustainability

- 8.1** The Planning Act 2008 requires that the Secretary of State must carry out an Appraisal of Sustainability before the Secretary of State can designate a statement as a National Policy Statement.
- 8.2** The purpose of the Appraisal of Sustainability that accompanies the draft Airports NPS is to assess the potential environmental, social and economic impacts of the proposed policy in the draft Airports NPS, with the objective of contributing to the achievement of sustainable development, as required by the Strategic Environmental Assessment Directive (2001/42/EC).⁷⁰
- 8.3** A non-technical summary of the Appraisal of Sustainability has also been published for the benefit of non-specialist readers.
- 8.4** The format of the Appraisal of Sustainability is a main report, supported by a number of appendices:
- **Appendix A** contains 12 topic specific assessments;
 - **Appendix B** describes how the Airports Commission examined its shortlisted schemes, which have been taken forward for assessment within the Appraisal of Sustainability;
 - **Appendix C** sets out the Government's response to the short consultation with statutory environmental bodies on the Appraisal of Sustainability scoping report; and
 - **Appendix D** contains an assessment of variations to the original Airports Commission shortlisted schemes, to determine differences in the environmental or sustainability effects reported in the Appraisal of Sustainability.

Question 7: The Appraisal of Sustainability sets out the Government's assessment of the Heathrow Northwest Runway scheme, and considers alternatives. Please tell us your views.

⁷⁰ Pursuant to Directive 2001/42/EC as transposed by SI 2004/1633

9. General questions

Question 8: Do you have any additional comments on the draft Airports National Policy Statement or other supporting documents?

Question 9: The Government has a public sector equality duty to ensure protected groups have the opportunity to respond to consultations. Please tell us your views on how this consultation has achieved this.

10. Summary of consultation questions

The need for additional airport capacity

Question 1: The Government believes there is the need for additional airport capacity in the South East of England by 2030. Please tell us your views.

The Government's preferred scheme: Heathrow Northwest Runway

Question 2: Please give us your views on how best to address the issue of airport capacity in the South East of England by 2030. This could be through the Heathrow Northwest Runway scheme (the Government's preferred scheme), the Gatwick Second Runway scheme, the Heathrow Extended Northern Runway scheme, or any other scheme.

Assessment principles

Question 3: The Secretary of State will use a range of assessment principles when considering any application for a Northwest Runway at Heathrow Airport. Please tell us your views.

Impacts and requirements

Question 4: The Government has set out its approach to surface access for a Heathrow Northwest Runway scheme. Please tell us your views.

Question 5: The draft Airports National Policy Statement sets out a package of supporting measures to mitigate negative impacts of a Heathrow Northwest Runway scheme. Please tell us your views. Are there any other supporting measures that should be set out? In particular, please tell us your views on:

- 5.1. Air quality supporting measures
- 5.2. Noise supporting measures
- 5.3. Carbon emissions supporting measures
- 5.4. Compensation for local communities

Question 6: The Government has set out a number of planning requirements that a Heathrow Northwest Runway scheme must meet in order to operate. Please tell us your views. Are there any other requirements the Government should set out?

Draft Airports NPS Appraisal of Sustainability

Question 7: The Appraisal of Sustainability sets out the Government's assessment of the Heathrow Northwest Runway scheme, and considers alternatives. Please tell us your views.

General questions

Question 8: Do you have any additional comments on the draft Airports National Policy Statement or other supporting documents?

Question 9: The Government has a public sector equality duty to ensure protected groups have the opportunity to respond to consultations. Please tell us your views on how this consultation has achieved this.

11. What happens next?

- 11.1** The process set out in the Planning Act 2008, as amended by the Localism Act 2011, streamlines the process for securing consent to build major infrastructure projects, like the preferred scheme. Under the previous system, for example, the Heathrow Terminal 5 inquiry took eight years from the first planning application to Government approval.
- 11.2** We believe that people rightly need certainty, so this process is designed for speed without losing fairness. The Government has set out why it believes the UK needs a Northwest Runway at Heathrow Airport, and the evidence for that decision. The public and Parliament are now being consulted. Once views from this consultation have been considered, a final Airports NPS and Appraisal of Sustainability will be laid before Parliament. There will then be the opportunity for a vote in the House of Commons, ensuring that all MPs, representing all parties, have a say in this matter of vital national interest.
- 11.3** It will then be a matter for an applicant to submit an application for an NPS. Such an application is also subject to consultation and discussion with communities, and then a formal examination by the Planning Inspectorate follows. The Planning Inspectorate will then recommend to the Secretary of State whether or not development consent should be granted. The Secretary of State will make a final decision on whether to grant or refuse development consent.
- 11.4** This process is as follows:

February 2017	<ul style="list-style-type: none"> The Secretary of State for Transport lays before Parliament a draft Airports NPS, which sets out the Government’s policy on the need for additional capacity, why that need is best met by a Northwest Runway at Heathrow Airport, and the requirements that Heathrow Airport will need to meet
February – spring 2017	<ul style="list-style-type: none"> There is a public consultation for 16 weeks. The Government is keen to hear from the whole country about the proposal for a Northwest Runway at Heathrow Airport. We also need to hear from those communities who will be impacted by the new runway about how we can best ensure these impacts are mitigated This is not a consultation on the detailed design of the Heathrow Airport Northwest Runway scheme. Heathrow Airport will consult fully on this later in the process. The timings for this are subject to confirmation and a matter for Heathrow Airport
Spring – summer 2017	<ul style="list-style-type: none"> Once the consultation has closed, the Government will consider all responses received Alongside the public consultation, a nominated Parliamentary Select Committee will further scrutinise the Government’s proposals. The Select Committee will present a report setting out its findings and recommendations
Summer 2017 –	<ul style="list-style-type: none"> If the Government decides to proceed, it will decide whether to update the draft Airports NPS, publish a response to the

<p>winter 2017 / 2018</p>	<p>consultation and the Select Committee report, and lay before Parliament a final version of this document. This will include any changes made as a result of the public consultation and Parliamentary scrutiny</p> <ul style="list-style-type: none"> • Once the final Airports NPS has been laid before Parliament, the Government will hold a debate within 21 Parliamentary sitting days, followed by the opportunity for a vote in the House of Commons • If the vote is passed, the Secretary of State for Transport can proceed to designation
<p>2018 – 2020</p>	<ul style="list-style-type: none"> • Following designation of the Airports NPS, Heathrow Airport will be expected to submit a development consent application to the Planning Inspectorate. A development consent application combines development consent, which is similar to planning permission, with a range of other separate consents, such as listed building consent and compulsory purchase powers • As part of this, Heathrow Airport will be expected to consult with local communities on the detailed proposals of its scheme
<p>2020 onwards</p>	<ul style="list-style-type: none"> • Finally, the Planning Inspectorate, taking on board representations from communities, will make a recommendation to the Secretary of State for Transport on whether planning consent should be granted for the Heathrow Northwest Runway scheme • The Secretary of State will take the final decision on whether or not to grant this consent

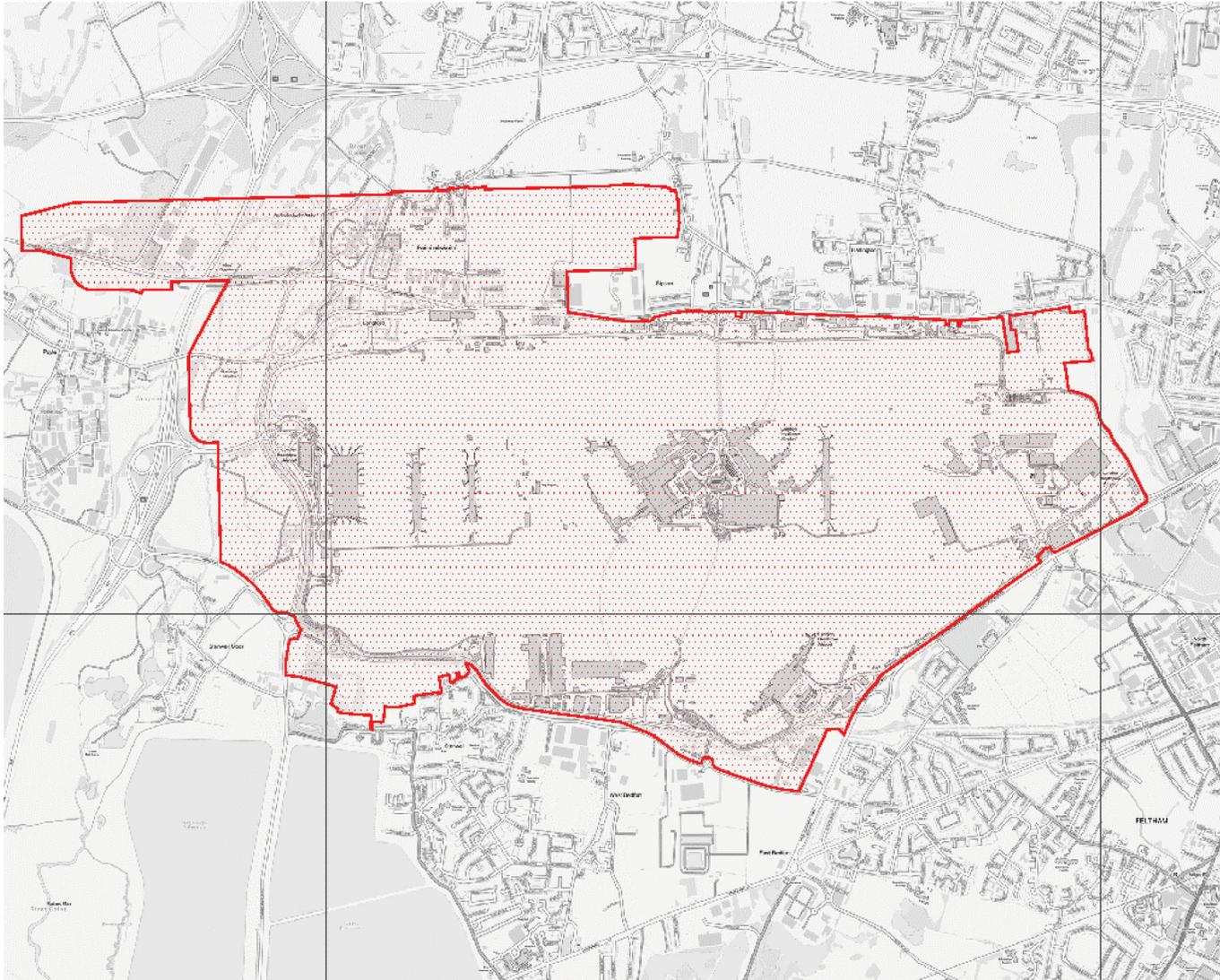
Annex A: Consultation principles

This consultation is being conducted in line with the Government's consultation principles.

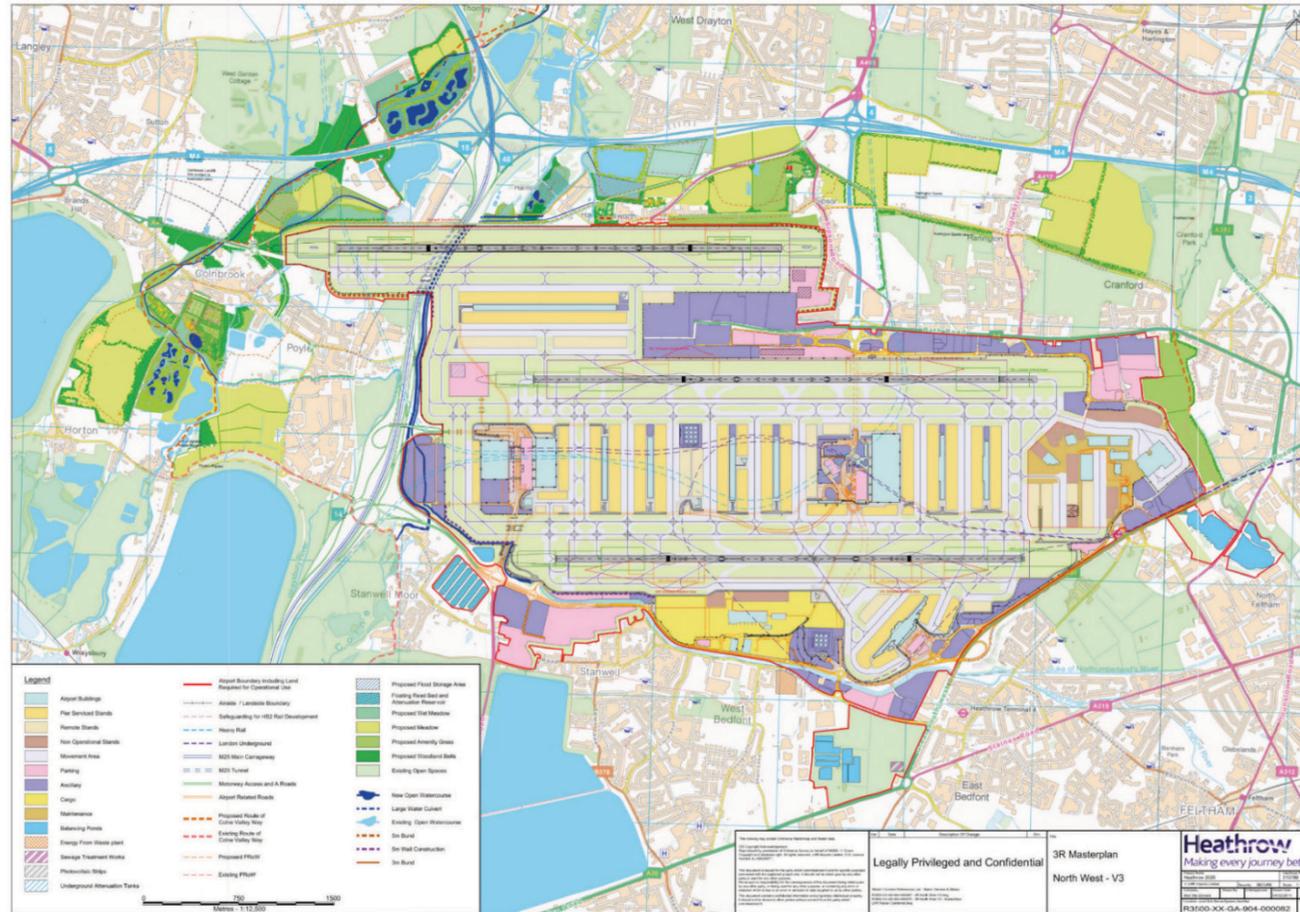
Further information on the consultation principles is available at:

<https://www.gov.uk/government/publications/consultation-principles-guidance>

Annex B: Illustrative Heathrow Northwest Runway scheme boundary map



Annex C: Illustrative Heathrow Northwest Runway scheme masterplan



NB: This map is a masterplan of the Heathrow Northwest Runway scheme as submitted by Heathrow Airport to the Airports Commission. It should not be considered as a detailed site plan; the full detail and design of the scheme will be considered as part of Heathrow Airport's development consent application.

Annex D: Schedule of consultation event locations

Local events

13 February	Southall <i>St George's Community Centre</i>
14 February	Uxbridge <i>Uxbridge Community Centre</i>
15 February	Kingston <i>Kingston University</i>
16 February	Bracknell <i>Carnation Hall</i>
17 February	Wimbledon <i>Everyday Church</i>
18 February	Ealing <i>Ealing Town Hall</i>
20 February	Staines <i>The Hythe Centre</i>
23 February	Twickenham <i>York House</i>
24 February	Putney <i>Putney Leisure Centre</i>
27 February	Hounslow <i>Hounslow Civic Centre</i>
28 February	Stanwell Moor <i>Stanwell Moor Village Hall</i>
1 March	Kensington <i>Kensington Town Hall</i>
3 March	Windsor <i>Windsor Youth and Community Centre</i>
4 March	West Drayton <i>Yiewsley and West Drayton Community Centre</i>
6 March	Hammersmith <i>Assembly Hall</i>
7 March	Maidenhead <i>Sportsable</i>
10 March	Richmond <i>Richmond Adult Community College, Queen Charlotte Hall</i>
11 March	Gerrards Cross <i>Colston Hall</i>
13 March	Slough <i>The Curve</i>
15 March	Isleworth <i>Isleworth Public Hall</i>

Regional events

The Department for Transport is also running a series of regional stakeholder information events. If you feel you should have been invited, please contact the Department's public enquiry line on 0300 330 3000.

Please note that these events are provisional and subject to change.

20 March	Manchester
22 March	Birmingham
24 March	Leeds
27 March	Newcastle
29 March	Edinburgh
31 March	Glasgow
3 April	Belfast
5 April	Liverpool
7 April	Cardiff
10 April	Newquay
12 April	Reading
18 April	Brighton
20 April	London