



Department
for Transport



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

Change Log

June 2018

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Footnote 4	Airports Commission: Final Report, p3	https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/440316/airports-commission-final-report.pdf <i>Airports Commission: Final Report</i> , p3
Footnote 5	https://www.gov.uk/Government/organisations/airports-Airports Commission	https://www.gov.uk/government/organisations/airports-commission
1.11	The draft Airports NPS and supporting Appraisal of Sustainability were published on 2 February 2017 and a 16 week public consultation was launched. On publishing the draft Airports NPS, the Government made a commitment to continue updating its evidence base on airport capacity, including revised passenger demand forecasts and the impact of the publication of the final Air Quality	The draft Airports NPS and supporting Appraisal of Sustainability were published on 2 February 2017 and a 16 week public consultation was launched. On publishing the draft Airports NPS, the Government made a commitment to continue updating its evidence base on airport capacity, including revised passenger demand forecasts and the impact of the publication of the final Air Quality Plan (the UK plan for tackling

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	<p>Plan (the UK plan for tackling roadside nitrogen dioxide concentrations). In order to provide clarity, the Government has revised the draft Airports NPS and some of the other documents which were published alongside it, on the basis of these changes to the evidence base and as a result of initial consideration of the responses to the February consultation and other broader government policy changes which have arisen during this period.</p>	<p>roadside nitrogen dioxide concentrations). On 24 October 2017, the Government published and conducted an 8 week public consultation on a revised draft Airports NPS and other documents which were published alongside it. The revisions were made on the basis of changes to the evidence base and as a result of initial consideration of the responses to the February consultation and other broader government policy changes. Having considered the responses to both the February and October consultations, and the report published by the Transport Committee on 23 March 2018, the Government has made some further changes, principally to provide greater clarity and reflect updates to wider Government policies.</p>
1.20	<p>Unlike the regime for the granting of planning permission under the Town and Country Planning Act 1990, there is no provision in the Planning Act 2008 for the making of an ‘outline’ application for development consent, followed by ‘reserved matters’ approval. This does not mean, however, that development cannot be phased, so that particular parts are brought forward at different times, or that the details of a proposal cannot be reserved for determination later. Guidance by the Department for Communities and Local Government recognises that development projects advanced through the development consent order process may be phased, but emphasises that</p>	<p>Unlike the regime for the granting of planning permission under the Town and Country Planning Act 1990, there is no provision in the Planning Act 2008 for the making of an ‘outline’ application for development consent, followed by ‘reserved matters’ approval. This does not mean, however, that development cannot be phased, so that particular parts are brought forward at different times, or that the details of a proposal cannot be reserved for determination later. Guidance by the Ministry of Housing, Communities and Local Government recognises that development projects advanced through the development consent order process may be phased, but emphasises that every phase of the</p>

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	every phase of the project contained in a development consent application must be considered in the application for the order and the order itself.	project contained in a development consent application must be considered in the application for the order and the order itself.
1.24	On 23 June 2016, the people of the United Kingdom voted to leave the European Union. Until exit negotiations are concluded, the UK remains a full member of the European Union, and all the rights and obligations of European Union membership remain in force. During this period the Government will continue to negotiate, implement and apply European Union legislation. Therefore, for the time being, European Union legislation applies to the development of this policy and to decision making in relation to the preferred scheme.	On 29 March 2017 the Government formally notified the European Council of its intention to withdraw from the European Union, as provided for under Article 50 of the Treaty on European Union. Until the UK has left the EU, it remains a full Member of the European Union and all the rights and obligations of EU membership remain in force. Therefore, for the time being, European Union legislation applies to the development of this policy and to decision making in relation to the preferred scheme.
1.25	N/A	The UK and EU negotiating teams reached agreement in March 2018 on the terms of a transition or implementation period that will start on 30 March 2019, when the UK formally ceases to be a member of the EU, and last until 31 December 2020. The agreed text states that “Union law shall be applicable to and in the United Kingdom during the transition period”. The limited exceptions to this are set out in the published text.
1.26	N/A	The Government has also introduced legislation to ensure that the UK exits the EU with maximum

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		certainty and continuity. The EU Withdrawal Bill ends the supremacy of European Union (EU) law in UK law and converts EU law as it stands at the moment of exit into domestic law. The same rules and laws will apply on the day after exit as on the day before. It will then be for democratically elected representatives in the UK to decide on any changes to that law, after full scrutiny and proper debate.
1.32	The strategic level Habitats Regulations Assessment, conducted in accordance with the Conservation of Habitats and Species Regulations 2010, concluded that the potential for the preferred scheme to have adverse effects on the integrity of European sites for the purposes of Article 6(3) of the Habitats Directive could not be ruled out. This is because more detailed project design information and detailed proposals for mitigation are not presently available and inherent uncertainties exist at this stage. The draft Airports NPS has thus been considered in accordance with Article 6(4) of the Habitats Directive. Consideration has been given to alternative solutions to the preferred scheme, and the conclusion has been reached that there are no alternatives that would deliver the objectives of the Airports NPS in relation to increasing airport capacity in the South East and maintaining the UK's hub status. In line with Article 6(4) of the Directive, the Government	The strategic level Habitats Regulations Assessment, conducted in accordance with the Conservation of Habitats and Species Regulations 2010, concluded that the potential for the preferred scheme to have adverse effects on the integrity of European sites for the purposes of Article 6(3) of the Habitats Directive could not be ruled out. This is because more detailed project design information and detailed proposals for mitigation are not presently available and inherent uncertainties exist at this stage. The Airports NPS has thus been considered in accordance with Article 6(4) of the Habitats Directive. Consideration has been given to alternative solutions to the preferred scheme, and the conclusion has been reached that there are no alternatives that would deliver the objectives of the Airports NPS in relation to increasing airport capacity in the South East and maintaining the UK's hub status. In line with Article 6(4) of the Directive, the Government considers that meeting the overall needs case for increased capacity and maintaining the UK's

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	<p>considers that meeting the overall needs case for increased capacity and maintaining the UK's hub status, as set out in chapter two, amount to imperative reasons of overriding public interest supporting its rationale for the designation of the Airports NPS. At detailed design stage, and in so far as it may be necessary, the matters set out in the Airports NPS will be relevant to determining whether there are alternative solutions and imperative reasons of overriding public interest, provided that the design remains consistent with the objectives of the Airports NPS.</p>	<p>hub status, as set out in chapter two, amount to imperative reasons of overriding public interest supporting its rationale for the designation of the Airports NPS. At detailed design stage, and in so far as it may be necessary, the matters set out in the Airports NPS will be relevant to determining whether there are alternative solutions and imperative reasons of overriding public interest, provided that the design remains consistent with the objectives of the Airports NPS.</p>
Footnote 19	<p>http://www.legislation.gov.uk/ukxi/2010/490/regulation/41/made</p>	<p>http://www.legislation.gov.uk/ukxi/2010/490/contents/made Since the revised draft Airports National Policy Statement was published, the Conservation of Habitats and Species Regulations 2017 have come into force</p>
Section header	Equality Impact Assessment	Equality Assessment
1.34	<p>The Airports NPS has been informed by an Interim Equality Impact Assessment, which was published alongside the Airports NPS.</p>	<p>The Airports NPS has been informed by an Equality Assessment, which was published alongside the Airports NPS.</p>
1.35	<p>Under the Equality Act 2010, public bodies have a statutory duty to ensure race, disability and equality are considered in the exercise of their functions. The Interim Equality Impact Assessment</p>	<p>Under the Equality Act 2010, public bodies have a statutory duty to ensure race, disability and equality are considered in the exercise of their functions. The Equality Assessment considered the potential</p>

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	<p>considered the potential equalities implications of airport expansion, including the effect on persons or groups of persons who share certain characteristics protected by the Equality Act 2010. The Interim Equality Impact Assessment concludes that all of the shortlisted schemes will have effects on these groups, but that such effects can be managed and can ultimately be within appropriate limits. The Airports NPS requires that final impacts on affected groups should be the subject of a detailed review, carefully designed through engagement with the local community, and approved by the Secretary of State. It should be possible to fully or partially mitigate negative equalities impacts through good design, operations and mitigation plans.</p>	<p>equalities implications of airport expansion, including the effect on persons or groups of persons who share certain characteristics protected by the Equality Act 2010. The Equality Assessment concludes that all of the shortlisted schemes will have effects on these groups, but that such effects can be managed and can ultimately be within appropriate limits. The Airports NPS requires that final impacts on affected groups should be the subject of a detailed review, carefully designed through engagement with the local community, and approved by the Secretary of State. It should be possible to fully or partially mitigate negative equalities impacts through good design, operations and mitigation plans.</p>
Section Header	Health Impact Assessment	Health Impact Analysis
1.36	<p>The Airports NPS has been subject to a Health Impact Assessment, which was published alongside the Airports NPS.</p>	<p>The Airports NPS has been subject to a Health Impact Analysis, which was published alongside the Airports NPS.</p>
1.37	<p>The Health Impact Assessment identified impacts which would affect the population's health, including noise, air quality and socio-economic impacts. In order to be compliant with the Airports NPS, a further project level Health Impact Assessment is required. The application should</p>	<p>The Health Impact Analysis identified impacts which would affect the population's health, including noise, air quality and socio-economic impacts. In order to be compliant with the Airports NPS, a further project level Health Impact Assessment is required. The application should include and propose health</p>

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	include and propose health mitigation, which seeks to maximise the health benefits of the scheme and mitigate any negative health impacts.	mitigation, which seeks to maximise the health benefits of the scheme and mitigate any negative health impacts.
1.39	<p>On 21 July 2017, the Government issued a call for evidence on a new Aviation Strategy. The Government stated that in light of the Airports Commission’s findings on more intensive use of existing airports, it was minded to be supportive of all airports who wish to make best use of their existing runways, including those in the South East (with the exception of Heathrow, whose proposed expansion is addressed in the Airports NPS). However such airports would still need to submit an application (for planning permission or development consent) to the relevant authority, which would need to be judged on the application’s individual merits. The Government’s policy on this issue will continue to be considered in the context of developing its new Aviation Strategy, and in light of responses to the call for evidence.</p>	<p>On 21 July 2017, the Government issued a call for evidence on a new Aviation Strategy. Having analysed the responses, the Government has confirmed that it is supportive of airports beyond Heathrow making best use of their existing runways. However, we recognise that the development of airports can have positive and negative impacts, including on noise levels. We consider that any proposals should be judged on their individual merits by the relevant planning authority, taking careful account of all relevant considerations, particularly economic and environmental impacts.</p>
1.42	<p>As indicated in paragraph 1.37 above, airports wishing to make more intensive use of existing runways will still need to submit an application for planning permission or development consent to the relevant authority, which should be judged on the application’s individual merits. However, in light of the findings of the Airports Commission on the</p>	<p>As indicated in paragraph 1.39 above, airports wishing to make more intensive use of existing runways will still need to submit an application for planning permission or development consent to the relevant authority, which should be judged on the application’s individual merits. However, in light of the findings of the Airports Commission on the need for</p>

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	<p>need for more intensive use of existing infrastructure as described at paragraph 1.6 above, the Government accepts that it may well be possible for existing airports to demonstrate sufficient need for their proposals, additional to (or different from) the need which is met by the provision of a Northwest Runway at Heathrow. As indicated in paragraph 1.37 above, the Government's policy on this issue will continue to be considered in the context of the call for evidence on a new Aviation Strategy.</p>	<p>more intensive use of existing infrastructure as described at paragraph 1.6 above, the Government accepts that it may well be possible for existing airports to demonstrate sufficient need for their proposals, additional to (or different from) the need which is met by the provision of a Northwest Runway at Heathrow. As indicated in paragraph 1.39 above, the Government's policy on this issue will continue to be considered in the context of developing a new Aviation Strategy.</p>
Footnote 29	<p>https://www.gov.uk/Government/statistics/hmrc-tax-and-nics-receipts-for-the-uk</p>	<p>https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/691309/Feb18_Receipts_NS_Bulletin_Final.pdf</p>
Footnote 30	<p>https://your.heathrow.com/takingbritainfurther/jobs-and-growth/</p>	<p>https://www.heathrowexpansion.com/local-community/local-benefits/</p>
2.7	<p>Air freight is also important to the UK economy. Although only a small proportion of UK trade by weight is carried by air, it is particularly important for supporting export-led growth in sectors where goods are of high value or time critical. Heathrow Airport is the UK's biggest freight port by value. Over £178 billion of air freight was sent between UK and non-European Union countries in 2016, representing over 45% of the UK's extra-European Union trade by value. This is especially important</p>	<p>Air freight is also important to the UK economy. Although only a small proportion of UK trade by weight is carried by air, it is particularly important for supporting export-led growth in sectors where goods are of high value or time critical. Heathrow Airport is the UK's biggest freight port by value. Over £178 billion of air freight was sent between UK and non-European Union countries in 2016, representing over 45% of the UK's extra-European Union trade by value. This is especially important in the advanced</p>

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	<p>in the advanced manufacturing sector, where air freight is a key element of the time-critical supply chain. By 2030, advanced manufacturing industries such as pharmaceuticals or chemicals, whose components and products are predominantly moved by air, are expected to be among the top five UK export markets by their share of value. In the future, UK manufacturing competitiveness and a successful and diverse UK economy will drive the need for quicker air freight.</p>	<p>manufacturing sector, where air freight is a key element of the time-critical supply chain. By 2030, advanced manufacturing industries such as pharmaceuticals or chemicals, whose components and products are predominantly moved by air, are expected to be among the top five UK export markets by their share of value. In the future, UK manufacturing competitiveness and a successful and diverse UK economy will drive the need for quicker air freight.</p>
Footnote 31	<p>https://your.heathrow.com/takingbritainfurther/trade-and-exports/facts-and-figures/</p>	<p>https://www.uktradeinfo.com/Statistics/BuildYourOwnTables/Pages/Home.aspx</p>
Footnote 33	<p>https://globalconnections.hsbc.com/global/en/tools-data/trade-forecast-tool/uk#</p>	<p>HSBC Trade Forecast Tool, Accessed 2015</p>
2.25	<p>The Government has made clear in its announcement of 14 December 2015 that it agrees with the Airports Commission's three shortlisted schemes for expansion, and has taken forward its further work on this basis. As set out at paragraph 1.38 of this document, the Airports NPS will only have effect in relation to a scheme located at Heathrow Airport for the provision of a Northwest Runway, and not the other shortlisted schemes.</p>	<p>The Government has made clear in its announcement of 14 December 2015 that it agrees with the Airports Commission's three shortlisted schemes for expansion, and has taken forward its further work on this basis. As set out at paragraph 1.40 of this document, the Airports NPS will only have effect in relation to a scheme located at Heathrow Airport for the provision of a Northwest Runway, and not the other shortlisted schemes.</p>
Footnote 54	<p>Airports Commission: Interim report, paragraph 5.2</p>	<p><i>Airports Commission: Interim Report</i>, paragraph 5.2</p>

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Footnote 55	Airports Commission: Final report, paragraph 16.40	<i>Airports Commission: Final Report</i> , paragraph 16.40
Footnote 58	https://www.gov.uk/government/publications/airport-expansion-further-analysis-of-air-quality-data	https://www.gov.uk/government/publications/airport-expansion-further-updated-air-quality-re-analysis
3.12	<p>The draft Airports NPS and supporting Appraisal of Sustainability were published on 2 February 2017 and a 16 week public consultation was launched. On publishing the draft Airports NPS, the Government made a commitment to continue updating its evidence base on airport capacity, including revised passenger demand forecasts and the impact of the publication of the final Air Quality Plan (the UK plan for tackling roadside nitrogen dioxide concentrations). In order to provide clarity, the Government has revised the draft Airports NPS and some of the other documents which were published alongside it, on the basis of these changes to the evidence base and as a result of initial consideration of the responses to the February consultation and other broader government policy changes which have arisen during this period. 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 needs case set out in chapter 2. As such, the Government has also concluded that the other</p>	<p>The draft Airports NPS and supporting Appraisal of Sustainability were published on 2 February 2017 and a 16 week public consultation was launched. On publishing the draft Airports NPS, the Government made a commitment to continue updating its evidence base on airport capacity, including revised passenger demand forecasts and the impact of the publication of the final Air Quality Plan (the UK plan for tackling roadside nitrogen dioxide concentrations). On 24 October 2017, the Government published and conducted an 8 week public consultation on a revised draft Airports NPS and other documents which were published alongside it. The revisions were made on the basis of changes to the evidence base and as a result of initial consideration of the responses to the February consultation and other broader government policy changes. Having considered the responses to both the February and October consultations, and the report published by the Transport Committee on 23 March 2018, the Government has made some further changes, principally to provide greater clarity and reflect updates to wider Government policies. The Government believes that the Heathrow Northwest</p>

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	shortlisted schemes do not represent true alternatives to the preferred scheme.	Runway scheme, of all the three shortlisted schemes, is the most effective and most appropriate way of meeting the needs case set out in chapter 2. As such, the Government has also concluded that the other shortlisted schemes do not represent true alternatives to the preferred scheme.
3.20	This was demonstrated by the forecasts produced by the Airports Commission, and continues to be found in the department's 2017 forecasts. Compared to no expansion, the Government estimate that a Northwest Runway at Heathrow Airport by 2040 would result in 113,000 additional flights a year across the UK as a whole (including 43,000 long haul), and 28 million additional passengers a year. By way of comparison, the Extended Northern Runway would add 85,000 more flights and 22 million additional passengers.	This was demonstrated by the forecasts produced by the Airports Commission, and continues to be found in the department's 2017 forecasts. Compared to no expansion, the Government estimate that a Northwest Runway at Heathrow Airport by 2040 would result in 113,000 additional flights a year across the UK as a whole (including 43,000 long haul), and 28 million additional passengers a year. By way of comparison, the Heathrow Extended Northern Runway would add 85,000 more flights and 22 million additional passengers.
Footnote 85	N/A	Table excludes UK Crown Dependencies
Footnote 87	Plus routes to UK Crown Dependencies (Isle of Man and Jersey)	N/A
Footnote 88	Plus routes to UK Crown Dependencies (Guernsey, Isle of Man and Jersey)	N/A
3.38	The airport scheme promoters have pledged to meet the cost of surface access schemes required to enable a runway to open. For Gatwick Airport,	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

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	<p>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.</p>	<p>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 works, as well as other 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.</p>
Section header	Deliverability	Deliverability and safety
Footnote 89	https://your.heathrow.com/takingbritainfurther/tuc-and-cbi-unite-to-call-for-heathrow-expansion/	http://mediacentre.heathrow.com/pressrelease/details/81/Expansion-News-23/4789
Footnote 91	http://fsb.org.uk/media-centre/press-releases/heathrow-expansion-sends-clear-signal-britain-is-open-for-business	https://www.fsb.org.uk/media-centre/press-releases/heathrow-s-third-runway-sends-clear-signal-britain-is-open-for-business
3.47 & 3.48	<p>3.47 The Airports Commission worked with the Civil Aviation Authority and NATS Holdings to review the operational and airspace implications of all three shortlisted schemes, including conducting fast-time simulation modelling of the proposed airspace routes. This work concluded that, while safely managing the expected increase in air traffic</p>	<p>3.47 The Airports Commission worked with the Civil Aviation Authority and NATS Holdings to review the operational and airspace implications of all three shortlisted schemes, including conducting fast-time simulation modelling of the proposed airspace routes. This work concluded that, while safely managing the expected increase in air traffic for any scheme will be challenging, it</p>

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	<p>for any scheme will be challenging, it should nevertheless be achievable given modernisation of airspace in the South East of England and taking advantage of new technologies – changes which will be necessary with or without expansion. The Airports Commission also asked the Health and Safety Laboratory to review the scale of increase in crash risk associated with each of the schemes. This review concluded that “the changes to the background crash rate are minimal, regardless of whether or not expansion takes place at the airports.”</p>	<p>should nevertheless be achievable given modernisation of airspace in the South East of England and taking advantage of new technologies – changes which will be necessary with or without expansion.</p> <p>3.48 The Airports Commission also asked the Health and Safety Laboratory (HSL) to review the scale of increase in crash risk associated with each of the schemes. This review considered two risks: the background risk, which accounts for aircraft cruising in UK airspace, and an airfield crash rate, relating to aircraft taking off and landing at a specific airfield. This review concluded that “the changes to the background crash risk are minimal regardless of whether or not expansion takes place at the airports.” In addition the increase in airfield crash risks for both airports was proportionate to the additional number of flights anticipated, meaning that the “scenario for Heathrow with the highest crash rates represents an increase of 60% in the crash rate compared to 2013. At Gatwick Airport, the crash rate is more than doubled in the scenario with the highest rates.” As noted by HSL, “there is a high level of uncertainty in the calculated crash rates” due to the limited number of previous incidents to assess. Of the over 36 million aircraft movements examined by HSL that are of</p>

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		<p>relevance to either Heathrow or Gatwick's airfield crash risk, only three resulted in accidents. The Civil Aviation Authority conducted a preliminary safety assessment of the schemes and concluded that the schemes were feasible in principle from a safety perspective.</p>
Section header	Local environmental impacts	Local environmental, health and community impacts
3.50	<p>The Appraisal of Sustainability presents an assessment of the local environmental impact of all three schemes. It shows that, while all three schemes are expected to have a negative effect on impacts such as air quality, noise and biodiversity, the Gatwick Second Runway scheme has a less adverse impact than either scheme at Heathrow. This is primarily because Gatwick Airport is in a more rural location, with fewer people impacted by the airport. Even so, as set out in the Updated Appraisal Report, in monetary terms, the environmental impacts of all three schemes are small when compared to the size of the benefits, or considered over the 60 year appraisal period. In addition, the Appraisal of Sustainability also sets out potential measures to mitigate these local impacts to ensure that legal limits will be met. As set out below, the Government believes this</p>	<p>The Appraisal of Sustainability presents an assessment of the likely environmental, social and economic impacts of all three schemes. The Health Impact Analysis also presents an assessment of the health impacts. The following discussion of assessments of the three schemes considers the impacts of expansion without the benefits of the mitigation package put forward by scheme promoters or required by the Government under this NPS. The <i>Updated Appraisal Report</i> monetises, where possible, the air quality, noise and carbon impacts affecting people from each of the three schemes. These monetised values are small relative to the size of the monetised economic benefits of each scheme over the 60-year appraisal period. The Appraisal of Sustainability shows that, while all three schemes are expected to lead to a reduction in air quality and increased noise (without consideration of potential</p>

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	demonstrates how the commitment to ensure that local impacts of expansion will be mitigated satisfactorily can be met.	mitigations of the three schemes), the Gatwick Second Runway scheme would have a lower level of adverse effects relating to noise and air quality than either scheme at Heathrow. All three schemes will have an impact on the natural environment, including biodiversity, water and landscape. Negative effects upon quality of life, health and amenity were assessed, when unmitigated, to be of a greater magnitude for the two Heathrow expansion schemes and of a lower magnitude for the Gatwick Second Runway scheme. This is primarily because Gatwick Airport is in a more rural location, with fewer people impacted by the airport. The Appraisal of Sustainability also outlines measures to mitigate these local impacts to ensure that legal obligations will be met. As set out below, the Government believes this demonstrates how the commitment to ensure that local impacts of expansion will be mitigated satisfactorily can be met.
Footnote 96	N/A	<i>Operational Efficiency: Ground Risk Analysis</i> , Health and Safety Laboratory, p3 https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/437269/operational-efficiency-ground-risk-analysis.pdf
Footnote 97	N/A	<i>Operational Efficiency: Ground Risk Analysis</i> , Health and Safety Laboratory, pvi https://assets.publishing.service.gov.uk/government/u

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		ploads/system/uploads/attachment_data/file/437269/operational-efficiency-ground-risk-analysis.pdf
Footnote 98	N/A	<i>Operational Efficiency: Ground Risk Analysis</i> , Health and Safety Laboratory, p15 https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/437269/operational-efficiency-ground-risk-analysis.pdf
Footnote 99	N/A	<i>Operational Efficiency: Ground Risk Analysis</i> , Health and Safety Laboratory, p9 https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/437269/operational-efficiency-ground-risk-analysis.pdf
Footnote 100	N/A	Airports Commission: Final report, p243
3.53	N/A	The Appraisal of Sustainability identifies that, in addition to changes due to local noise and air quality impacts, communities may be affected by airport expansion through loss of, and/or additional demand for housing, community facilities or services, including recreational facilities. In addition, there will be effects on parks, open spaces and the historic environment, which will affect the quality of life of local communities which benefit from access to these facilities and features. These effects will be of a higher magnitude for the two Heathrow expansion schemes and a lower magnitude for Gatwick Second Runway. Overall,

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		each of the three schemes is expected to have negative impacts on local communities, with more severe impacts expected from the Heathrow schemes. Impacts of all three schemes will not be felt equally across social groups. Equality impacts are set out in chapter four.
3.54	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. 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”. This will include a highly valued scheduled 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.	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. 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”. This is expected to include a highly valued scheduled 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.
3.55	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),	To mitigate environmental and social impacts, Heathrow Airport and Gatwick Airport both announced compensation packages (covering residential property acquisition, noise insulation, and other community measures like funding for schools),

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	which stand at more than £1 billion at Heathrow Airport and more than £200 million at Gatwick Airport (over 15-20 years from 2020). Heathrow Airport's package reflects the much greater number of people affected in the local area.	of more than £1 billion at Heathrow Airport and more than £200 million at Gatwick Airport (over 15-20 years from 2020). Heathrow Airport's package reflects the much greater number of people affected in the local area.
3.60	The Airports Commission and the Civil Aviation Authority both assessed the Extended Northern Runway scheme to be deliverable. 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 the restriction on runway capacity.	The Airports Commission assessed the Heathrow Extended Northern Runway scheme to be deliverable. 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 the restriction on runway capacity.
Footnote 111	https://www.gov.uk/government/collections/heathrow-airport-expansion	https://www.gov.uk/government/publications/appraisal-of-sustainability-for-the-revised-draft-airports-national-policy-statement
4.3	The Airports NPS applies to schemes at Heathrow Airport (in the area shown within the illustrative scheme boundary map at Annex A) that include a runway of at least 3,500m in length and that are capable of delivering additional capacity of at least 260,000 air transport movements per annum, and associated infrastructure and surface access facilities. In particular, it also applies to the reconfiguration of and provision of new terminal capacity to be located between the two existing	The Airports NPS applies to schemes at Heathrow Airport (in the area shown, for this purpose, illustratively, within the scheme boundary map at Annex A) that include a runway of at least 3,500m in length and that are capable of delivering additional capacity of at least 260,000 air transport movements per annum, and associated infrastructure and surface access facilities. In particular, it also applies to the reconfiguration of and provision of new terminal capacity to be located between the two existing

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	runways at Heathrow Airport. The Secretary of State's policy in relation to other airport infrastructure in the South East of England is set out at paragraph 1.39 above.	runways at Heathrow Airport. The Secretary of State's policy in relation to other airport infrastructure in the South East of England is set out at paragraph 1.41 above.
Footnote 114	National Planning Policy Framework, paragraph 206	National Planning Policy Framework, March 2012, paragraph 206, or any successor document
Footnote 115	Town and Country Planning Act 1990, section 106; Regulation 122(2) Community Infrastructure Levy Regulations 2010; National Planning Policy Framework, paragraph 204	Town and Country Planning Act 1990, section 106; Regulation 122(2) Community Infrastructure Levy Regulations 2010; National Planning Policy Framework, March 2012, paragraph 204
Footnote 117	http://www.legislation.gov.uk/ukxi/2009/2263/contents/made	http://www.legislation.gov.uk/ukxi/2017/572/contents/made
4.19	Prior to granting development consent, the Secretary of State as competent authority must comply with the duties under the Conservation of Habitats and Species Regulations 2010. Under these regulations, if the competent authority considers that the proposed development is likely to have a significant effect on a European site or a European offshore marine site (either alone or in combination with other plans or projects), and is not connected with or necessary to the management of that site, it must make an Appropriate Assessment of the implications for the site in view of the site's conservation objectives. The applicant should also refer to the Airports NPS	Prior to granting development consent, the Secretary of State as competent authority must comply with the duties under the Conservation of Habitats and Species Regulations 2017. Under these regulations, if the competent authority considers that the proposed development is likely to have a significant effect on a European site or a European offshore marine site (either alone or in combination with other plans or projects), and is not connected with or necessary to the management of that site, it must make an Appropriate Assessment of the implications for the site in view of the site's conservation objectives. The applicant should also refer to the Airports NPS sections on biodiversity, land use, and air quality. The

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	sections on biodiversity, land use, and air quality. The competent authority must consult Natural England to ensure that impacts on European sites are adequately considered.	competent authority must consult Natural England to ensure that impacts on European sites are adequately considered.
Footnote 120	This includes candidate Special Areas of Conservation, Sites of Community Importance, Special Areas of Conservation and Special Protection Areas, and is defined in Regulation 8 of the Conservation of Habitats and Species Regulations 2010	This includes candidate Special Areas of Conservation, Sites of Community Importance, Special Areas of Conservation and Special Protection Areas, and is defined in Regulation 8 of the Conservation of Habitats and Species Regulations 2017
4.26	The Department for Transport has reviewed the Airports Commission’s work, informed by the Equality Impact Assessment carried out as part of the Appraisal of Sustainability. The Government is satisfied that the scope of the Airports Commission’s work was appropriate at this stage of scheme development, that the Airports Commission’s approach was consistent with the Equality Act 2010, and that its conclusion is consistent with the evidence produced.	The Department for Transport has reviewed the Airports Commission’s work, informed by the Equality Assessment carried out as part of the Appraisal of Sustainability. The Government is satisfied that the scope of the Airports Commission’s work was appropriate at this stage of scheme development, that the Airports Commission’s approach was consistent with the Equality Act 2010, and that its conclusion is consistent with the evidence produced.
4.31	A good design should meet the principal objectives of the scheme by eliminating or substantially mitigating the identified problems by improving operational conditions and simultaneously minimising adverse impacts. It should also mitigate any existing adverse impacts wherever possible, for example in relation to safety or the	A good design should meet the principal objectives of the scheme by eliminating or substantially mitigating the adverse impacts of the development, for example by improving operational conditions. It should also mitigate any existing adverse impacts wherever possible, for example in relation to safety or the environment. A good design will also be one that

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	environment. A good design will also be one that sustains the improvements to operational efficiency for as many years as is practicable, taking into account capital cost, economics and environmental impacts.	sustains the improvements to operational efficiency for as many years as is practicable, taking into account capital cost, economics and environmental impacts.
4.36	N/A	The relationship between cost and affordability for a scheme is governed by the regulated funding of the airport and funding from other sources, and the need to comply with the Government's guidance on compulsory acquisition of land under the Planning Act 2008. This guidance is relevant to any scheme that will require the compulsory acquisition of land, which is expected in relation to any scheme to which this NPS applies which would include any application for development consent for a Northwest Runway at Heathrow Airport. That guidance sets out what a promoter must demonstrate if it is to be granted powers of compulsory acquisition - including in relation to impediments to a scheme and financial resources.
4.37	N/A	Heathrow Airport is subject to economic regulation by the Civil Aviation Authority (CAA) under the Civil Aviation Act 2012. As part of the CAA's discharge of its duty under the Civil Aviation Act 2012 to further the interests of users of air transport services (passengers and cargo owners), the CAA has granted an economic licence to the operator of Heathrow

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		<p>Airport to levy airport charges. This licence sets a maximum yield per passenger that can be recovered by the operator of Heathrow Airport through airport charges (the “maximum yield”). This maximum yield is set by the CAA having conducted a process that scrutinises, among other things, the business plan submitted by the licence holder and developed through constructive engagement with the airlines, as well as other submissions from airlines and stakeholders. This process of scrutiny of costs will include benchmarking exercises from industry professionals and assessments by an Independent Fund Surveyor as well as by the CAA. Expansion will also be subject to specific gateway reviews by airlines and stakeholders. The final business plan will include details of the future capital expenditure that the licensee proposes to incur.</p>
4.38	N/A	<p>For the development of new capacity at Heathrow, the CAA will set the maximum yield having regard to the matters required by the Civil Aviation Act 2012. The CAA will consider, among other things:</p> <ul style="list-style-type: none"> • the need to secure that the licence holder is able to finance its provision of airport operation services; and • the economy and efficiency of the proposals set out in any business plan (including such

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		capital expenditure proposals as are contained in it), as part of its process of setting the maximum yield per passenger in the period covered by the price control.
Footnote 124	N/A	https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/236454/Planning_Act_2008_-_Guidance_related_to_procedures_for_the_compulsory_acquisition_of_land.pdf
4.39	The applicant should demonstrate in its application that its scheme is cost-efficient and sustainable, and seeks to minimise costs to airlines, passengers and freight owners over its lifetime	The applicant should demonstrate in its application for development consent that its scheme is cost-efficient and sustainable, and seeks to minimise costs to airlines, passengers and freight owners over its lifetime.
4.40	N/A	Detailed scrutiny of any business plan put forward by the licence holder will fall under the CAA's regulatory process under the Civil Aviation Act 2012, and the detailed matters considered under that process are not expected to be scrutinised in the same way during the examination and determination of an application for development consent. The CAA is a statutory consultee for all proposed applications relating to airports or which are likely to affect an airport or its current or future operation. The applicant is expected to provide the CAA with the information it needs to enable it to assist the Examining Authority in considering whether any impediments to the applicant's development proposals, insofar as they

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		relate to the CAA's economic regulatory and other functions, are capable of being properly managed.
Footnote 126	Climate Change Act, section 58	Climate Change Act 2008, section 58
Footnote 127	Climate Change Act, section 62	Climate Change Act 2008, section 62
4.47	Where transport infrastructure has safety-critical elements, and the design life of the asset is 60 years or greater, the applicant should apply the latest available UK Climate Projections high emissions scenario against the 2080 projections at the 10%, 50% and 90% probability levels, so as to include high impact, low likelihood scenarios.	Where transport infrastructure has safety-critical elements, and the design life of the asset is 60 years or greater, the applicant should apply the latest available UK Climate Projections, considering at least a scenario that reflects a high level of greenhouse gas emissions at the 10%, 50% and 90% probability levels, to assess the impacts of climate change over the lifetime of the development.
Section header	Security considerations	Security and safety considerations
5.7	N/A	The Airports Commission identified three major rail improvements which would support a new Northwest Runway at Heathrow Airport. These were Crossrail, a Western Rail Link to Heathrow and Southern Rail Access to the airport. Notwithstanding the requirements for the applicant's assessment set out below, Government has supported, or is supporting, all three of these schemes subject to a satisfactory

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		<p>business case and the agreement of acceptable terms with the Heathrow aviation industry. Crossrail is in construction and full services are anticipated to commence in 2019. The Western Rail Link to Heathrow was one of the schemes named as being in the 'develop' phase in the Rail Network Enhancements Pipeline, published in March 2018 and, subject to obtaining planning consent, it is expected to commence operations before 2030. Any Southern Rail Access to Heathrow is at an earlier stage of development and, subject to an acceptable business case and obtaining planning consent, should commence operations as soon as reasonably practicable after a new runway has opened.</p>
5.8	<p>It is important that improvements are made to Heathrow Airport's transport links to be able to support the increased numbers of people who will need to access the expanded airport, should development consent be granted.</p>	<p>It is important that improvements are made to Heathrow Airport's transport links to be able to support the increased numbers of people and freight traffic which will need to access the expanded airport, should development consent be granted.</p>
5.12	<p>The applicant will need to demonstrate that Highways England, Network Rail and relevant highway and transport authorities and transport providers have been consulted, and are content with the deliverability of any new transport schemes or other changes required to existing links to allow expansion within the timescales required for the preferred scheme as a whole. This</p>	<p>The applicant will need to demonstrate that Highways England, Network Rail and any relevant highway and transport authorities and transport providers have been consulted, and are content with the deliverability of any new transport schemes or other changes required to existing links to allow expansion within the timescales required for the preferred scheme as a whole, the requirements of the Airports NPS and</p>

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	includes changes to the M25 to allow a new runway to cross the motorway, local road diversions, and improvements including the diversion of the A4 and A3044, and on-airport station works and safeguarding.	other statutory requirements. This includes changes to the M25 to allow a new runway to cross the motorway, local road changes, and improvements including the diversion of the A4 and A3044, changes to the Colnbrook Freight branch railway and on-airport station works and safeguarding. On the strategic road network, it will be important to ensure that any changes to the M25 which the applicant proposes will be implemented consistently with the Secretary of State's statutory directions and guidance set out in Highways England's licence. This includes ensuring that sufficient provision is made to accommodate flexibility and future-proofing in planning the long-term development, improvement and operation of Highways England's network.
5.17	Any application for development consent and accompanying airport surface access strategy must include details of how the applicant will increase the proportion of journeys made to the airport by public transport, cycling and walking to achieve a public transport mode share of at least 50% by 2030, and at least 55% by 2040 for passengers. The applicant should also include details of how it will achieve a 25% reduction of all staff car trips by 2030, and a reduction of 50% by 2040 from a 2013 baseline level.	Any application for development consent and accompanying airport surface access strategy must include details of how the applicant will increase the proportion of journeys made to the airport by public transport, cycling and walking to achieve a public transport mode share of at least 50% by 2030, and at least 55% by 2040 for passengers. The applicant should also include details of how, from a 2013 baseline level, it will achieve a 25% reduction of all staff car trips by 2030, and a reduction of 50% by 2040.
5.18	The applicant should commit to annual public	The applicant should commit to annual public

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	<p>reporting on performance against these specific targets. The airport surface access strategy should consider measures and incentives which could help to manage demand by car users travelling to and from the airport, as well as physical infrastructure interventions, having at all times due regard to the effect of its strategy on the surrounding area and transport networks. These measures could be used to help achieve mode share targets and should be considered in conjunction with measures to mitigate air quality impacts as described in the Airports NPS.</p>	<p>reporting on performance against these specific targets. The airport surface access strategy should consider measures and incentives which could help to manage demand by car users travelling to and from the airport, as well as physical infrastructure interventions, having at all times due regard to the effect of its strategy on the surrounding area and transport networks. The strategy should also include an assessment of the feasibility of the measures proposed as well as the benefits and disbenefits related to those measures, including any implications for Highways England, Network Rail and affected relevant highway authorities and transport providers. These measures could be used to help achieve mode share targets and should be considered in conjunction with measures to mitigate air quality impacts as described in the Airports NPS.</p>
5.19	<p>The Government expects the applicant to secure the upgrading or enhancing of road, rail or other transport networks or services which are physically needed to be completed to enable the Northwest Runway to operate. This includes works to the M25, local road diversions and improvements including the diversion of the A4 and A3044, and on-airport station works and safeguarding. Where a surface transport scheme is not solely required to deliver airport capacity and has a wider range of beneficiaries, the Government, along with relevant</p>	<p>The Government expects the applicant to secure the upgrading or enhancing of road, rail or other transport networks or services which are physically needed to be completed to enable the Northwest Runway to operate. This includes works to the M25, local road changes and improvements including the diversion of the A4 and A3044, and on-airport station works and safeguarding, as set out in more detail in paragraph 5.12.</p>

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	stakeholders, will consider the need for a public funding contribution alongside an appropriate contribution from the airport on a case by case basis.	
5.20	The Government recognises that there may be some works which may not be required at the time the additional runway opens, but will be needed as the additional capacity becomes fully utilised. The same principle applies that, where a transport scheme is not solely required to deliver airport capacity, the Government, along with relevant stakeholders, will consider the need for a public funding contribution alongside an appropriate contribution from the airport on a case by case basis.	Where a surface transport scheme is not solely required to deliver airport capacity and has a wider range of beneficiaries, the Government, along with relevant stakeholders, will consider the need for a public funding contribution alongside an appropriate contribution from the airport on a case by case basis. The Government recognises that there may be some works which may not be required at the time the additional runway opens, but will be needed as the additional capacity becomes fully utilised. The same principle applies that, where a transport scheme is not solely required to deliver airport capacity, the Government, along with relevant stakeholders, will consider the need for a public funding contribution alongside an appropriate contribution from the airport on a case by case basis.
5.21	The applicant's surface access proposals will give rise to impacts on the existing and surrounding transport infrastructure. The Secretary of State will consider whether the applicant has taken all reasonable steps to mitigate these impacts. Where the proposed mitigation measures are insufficient to effectively offset or reduce the impact of	The applicant's proposals will give rise to impacts on the existing and surrounding transport infrastructure. The Secretary of State will consider whether the applicant has taken all reasonable steps to mitigate these impacts during both the development and construction phase and the operational phase. Where the proposed mitigation measures are insufficient to

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	<p>expansion and any additional passengers, freight operators and airport workers on the transport network, the Secretary of State will impose requirements on the applicant to accept requirements and / or obligations to fund infrastructure or implement other measures to mitigate the adverse impacts.</p>	<p>effectively offset or reduce the impact on the transport network, arising from expansion, of additional passengers, freight operators and airport workers, the Secretary of State will impose requirements on the applicant to accept requirements and / or obligations to fund infrastructure or implement other measures to mitigate the adverse impacts, including air quality.</p>
5.33	<p>The environmental statement should assess:</p> <ul style="list-style-type: none"> • Existing air quality levels for all relevant pollutants referred to in the Air Quality Standards Regulations 2010 and the National Emission Ceilings Regulations 2002 (as amended) or referred to in any successor regulations; • Forecasts of air quality at the time of opening, (a) assuming that the scheme is not built (the 'future baseline'), and (b) taking account of the impact of the scheme, including when at full capacity; and • Any likely significant air quality effects, their mitigation and any residual likely significant effects, distinguishing between those applicable to the construction and operation of the scheme including any interaction between construction and operational changes and taking account of the impact 	<p>The environmental statement should assess:</p> <ul style="list-style-type: none"> • Existing air quality levels for all relevant pollutants referred to in the Air Quality Standards Regulations 2010 and the National Emission Ceilings Regulations 2002 (as amended) or referred to in any successor regulations; • Forecasts of levels for all relevant air quality pollutants at the time of opening, (a) assuming that the scheme is not built (the 'future baseline'), and (b) taking account of the impact of the scheme, including when at full capacity; and • Any likely significant air quality effects of the scheme, their mitigation and any residual likely significant effects, distinguishing between those applicable to the construction and operation of the scheme including any interaction between construction and

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	that the scheme is likely to cause on air quality arising from road and other surface access traffic.	operational changes and taking account of the impact that the scheme is likely to cause on air quality arising from road and other surface access traffic.
5.38	In addition, Heathrow Airport should continue to strive to meet its public pledge to have landside airport-related traffic no greater than today. To achieve this, it should set out and regularly review its plans to meet the mode share targets set at paragraph 5.16 above. Heathrow Airport should also develop and keep under review plans to improve the impact of road freight serving the airport.	In addition, Heathrow Airport should continue to strive to meet its public pledge to have landside airport-related traffic no greater than today. To achieve this, it should set out and regularly review its plans to meet the mode share targets set at paragraph 5.17 above. Heathrow Airport should also develop and keep under review plans to improve the impact of road freight serving the airport.
5.42	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 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 obligations.	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 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 obligations that provide for the protection of human health and the environment.
5.46	Over recent decades, there have been reductions in aviation noise due to technological and operational improvements, and this trend is expected to continue. New technology is already making aircraft quieter. Newer generation aircraft coming into service have a noise footprint typically	Over recent decades, there have been reductions in aviation noise due to technological and operational improvements, and this trend is expected to continue. New technology is already making aircraft quieter. Newer generation aircraft coming into service have a noise footprint typically 50% smaller on departure

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	<p>50% smaller on departure than the ones they are replacing, and at least 30% smaller on arrival. In addition, further opportunities for noise reductions are expected in the next decade as part of the UK airspace modernisation programme. One of the key aims of this programme is to “reduce the overall level of noise disturbance by ensuring that fewer aircraft overfly centres of population and airborne holding is at higher altitudes”. However, evidence has shown that people’s sensitivity to noise has increased in recent years, and there has been growing evidence that exposure to high levels of aircraft noise can adversely affect people’s health. Expansion will lead to a rise in the number of flights in the local area compared to a no expansion scenario.</p>	<p>than the ones they are replacing, and at least 30% smaller on arrival. In addition, further opportunities for noise reductions are expected in the next decade as part of the UK airspace modernisation programme. One of the key benefits of this programme is expected to be “reduced noise from aircraft overflying communities, with less ‘holding’ at lower altitudes”. However, evidence has shown that people’s sensitivity to noise has increased in recent years, and there has been growing evidence that exposure to high levels of aircraft noise can adversely affect people’s health. Expansion will lead to a rise in the number of flights in the local area compared to a no expansion scenario.</p>
Footnote 147	<p>https://www.caa.co.uk/Commercial-industry/Airspace/Future-airspace-strategy/Future-airspace-strategy/</p>	<p>UK Airspace Policy: A framework for balanced decisions on the design and use of airspace, p21, para 3.9, https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/588186/uk-airspace-policy-a-framework-for-balanced-decisions-on-the-design-and-use-of-airspace-web-version.pdf</p>
Footnote 148	<p>CAP 1164, Aircraft noise, sleep disturbance and health effects: http://publicapps.caa.co.uk/modalapplication.aspx?appid=11&mode=detail&id=6275_</p>	<p>CAP 1164, Aircraft noise, sleep disturbance and health effects 2014: http://publicapps.caa.co.uk/modalapplication.aspx?appid=11&mode=detail&id=6275</p>

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	CAP 1506, Survey of noise attitudes 2014: Aircraft http://www.gov.uk/government/publications/survey-of-attitudes-to-aviation-noise	CAP 1506, Survey of noise attitudes 2014: Aircraft http://www.gov.uk/government/publications/survey-of-attitudes-to-aviation-noise
Footnote 151	https://www.gov.uk/government/publications/aviation-noise-discussion-paper	<i>Airports Commission: Final Report</i> , p170-171
5.53	Operational noise, with respect to human receptors, should be assessed using the principles of the relevant British Standards and other guidance. For the prediction, assessment and management of construction noise, reference should be made to any British Standards and other guidance which give examples of mitigation strategies. In assessing the likely significant impacts of aircraft noise, the applicant should have regard to the noise assessment principles set out in the national policy on airspace.	Operational noise, with respect to human receptors, should be assessed using the principles of the relevant British Standards and other guidance. For the prediction, assessment and management of construction noise, reference should be made to any British Standards and other guidance which give examples of mitigation strategies. In assessing the likely significant impacts of aircraft noise, the applicant should have regard to the noise assessment principles, including noise metrics, set out in the national policy on airspace.
5.59	The applicant should specifically seek to deliver the mitigation measures set out in paragraphs 5.59-5.61 below.	The applicant should specifically seek to deliver the mitigation measures set out in paragraphs 5.60-5.62 below.
5.61	The applicant should put forward plans for a runway alternation scheme that provides communities affected with predictable periods of respite (though the Government acknowledges that the duration of periods of respite that currently	The applicant should put forward plans for a runway alternation scheme that provides communities affected with predictable periods of respite (though the Government acknowledges that the duration of periods of respite that currently apply will be

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	apply will be reduced). Predictability should be afforded to the extent that this is within the applicant's control. The details of any such scheme, including timings, duration and scheduling, should be defined in consultation with local communities and relevant stakeholders, and take account of any independent guidance such as from the Independent Commission on Civil Aviation Noise.	reduced). Predictability should be afforded to the extent that this is within the airport operator's control. The details of any such scheme, including timings, duration and scheduling, should be defined in consultation with local communities and relevant stakeholders, and take account of any independent guidance such as from the Independent Commission on Civil Aviation Noise.
Footnote 156	N/A	Examples of circumstances outside of an airport operator's control might be severe weather disruption and similar events
Footnote 159	https://www.gov.uk/government/publications/noise-policy-statement-for-england	Noise policy statement for England, March 2010, https://www.gov.uk/government/publications/noise-policy-statement-for-england
Footnote 160	National Planning Policy Framework, paragraph 123	National Planning Policy Framework, March 2012, paragraph 123, or any successor document
Footnote 161	http://planningguidance.communities.gov.uk/blog/guidance/noise/noise-guidance/	https://www.gov.uk/guidance/noise--2
Footnote 168	National Planning Policy Framework, paragraph 109	National Planning Policy Framework, March 2012, paragraph 109, or any successor document
Footnote 169	National Planning Policy Framework, paragraph 9	National Planning Policy Framework, March 2012, paragraph 9, or any successor document

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Footnote 171	National Planning Policy Framework, paragraph 118	National Planning Policy Framework, March 2012, paragraph 118, or any successor document
Footnote 178	N/A	Or else so designated under the Green Belt (London and Home Counties) Act 1938
Footnote 179	National Planning Policy Framework, paragraphs 79-92	National Planning Policy Framework, March 2012, paragraphs 79-92, or any successor document
Footnote 180	National Planning Policy Framework, paragraph 112	National Planning Policy Framework, March 2012, paragraph 112, or any successor document
5.115	The applicant should take into account the economic and other benefits of best and most versatile agricultural land. Where significant development of agricultural land is demonstrated to be necessary, the applicant should seek to use areas of poorer quality land in preference to that of a higher quality. The applicant should also identify any effects, and seek to minimise impacts, on soil quality, taking into account any mitigation measures proposed. For developments on previously developed land, the applicant should ensure that they have considered the risk posed by land contamination and how it is proposed to address this.	The applicant should take into account the economic and other benefits of best and most versatile agricultural land. Where significant development of agricultural land is demonstrated to be necessary, the applicant should seek to use areas of poorer quality land in preference to that of a higher quality. The applicant should also identify any effects, and seek to minimise impacts, on soil quality, taking into account any mitigation measures proposed.
5.116	N/A	For developments where land may be affected by contamination, or existing mitigation is in place in

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		respect of historic contamination, the applicant should have regard to the statutory regime contained in Part IIA of the Environmental Protection Act 1990 and relevant Government guidance relating to or dealing with contaminated land.
Footnote 184	N/A	https://www.gov.uk/government/collections/land-contamination-technical-guidance
5.125	Where networks of green infrastructure have been identified in development plans, they should normally be protected from development and, where, possible, strengthened by or integrated within it.	Where networks of green infrastructure have been identified in development plans, they should normally be protected from development and, where, possible, strengthened by or integrated within it. The Secretary of State will also have regard to the effect of the development upon and resulting from existing land contamination, as well as the mitigation proposed.
5.127	When located in the Green Belt, projects may comprise inappropriate development. Inappropriate development is by definition harmful to the Green Belt and there is a presumption against it except in very special circumstances. The Secretary of State will need to assess whether there are very special circumstances to justify inappropriate development. Very special circumstances will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations. In view of the presumption against inappropriate development, the Secretary of State will attach	When located in the Green Belt, projects may comprise inappropriate development. Inappropriate development is by definition harmful to the Green Belt and there is a presumption against it except in very special circumstances. The Secretary of State will need to assess whether there are very special circumstances to justify inappropriate development. Very special circumstances will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations. In view of the presumption against inappropriate development, the Secretary of State will attach substantial weight to the

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	substantial weight to the harm to the Green Belt, when considering any application for such development. The Secretary of State may require the provision of replacement Green Belt land, which should be secured by the applicant.	harm to the Green Belt, when considering any application for such development. In exchange for, or so as to ensure the re-provision of, lost Green Belt land, the Secretary of State may require the provision of other land by the applicant, to be declared as Green Belt under the Green Belt (London and the Home Counties) Act 1938. The provision of such land should be in accordance with the National Planning Policy Framework or any successor document, and take into account relevant development plan policies.
5.128	There are two Immigration Removal Centres (IRCs) to the north-west of Heathrow Airport, run as one facility, within the land shown inside the red line on the illustrative scheme boundary map (at Annex A). Detention at immigration removal centres plays a vital role as part of the infrastructure which allows the Government to maintain effective immigration control and secure the UK's borders. The IRCs are Harmondsworth IRC and the Colnbrook IRC.	There are two Immigration Removal Centres (IRCs) to the north-west of Heathrow Airport, run as one facility, within the land shown inside the red line on the scheme boundary map (at Annex A). Detention at immigration removal centres plays a vital role as part of the infrastructure which allows the Government to maintain effective immigration control and secure the UK's borders. The IRCs are Harmondsworth IRC and the Colnbrook IRC.
Footnote 187	N/A	The term "Green Belt land" refers to land designated as Green Belt land under a local development plan and/or land declared as Green Belt under the 1938 Act.
5.145	The Secretary of State will consider the extent to which the applicant has proposed an effective process that will be followed to ensure effective	The Secretary of State will consider the extent to which the applicant has proposed an effective process that will be followed to ensure effective

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	<p>management of hazardous and non-hazardous waste arising from all stages of the lifetime of the development. The Secretary of State should be satisfied that the process set out provides assurance that:</p> <ul style="list-style-type: none"> • Waste produced will be properly managed, both onsite and offsite; • The waste from the proposed development can be dealt with appropriately by the waste infrastructure which is, or is likely to be, available. Such waste arising should not have an adverse effect on the capacity of existing waste management facilities to deal with other waste arising in the area; and • Adequate steps have been taken to minimise the volume of waste arising, and of the volume of waste arising sent to disposal, except where an alternative is the most sustainable outcome overall. 	<p>management of hazardous and non-hazardous waste arising from all stages of the lifetime of the development. The Secretary of State should be satisfied that the process set out provides assurance that:</p> <ul style="list-style-type: none"> • Waste produced will be properly managed, both onsite and offsite; • The waste from the proposed development can be dealt with appropriately by the waste infrastructure which is, or is likely to be, available. Such waste arising should not have an adverse effect on the capacity of existing waste management facilities to deal with other waste arising in the area; and • Adequate steps have been taken to ensure that all waste arising from the site is subject to the principles of the waste hierarchy and are dealt with at the highest possible level within the hierarchy.
Footnote 190	N/A	Article 4 of the revised EU Waste Framework Directive (Directive 2008/98/EC) sets out the 'waste hierarchy' with five steps for dealing with waste, ranked according to environmental impact
Footnote	National Planning Policy Framework, paragraph 99	National Planning Policy Framework, March 2012,

Paragraph Number	Revised Draft NPS text	Final NPS text
191		paragraph 99, or any successor document
Footnote 193	National Planning Policy Framework, paragraphs 100-104	National Planning Policy Framework, March 2012, paragraphs 100-104, or any successor document
Footnote 195	National Planning Policy Framework, paragraph 99	National Planning Policy Framework, March 2012, paragraph 99, or any successor document
Footnote 198	National Planning Policy Framework, paragraphs 100-104	National Planning Policy Framework, March 2012, paragraphs 100-104, or any successor document
Footnote 199	National Planning Policy Framework, paragraph 101	National Planning Policy Framework, March 2012, paragraph 101, or any successor document
Footnote 200	National Planning Policy Framework, paragraph 102	National Planning Policy Framework, March 2012, paragraph 102, or any successor document
5.182	Activities that discharge to the water environment are subject to pollution control, and the considerations set out at paragraphs 4.49-4.55 above covering the interface between planning and environmental permitting therefore apply. These considerations will also apply in an analogous way to the abstraction licensing regime regulating activities that take water from the environment, and to the control regimes relating to works to, and structures in, on, or under, a controlled water.	Activities that discharge to the water environment are subject to pollution control, and the considerations set out at paragraphs 4.53-4.59 above covering the interface between planning and environmental permitting therefore apply. These considerations will also apply in an analogous way to the abstraction licensing regime regulating activities that take water from the environment, and to the control regimes relating to works to, and structures in, on, or under, a controlled water.
5.184	The Secretary of State will need to be satisfied that a proposal has had regard to the Thames river	The Secretary of State will need to be satisfied that a proposal has had regard to the Thames river basin

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	<p>basin management plan and the Water Framework Directive and its daughter Directives, including those on priority substances and groundwater. In terms of Water Framework Directive compliance, the overall aim of development should be no deterioration of ecological status in watercourses, ensuring that Article 4.7 of the Water Framework Directive Regulations does not need to be applied. If Article 4.7 does need to be applied, and the conditions set out apply to airport development, the applicant must set out and report any modifications to the physical characteristics of surface water bodies or alterations to levels of groundwater bodies in the Thames river basin management plan.</p>	<p>management plan and the Water Framework Directive and its daughter Directives on priority substances and groundwater. In terms of Water Framework Directive compliance, the overall aim of development should be to prevent deterioration in status of water bodies, to support the achievement of the objectives in the Thames river basin management plan and not to jeopardise the future achievement of good status for any affected water bodies. If the development is considered likely to cause deterioration of water body status or to prevent the achievement of good groundwater status or of good ecological status or potential, compliance with Article 4.7 of the Water Framework Directive must be demonstrated. Any use of Article 4.7 must be reported in the Thames river basin management plan.</p>
5.245	<p>In addition to statutory requirements, Heathrow Airport has publicly committed to a community compensation package comprising a number of more generous offers:</p> <p>To pay 125% of market value, plus taxes and reasonable moving costs, for all owner occupied homes within the compulsory acquisition zone;</p> <p>To pay 125% of market value, plus taxes and reasonable moving costs, for all owner occupied homes within an additional voluntary purchase /</p>	<p>In addition to statutory requirements, Heathrow Airport has publicly committed to a community compensation package comprising a number of more generous offers:</p> <p>To pay 125% of market value, plus taxes and reasonable moving costs, for all owner occupied homes within the compulsory acquisition zone;</p> <p>To pay 125% of market value, plus taxes and reasonable moving costs, for all owner occupied homes within an additional voluntary purchase /</p>

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	<p>acquisition zone incorporating the area known as the Heathrow Villages;</p> <p>Following a third party assessment, to provide full acoustic insulation for residential property within the full single mode easterly and westerly 60dB LAeq (16hr) noise contour of an expanded airport;</p> <p>Following a third party assessment, to provide a contribution of up to £3,000 for acoustic insulation for residential properties within the full single mode easterly and westerly 57dB LAeq (16hr) or the full 55dB Lden noise contours of an expanded airport, whichever is the bigger; and</p> <p>To deliver a programme of noise insulation and ventilation for schools and community buildings within the 60dB LAeq (16hour) contour.</p>	<p>acquisition zone incorporating the area known as the Heathrow Villages;</p> <p>Following a third party assessment, to provide full acoustic insulation for residential property within the full single mode easterly and westerly 60dB LAeq (16hr) noise contour of an expanded airport;</p> <p>Following a third party assessment, to provide a contribution of up to £3,000 for acoustic insulation for residential properties within the full single mode easterly and westerly 57dB LAeq (16hr) or the full 55dB Lden noise contours of an expanded airport, whichever is the bigger; and</p> <p>To deliver a programme of noise insulation and ventilation for schools and community buildings within the 60dB LAeq (16hr) contour.</p>
Footnote 222	N/A	http://your.heathrow.com/newpropertycompensation/
Footnote 223	N/A	http://your.heathrow.com/newpropertycompensation/
5.268	The Secretary of State will consider whether Heathrow Airport has set out a credible plan to implement its commitment to deliver 10,000 apprenticeships at an expanded airport.	The Secretary of State will consider whether Heathrow Airport has set out a credible plan to implement its commitment to deliver a total of 10,000 apprenticeships at an expanded airport.

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Footnote 232	http://your.heathrow.com/takingbritainfurther/10000-apprenticeships-with-heathrow-expansion/	https://www.heathrowexpansion.com/uk-growth-opportunities/job-opportunities/
Annex A header	Annex A: Illustrative Heathrow Northwest Runway scheme boundary map	Annex A: Heathrow Northwest Runway scheme boundary map
Annex A Map	[old map]	[updated map with thinner red line for greater clarity]