



Department  
for Transport



# Revised Draft Airports National Policy Statement

## Change Log

Paragraph	Original text	Updated text
Title	Draft Airports National Policy Statement	Revised Draft Airports National Policy Statement
Title Page: Date	February 2017	October 2017
<b>CONTENTS PAGE UPDATED</b>		
<b>1. Introduction</b>		
1.2	[...] 2040 [...]	[...] the mid-2030s [...]
Footnote 3 refers to 1.2	<a href="https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/440316/airports-commission-final-report.pdf">https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/440316/airports-commission-final-report.pdf</a> <i>Airports Commission: Final Report</i> , p3	<a href="https://www.gov.uk/dft/heathrow-airport-expansion">https://www.gov.uk/dft/heathrow-airport-expansion</a> <i>Updated Appraisal Report</i> , p11
1.6	N / A	1.6 The Airports Commission's remit also required it to look at how to make best use of existing airport infrastructure, before new capacity becomes operational. The Commission noted in its final report that a new runway will not open for at least 10 years. It therefore considered it imperative that the UK continues to grow its domestic and international connectivity in this period, which it considered would require the more intensive use of existing airports other than Heathrow and Gatwick.
Footnote 8 now refers to 1.6	N/A	<i>Airports Commission: Interim Report</i> , paragraph 5.2

Footnote 9 now refers to 1.6	N/A	<i>Airports Commission: Final Report</i> , paragraph 16.40
1.11	N/A	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 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.
1.14	1.12 It sets out planning policy in relation to applications for any airport nationally significant infrastructure project in the South East of England, and its policies will be important and relevant for the examination by the Examining Authority, and decisions by the Secretary of State in relation to such applications.	1.14 It sets out planning policy in relation to applications for any airport nationally significant infrastructure project in the South East of England, and its policies will be important and relevant for the examination by the Examining Authority, and decisions by the Secretary of State, in relation to such applications.
1.15	1.13 [...] It will also have effect in relation to terminal infrastructure associated with the Heathrow Northwest Runway scheme and the reconfiguration of the central terminal facilities in the area between the two existing runways	1.15 [...] It will also have effect in relation to terminal infrastructure associated with the Heathrow Northwest Runway scheme and the reconfiguration of terminal facilities in the area between the two existing runways at Heathrow Airport. For the avoidance of doubt, the Airports NPS does not identify any

	at Heathrow Airport.	statutory undertaker as the appropriate person or appropriate persons to carry out the preferred scheme.
1.16	1.14 [...] To the extent that this is the case, the Secretary of State will apply the Airports NPS to such applications to the extent that he determines to be appropriate in the circumstances.	1.16 [...] To the extent that this is the case, the Secretary of State will apply the Airports NPS to such applications to the extent that he or she determines to be appropriate in the circumstances.
1.18	<p>1.16 Under Section 104 of the Planning Act 2008, the Secretary of State must decide any application in accordance with any relevant NPS unless he or she is satisfied that to do so would:</p> <ul style="list-style-type: none"> <li>• Lead to the UK being in breach of its international obligations;</li> <li>• Be unlawful;</li> <li>• Lead to the Secretary of State being in breach of any duty imposed by or under any legislation;</li> <li>• Result in adverse impacts of the development outweighing its benefits; or</li> <li>• Be contrary to legislation about how the decisions are to be taken.</li> </ul>	<p>1.18 Under section 104 of the Planning Act 2008, the Secretary of State must decide any application in accordance with any relevant NPS unless he or she is satisfied that to do so would:</p> <ul style="list-style-type: none"> <li>• Lead to the UK being in breach of its international obligations;</li> <li>• Be unlawful;</li> <li>• Lead to the Secretary of State being in breach of any duty imposed by or under any legislation;</li> <li>• Result in adverse impacts of the development outweighing its benefits; or;</li> <li>• Be contrary to legislation about how the decisions are to be taken.</li> </ul>
Footnote 14 refers to 1.18	Originally footnote 12 - Planning Act 2008, Section 104 – decisions in cases where an	Planning Act 2008, section 104 – decisions in cases where an NPS has effect

	NPS has effect	
1.19	1.17 The Airports NPS refers in some places to other relevant documents. These other documents may be updated or amended over the lifetime of the Airports NPS, and so successor documents should be referred to when this is the case.	1.19 The Airports NPS refers in some places to other relevant documents. These other documents may be replaced, updated or amended over the lifetime of the Airports NPS, and so successor documents should be referred to when this is the case.
1.24	1.22 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	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.

1.30	<p>1.28 The Habitats Regulations Assessment concluded that it cannot rule out the potential for adverse effects on the integrity of European sites adjacent to or at a distance from the preferred scheme, given that more detailed project design information and detailed proposals for mitigation are not presently available. The Airports NPS has thus been considered in line with the requirements set out in Article 6(4) of the Habitats Directive. Consideration has been given to potential alternatives to the preferred scheme, and the conclusion was reached that there were no alternatives that would better respect the integrity of European Sites and deliver the objectives of the Airports NPS in relation to UK airport capacity and meeting the identified needs for additional capacity provision. Accordingly, the Government has presented its case why imperative reasons of overriding public interest exist which provide the rationale for why the Airports NPS should be designated, given the presently uncertain conclusions identified by the Habitats Regulations Assessment.</p>	<p>1.30 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 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 draft 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 now refers to 1.30	N/A	<a href="http://www.legislation.gov.uk/ukxi/2010/490/regulation/41/made">http://www.legislation.gov.uk/ukxi/2010/490/regulation/41/made</a>

1.31	1.29 Any development brought forward through the Airports NPS that would be likely to have a significant effect on a European site, either alone or in combination with other plans or projects, will be subject to assessment under Part 6 of the Habitats Regulations at the detailed design stage. If it cannot be concluded that there would be no adverse effects on site integrity, the project will need to be refused or pass the tests of Article 6(4) including any necessary compensatory measures that will need to be secured.	1.31 Any development brought forward through an Airports NPS that was likely to have a significant effect on a European site, either alone or in combination with other plans or projects, would be subject to a project-level Habitats Regulations Assessment at the detailed design stage. If it could not be concluded that there would be no adverse effects on site integrity, the project would not receive development consent on this basis, unless a) there were no alternative solutions; b) there were imperative reasons of overriding public interest in support; and c) the necessary compensatory measures to protect the site were secured.
1.37	N/A	1.37 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.
Footnote 21 now refers to 1.36	Originally footnote 18 - The Government is consulting on changes to UK airspace policy, which make up part of the Aviation Policy Framework, in parallel with its consultation on	This includes changes to the UK airspace policy published in parallel with the Government's further consultation on the draft Airports NPS.

	the draft Airports NPS	
1.37	N/A	1.37 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.
Footnote 22 now refers to 1.37	N/A	Beyond the Horizon: The Future of Aviation <a href="https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/636625/aviation-strategy-call-for-evidence.pdf">https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/636625/aviation-strategy-call-for-evidence.pdf</a> - see paragraphs 7.19 to 7.21
1.38	1.35 [...] It also applies to proposals for new terminal capacity located between the new Northwest Runway and the existing Northern Runway at Heathrow Airport, as well as the reconfiguration of Heathrow Airport’s central terminal area. Each of these elements is also capable of constituting a nationally significantly infrastructure project.	1.38 [...] It also applies to proposals for new terminal capacity located between the new Northwest Runway and the existing Northern Runway at Heathrow Airport, as well as the reconfiguration of terminal facilities in the area between the two existing runways at Heathrow Airport. Each of these elements is also capable of constituting a nationally significant infrastructure project.



1.39	1.36 The Airports NPS does not have effect in relation to an application for development consent for an airport development not comprised in an application relating to: the Heathrow Northwest Runway, and proposals for new terminal capacity located between the Northwest Runway at Heathrow Airport and the existing Northern Runway and reconfiguration of Heathrow Airport's central terminal area.	1.39 The Airports NPS does not have effect in relation to an application for development consent for an airport development not comprised in an application relating to: the Heathrow Northwest Runway, and proposals for new terminal capacity located between the Northwest Runway at Heathrow Airport and the existing Northern Runway and reconfiguration of terminal facilities between the two existing runways at Heathrow Airport.
1.40	N/A	1.40 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 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.
<b>2. The need for additional airport capacity</b>		
2.4	2.4 [...] The UK's airports handled over 250 million passengers in 2015, a 5.5% increase from the previous year.	2.4 [...] The UK's airports handled over 268 million passengers in 2016, a 6.7% increase from the previous year.

Footnote 25 refers to 2.4	Originally footnote 21 - <a href="https://www.caa.co.uk/Data-and-analysis/UK-aviation-market/Airports/Datasets/UK-Airport-data/Airport-data-2015/">https://www.caa.co.uk/Data-and-analysis/UK-aviation-market/Airports/Datasets/UK-Airport-data/Airport-data-2015/</a>	<a href="https://www.caa.co.uk/Data-and-analysis/UK-aviation-market/Airports/Datasets/UK-Airport-data/Airport-data-2016/">https://www.caa.co.uk/Data-and-analysis/UK-aviation-market/Airports/Datasets/UK-Airport-data/Airport-data-2016/</a>
2.5	2.5 [...] Air Passenger Duty remains an important contributor to Government revenue, raising over £3 billion in 2014/15.	2.5 [...] Air Passenger Duty remains an important contributor to Government revenue, raising over £3 billion in 2015/16.
2.7	2.7 [...] Over £155 billion of air freight was sent between UK and non-European Union countries in 2015, representing over 40% of the UK's extra-European Union trade by value.	2.7 [...] 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
2.9	2.9 [...] As the UK develops its new trading relationships with the rest of the world, it will be essential that increased airport capacity is delivered to support routes to and from the UK around the world, particularly to emerging and developing economies.	2.9 [...] As the UK develops its new trading relationships with the rest of the world, it will be essential that increased airport capacity is delivered, in particular to support development of long haul routes to and from the UK, especially to emerging and developing economies.
2.11	2.11 [...] 2040 [...]	2.11 [...] the mid-2030s [...]
Footnote 37 now refers to 2.11	Originally footnote 33 - <i>Airports Commission: Final Report</i> , p3	<i>Updated Appraisal Report</i> , p11
2.12	All major airports in the South East of England are expected to be full by 2040, and by 2050 demand in the South East of England is expected to outstrip capacity by 13-15%, even on the lowest demand forecasts.	All major airports in the South East of England are expected to be full by the mid-2030s, with four out of five full by the mid-2020s. By 2050 demand at these airports is expected to outstrip capacity by at least 34%, even on the department's low demand forecast.
Footnote 38 now refers to 2.12	Originally footnote 34 - <i>Airports Commission: Final Report</i> , p83	<i>Updated Appraisal Report</i> , p8

Footnote 40 now refers to 2.12	Originally footnote 36 - <i>Airports Commission: Interim Report</i> , p111	<i>Updated Appraisal Report</i> , p11
2.17	2.17 [...] Having reviewed this further, the Government accepts this analysis.	2.17 [...] Having reviewed this further, the Government accepts this analysis and considers that recent demand growth in the South East suggests an even greater possible cost if expansion is not undertaken.
Footnote 47 now refers to 2.17	N/A	<i>Updated Appraisal Report</i> , p11
2.18	2.18 [...] Expansion must be deliverable within national targets on greenhouse gas emissions and in accordance with legal obligations on air quality.	2.18 [...] Expansion must be deliverable within national targets on greenhouse gas emissions and in accordance with legal obligations on air quality.
2.22	2.22 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.	2.22 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. However, the Airports Commission did note that the need to make best use of existing infrastructure would remain.
Footnote 51 now refers to 2.22	N/A	<i>Airports Commission: Final Report</i> , paragraph 16.1 and 16.40
2.25	[...] paragraph 1.35 [...]	[...] paragraph 1.38 [...]
2.28	2.28 The Government has reviewed the Airports Commission's work and the representations Government has received on the issue of airport capacity, and is confident that the Airports Commission's arguments and	2.28 The Commission's remit also required it to look at how to make best use of existing airport infrastructure, before new capacity becomes operational. The Commission noted in its final report that a new runway will not open for at least 10 years.

	reasoning are clear and thorough.	It therefore considered it imperative that the UK continues to grow its domestic and international connectivity in this period, which it considered would require more intensive use of existing airports other than Heathrow and Gatwick.
Footnote 54 now refers to 2.28	N/A	<i>Airports Commission: Interim report</i> , paragraph 5.2
Footnote 55 now refers to 2.28	N/A	<i>Airports Commission: Final report</i> , paragraph 16.40
2.32	2.32 Having reviewed the work of the Airports Commission and considered the evidence put forward on the issue of airport capacity, the Government believes that there is clear and strong evidence that there is a need to increase capacity in the South East of England by 2030 by constructing one new runway. The Government also agrees with the Airports Commission that this can be delivered within the UK's obligations under the Climate Change Act 2008.	2.32 Having reviewed the work of the Airports Commission and considered the evidence put forward on the issue of airport capacity, the Government believes that there is clear and strong evidence that there is a need to increase capacity in the South East of England by 2030 by constructing one new runway. The Government also agrees with the Airports Commission that this can be delivered within the UK's obligations under the Climate Change Act 2008. The Government considers that following the country's decision to leave the European Union the country will increasingly look beyond Europe to the rest of the world, and so the importance of maintaining the UK's hub status, and in that context long haul connectivity in particular, has only increased.

2.33	2.33 The next chapter of the Airports NPS sets out how the Government has identified the most effective and appropriate way to address the overall need for increased airport capacity, while meeting the UK's air quality and carbon obligations.	2.33 The next chapter of the Airports NPS sets out how the Government has identified the most effective and appropriate way to address the overall need for increased airport capacity, and maintain the UK's hub status, while meeting air quality and carbon obligations and identifies that the Northwest Runway at Heathrow is the Government's preferred scheme.
<b>3. The Government's preferred scheme: Heathrow Northwest Runway</b>		
3.3	3.3 The Government accepted the Airports Commission's three shortlisted schemes on 14 December 2015, agreeing with the Airports Commission's conclusion that one new runway in the South East of England by 2030 would be required to meet capacity requirements.	3.3 The Government accepted the Airports Commission's three shortlisted schemes on 14 December 2015, agreeing with the Airports Commission's conclusion that one new runway in the South East of England by 2030 would be required to meet the need for additional capacity.
3.12	3.12 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 shortlisted schemes do not represent true alternatives to the preferred scheme. The remainder of this chapter 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	3.12 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

	Government prefers the Heathrow Northwest Runway scheme to the Heathrow Extended Northern Runway scheme.	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 shortlisted schemes do not represent true alternatives to the preferred scheme.
3.14	3.14 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.	3.14 Increasing airport capacity in the South East of England and maintaining the UK's hub status 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 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.
3.17	3.16 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.	3.17 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.
3.18	3.17 [...] In particular, this is expected to lead to more long haul flights and connections to fast-growing economies, helping to secure the	3.18 [...] In particular, this is expected to lead to more long haul flights and connections to fast-growing economies, helping to secure the UK's status as a

	UK's status as a global aviation hub, and enabling it to play a crucial role in the global economy	global aviation hub, and enabling it to play a crucial role in the global economy.
Footnote 67 now refers to 3.18	Originally footnote 59 - <a href="https://your.heathrow.com/takingbritainfurther/vision/new-destinations/">https://your.heathrow.com/takingbritainfurther/vision/new-destinations/</a>	CAA, 2016
3.20	3.19 This is demonstrated by the forecasts produced by the Airports Commission. Compared to no expansion, the Airports Commission estimated that a Northwest Runway at Heathrow Airport by 2040 would result in 125,000 additional flights a year across the UK as a whole (including 39,000 long haul), and 27 million additional passengers a year. By way of comparison, the Extended Northern Runway would add 104,000 more flights and 23 million additional passengers.	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.
Footnote 68 now refers to 3.20	Originally footnote 60 - 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	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 further considered uncertainty through the use of low, central and high demand scenarios. Further uncertainty arises from the choice of individual modelling assumptions. More information on the Airports Commission's scenarios and sensitivity analysis, can be found in the Further Review and Sensitivities Report. More information on the department's 2017 scenarios and sensitivity analysis can be found in the

	and Sensitivities Report and Appraisal of Sustainability	Updated Appraisal Report
Footnote 69 now refers to 3.20	Originally footnote 61 - <a href="https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/439687/strategic-fit-updated-forecasts.pdf">https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/439687/strategic-fit-updated-forecasts.pdf</a> 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	<i>Updated Appraisal Report</i> , p14 and 17. This number includes all point to point and transfer passengers at UK airports, and refers to terminal passengers who are counted each time they land or take off at a UK airport. Further disaggregation is provided in the Updated Appraisal Report
Footnote 70 now refers to 3.20	N/A	Due to the expected use of larger planes with higher load factors, the department's 2017 forecasts find smaller increases in ATMs are needed to deliver similar increases in passenger numbers. This is particularly evident for Gatwick, where load factors have increased notably over the past few years. Further information is provided in the Updated Appraisal Report
3.21	3.20 Compared to no expansion, the Second Runway scheme at Gatwick would add 54,000 flights and 8.5million 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. 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.	3.21 Compared to no expansion, the Second Runway scheme at Gatwick would add 15,000 flights and 10 million passengers by 2040, across the UK as a whole, increasing to 77,000 and 23 million respectively in 2050. The Government project that 8,000 of these additional flights would be long haul in 2040, rising to 17,000 in 2050. 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.



Footnote 71 now refers to 3.21	Originally footnote 62 - Airports Commission Aviation Forecasts	<i>Updated Appraisal Report</i> , p14 and 17
Footnote 72 now refers to 3.23	Originally footnote 63 - <i>Further Reviews and Sensitivities</i> , p33	<i>Updated Appraisal Report</i> , p16
3.24	3.23 As set out above, expansion at Heathrow Airport delivers the biggest boost in long haul flights, and the greatest benefit therefore to air freight. This is further facilitated by the existing and proposed airport development of freight facilities as part of the Northwest Runway scheme. Heathrow Airport currently has a substantial freight handling operation, around 20 times larger by tonnage than that at Gatwick Airport, and accounting for 31% of the UK's non-European Union trade by value – over 200 times more than Gatwick Airport. Expansion at Heathrow Airport will further strengthen the connections of firms from across the UK to international markets.	3.24 As set out above, expansion at Heathrow Airport delivers the biggest boost in long haul flights, and the greatest benefit therefore to air freight. This is further facilitated by the existing and proposed airport development of freight facilities as part of the Northwest Runway scheme. Heathrow Airport currently has a substantial freight handling operation, around 20 times larger by tonnage than that at Gatwick Airport, and accounting for 34% of the UK's non-European Union trade by value – around 170 times more than Gatwick Airport. Expansion at Heathrow Airport will further strengthen the connections of firms from across the UK to international markets.
Footnote 73 now refers to 3.24	Originally footnote 64 - <a href="https://www.caa.co.uk/Data-and-analysis/UK-aviation-market/Airports/Datasets/UK-airport-data/">https://www.caa.co.uk/Data-and-analysis/UK-aviation-market/Airports/Datasets/UK-airport-data/</a>	<a href="https://www.caa.co.uk/Data-and-analysis/UK-aviation-market/Airports/Datasets/UK-airport-data/Airport-data-2016/">https://www.caa.co.uk/Data-and-analysis/UK-aviation-market/Airports/Datasets/UK-airport-data/Airport-data-2016/</a>
Footnote 74 now refers to 3.24	Originally footnote 65 - <a href="https://www.uktradeinfo.com/Statistics/BuildYourOwnTables/Pages/Home.aspx">https://www.uktradeinfo.com/Statistics/BuildYourOwnTables/Pages/Home.aspx</a>	HMRC, 2016, <a href="https://www.uktradeinfo.com/Statistics/BuildYourOwnTables/Pages/Home.aspx">https://www.uktradeinfo.com/Statistics/BuildYourOwnTables/Pages/Home.aspx</a>
3.26	3.25 Expansion via the Heathrow Northwest Runway scheme is best placed to address this need. Heathrow Airport is currently the busiest two runway airport in the world, already	3.26 Expansion via the Heathrow Northwest Runway scheme is best placed to address this need. Heathrow Airport is currently the busiest two runway airport in the world, already operating at full capacity,

	<p>operating at full capacity, with substantial pent up demand from passengers and airlines. Expansion at Heathrow Airport would increase the availability of services, and increase competition between airlines. This would lower fares that passengers can expect to face relative to no expansion, leading to significant benefits to business and leisure passengers and the wider economy (not including wider trade benefits) of up to £61 billion over 60 years. Crucially, the extent of the pent up demand at Heathrow Airport means that these benefits will be experienced more rapidly once the new capacity is operational, with both Heathrow schemes providing more passenger benefits by 2050 than the Gatwick Second Runway scheme. These benefits are expected to be realised by passengers across the UK as they make use of the additional services provided by the expanded airport.</p>	<p>with substantial pent up demand from passengers and airlines. Expansion at Heathrow Airport would increase the availability of services, and increase competition between airlines. This would lower fares that passengers can expect to face relative to no expansion, leading to significant benefits to business and leisure passengers and the wider economy. Crucially, the extent of the pent up demand at Heathrow Airport means that these benefits will be experienced more rapidly once the new capacity is operational, with both Heathrow schemes providing more passenger benefits by 2050 than the Gatwick Second Runway scheme, and with total benefits (not including wider trade benefits) of up to £74 billion over 60 years for the Northwest Runway scheme. These benefits are expected to be realised by passengers across the UK as they make use of the additional services provided by the expanded airport. Cumulative benefits delivered by a Northwest Runway scheme remain highest throughout most of the appraisal period, until the mid-2070s, although total benefits are slightly lower than would be delivered by Gatwick expansion over the full 60 year assessment.</p>
Footnote 75 now refers to 3.26	N/A	For clarity of presentation, only the central demand scenario estimate is presented here. This value is the same for the department's carbon-traded and carbon-capped scenarios – see the Updated Appraisal Report for further details
Footnote 76 now refers to 3.26	N/A	This includes passenger benefits to UK residents, non-UK residents and international-to-international interliners

Footnote 77 now refers to 3.26	N/A	<i>Updated Appraisal Report, p45</i>
3.27	3.26 The Government also recognises the role airports can play in supporting wider economic growth in the local community. Expansion at Heathrow Airport is expected to result in larger benefits to the wider economy than expansion at Gatwick Airport. These additional benefits come from more businesses clustering around the expanded airport as well as the productivity benefits from firms who now enjoy lower aviation transport costs. Heathrow Airport already has a more developed cluster of businesses in its surrounding area, which should enable an even larger economic boost from expansion in the local economy.	3.27 The Government also recognises the role airports can play in supporting wider economic growth in the local community. Expansion at Heathrow Airport is expected to result in larger benefits to the wider economy than expansion at Gatwick Airport. These additional benefits come from workers moving to more productive jobs around the expanded airport as well as the productivity benefits from firms who will enjoy lower aviation transport costs. Heathrow Airport already has a more developed cluster of businesses in its surrounding area, which should enable an even larger economic boost from expansion in the local economy.
Footnote 78 now refers to 3.27	Originally footnote 68 - <i>Further Reviews and Sensitivities Report, p32</i>	<i>Updated Appraisal Report, p27</i>
3.28	3.27 [...] The Heathrow Northwest Runway scheme is expected to generate up to 77,000 additional jobs in the local area by 2030, 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), and the jobs would also be created more quickly.	3.28 [...] The Heathrow Northwest Runway scheme is expected to generate up to 114,000 additional jobs in the local area by 2030, 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 21,000 by 2030 and 60,000 by 2050), and the jobs would also be created more quickly.
Footnote 79 now refers to 3.28	Originally footnote 71 - <i>Airports Commission Final Report, p25</i>	<i>Updated Appraisal Report Airports, p29</i>

Footnote 80 now refers to 3.28	Originally footnote 72 - <i>Further Reviews and Sensitivities Report</i> , p38	Ibid
3.29	3.28 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.	3.29 Expansion brings a wide 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.
Footnote 81 now refers to 3.29	Originally footnote 73 - <i>Further Reviews and Sensitivities Report</i> , p33	<i>Updated Appraisal Report Airports</i> , p42
3.31	3.30 Passengers from across the UK are likely to benefit from the improved international connectivity provided by expansion. By 2040, 5.5 million additional passengers from outside of London and the South East are forecast to make one way international journeys from Heathrow Airport. Under a Gatwick Second Runway scheme, 3 million additional passengers from outside London and the South East would be forecast to make one way international journeys from Gatwick Airport in 2040. By way of comparison, under a Heathrow Extended Northern Runway scheme, 4.5 million additional passengers from outside London and the South East would be forecast to make one way international journeys from Heathrow Airport in 2040.	3.31 Passengers from across the UK are likely to benefit from the improved international connectivity provided by expansion. In 2040, 5.9 million additional passengers from outside of London and the South East are forecast to make one way international journeys from Heathrow Airport. Under a Gatwick Second Runway scheme, 3.8 million additional passengers from outside London and the South East would be forecast to make one way international journeys from Gatwick Airport in 2040. By way of comparison, under a Heathrow Extended Northern Runway scheme, 4.6 million additional passengers from outside London and the South East would be forecast to make one way international journeys from Heathrow Airport in 2040. While expansion will also see some displacement of passengers from regional airports to the London system, overall regional airports are expected to continue displaying strong growth in passenger numbers by 2050.
Footnote 82 refers to 3.31	N/A	Defined as any passenger who travels to (or from) an international destination from a region outside of London and the South East, and uses the expanded

		airport as part of this journey. A one-way journey is counted as either an outbound or an inbound journey. Return passengers are therefore counted twice.
Footnote 83 now refers to 3.31	Originally footnote 72 - Department for Transport analysis of Airports Commission Aviation Forecasts	<i>Updated Appraisal Report, p20</i>
3.33	<p>3.32 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:</p> <ul style="list-style-type: none"> <li>• 14 domestic routes for Heathrow Airport, compared to the eight routes currently in operation; and</li> <li>• 12 domestic routes for Gatwick Airport, compared to the six currently offered.</li> </ul>	<p>3.33 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 could deliver by 2030:</p> <ul style="list-style-type: none"> <li>• at least 14 domestic routes for Heathrow Airport, compared to the eight routes currently in operation; and</li> <li>• at least 12 domestic routes for Gatwick Airport, compared to the six currently offered.</li> </ul> <p>The following table provides examples of potential domestic routes:</p>
Footnote 84 now refers to 3.33	N/A	The DfT 2017 aviation forecasts do not take account of the ability of airport levers to strengthen specific routes. Domestic routes proposed by promoters are therefore not included in the updated forecasts.
3.34	3.33 The Government recognises that air routes are in the first instance a commercial decision for airlines and are not in the gift of an airport operator. But the Government is determined that these new routes will be	3.34 The Government recognises that air routes are in the first instance a commercial decision for airlines and are not in the gift of an airport operator. But the Government is determined that new routes will be secured, and will hold Heathrow Airport to account on

	secured, and will hold Heathrow Airport to account on this.	this.
3.36	3.35 [...] Plans are 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 in much of the UK, and provides significant resilience to any disruption.	3.36 [...] Plans are 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 Western Railway network and London Waterloo Station. This varied choice of road and rail connections makes Heathrow Airport accessible to both passengers and freight operators in much of the UK, and provides significant resilience to any disruption.
3.37	3.36 [...] It also currently has significantly larger freight operations than Gatwick Airport, around 20 times larger in terms of total tonnage and over 200 times larger in terms of value.	3.37 [...] It also currently has significantly larger freight operations than Gatwick Airport, around 20 times larger in terms of total tonnage and around 170 times larger in terms of value.
Footnote 88 now refers to 3.37	Originally footnote 76 - <a href="https://www.caa.co.uk/Data-and-analysis/UK-aviation-market/Airports/Datasets/UK-airport-data/">https://www.caa.co.uk/Data-and-analysis/UK-aviation-market/Airports/Datasets/UK-airport-data/</a>	<a href="https://www.caa.co.uk/Data-and-analysis/UK-aviation-market/Airports/Datasets/UK-airport-data/Airport-data-2016/">https://www.caa.co.uk/Data-and-analysis/UK-aviation-market/Airports/Datasets/UK-airport-data/Airport-data-2016/</a>
3.39	3.38 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.	3.39 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, where the schemes provide greater benefits for non-airport users. The airport contribution would be subject to a negotiation, and review by regulators.

3.40	<p>3.39 Because of the early stages of development, there is some variability of 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:</p> <ul style="list-style-type: none"> <li>• For both Heathrow proposals, 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. [...]</li> </ul>	<p>3.40 Because of the early stages of development, there is some variability of 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:</p> <ul style="list-style-type: none"> <li>• For both Heathrow proposals, 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 the cost estimates will change as these schemes are developed. The Government would expect the costs of the schemes to be partly offset by airport contributions, which would be negotiated when the schemes reach an appropriate level of development. [...]</li> </ul>
3.47	<p>3.46 [...] This work concluded that, while managing the expecting increase in air traffic safely 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. [...]</p>	<p>3.47 [...] This work concluded that, while safely managing the expected increase in air traffic 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. [...]</p>
3.49	<p>3.48 [...] Even so, as set out in the Further Review and Sensitivities Report in monetary terms, the environmental impacts of all three</p>	<p>3.49 [...] 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</p>

	schemes are small when compared to the size of the benefits, or considered over the 60 year appraisal period. [...]	size of the benefits, or considered over the 60 year appraisal period. [...]
3.50	3.49 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.	3.50 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.
3.52	3.51 [...] 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.	3.52 [...] 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.
3.62	3.61 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. [...]	3.62 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 in 2050 [...]
3.63	3.62 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. The Government has updated this analysis to take account of the latest passenger demand forecasts.	3.63 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. The Government has updated this analysis to take account of the latest passenger demand forecasts.
3.64	3.63 The Airports Commission concluded that any one of the three shortlisted schemes could	3.64 This further analysis reinforces the conclusion that any one of the three shortlisted schemes could



	be delivered within the UK's climate change obligations, as well as showing that a mix of policy measures and technologies could be employed to meet the Committee of Climate Change's planning assumption.	be delivered within the UK's climate change obligations, as well as showing that a mix of policy measures and technologies could be employed to meet the Committee of Climate Change's planning assumption.
Footnote 106 refers to 3.64	Originally footnote 95 - <a href="https://www.gov.uk/government/publications/air-ports-commission-final-report-economy-impacts">https://www.gov.uk/government/publications/air-ports-commission-final-report-economy-impacts</a> Airports Commission: Economy: Carbon Policy Sensitivity Test. This does not imply any Government position on future carbon policy	<i>Updated Appraisal Report</i> , p36
3.65	3.64 [...] 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).	3.65 [...] Both of the 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).
3.66	3.65 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.	3.66 The further analysis also shows 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.
3.67	3.66 The Government has considered the	3.67 The Government has considered this further

	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.	analysis, and concludes 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.
Footnote 107 now refers to 3.67	Originally footnote 96 - <i>Further Review and Sensitivities Report</i> , p47	<i>Updated Appraisal Report</i> , p35 and 42
3.69	3.68 [...] 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	3.69 [...] 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 and maintaining the UK's hub status in particular.
3.70	3.69 The Appraisal of Sustainability provides an assessment of the schemes against a number of the factors considered in this chapter. 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 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	3.70 The Appraisal of Sustainability provides an assessment of the schemes against a number of the factors considered in this chapter. It concludes that the Heathrow Northwest Runway scheme is best placed to maximise the monetised economic benefits that the provision of additional airport capacity could deliver in the short term, although this scheme is likely to do so with the greatest negative impact on local communities. However, the Appraisal of Sustainability also identifies measures which can help to mitigate these impacts, for example by reducing noise, ensuring that the development is in accordance with legal obligations on air quality, showing how future carbon targets could be met, and assessing future demand scenarios.

	scenarios.	
3.71	<p>3.70 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:</p> <ul style="list-style-type: none"> <li>• 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. [...]</li> </ul>	<p>3.71 Building on this assessment, the Government has identified a number of attributes in the manner of strategic effects, which it believes only the preferred scheme is likely to deliver to meet the overall needs case for increased capacity in the South East of England and to maintain the UK's hub status. The Government has afforded particular weight to these:</p> <ul style="list-style-type: none"> <li>• 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. It will enable more passengers to fly where they need to, when they need to. [...]</li> </ul>
3.72	<p>3.71 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, overall the Heathrow Northwest Runway scheme is considered to deliver the greatest net benefits to the UK.</p>	<p>3.72 The needs case has shown the importance of developing more capacity more quickly, and in a form which passengers and businesses want to use. The Heathrow Northwest Runway scheme is best placed to deliver this capacity, delivering the greatest benefits soonest as well as providing the biggest boost to the UK's international connectivity, doing so in the 2020s at a point when without the scheme 4 out of 5 London airports would be full, with all the problems to passengers this could entail. 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</p>

		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, overall the Heathrow Northwest Runway scheme is considered to deliver the greatest net benefits to the UK.
Footnote 109 refers to 3.72	Originally footnote 98 - <i>Further Review and Sensitivities Report</i> , p39	<i>Updated Appraisal Report</i> , p44
<b>4. Assessment principles</b>		
4.1	4.1 The statutory framework for deciding applications for development consent under the Planning Act 2008 is set out in the Airports NPS. This chapter of the Airports NPS sets out general policies in accordance with which applications relating to a Northwest Runway at Heathrow Airport are to be decided.	4.1 The statutory framework for deciding applications for development consent is contained in the Planning Act 2008. This chapter of the Airports NPS sets out general policies in accordance with which applications relating to a Northwest Runway at Heathrow Airport are to be decided. This chapter is specific to assessments necessary for the Heathrow Northwest Runway scheme, but is not exhaustive as to the assessments that may be applicable to that scheme.
4.2	4.2 [...] The statutory framework for deciding nationally significant infrastructure project applications where there is a relevant designated NPS is set out in Section 104 of the Planning Act 2008.	4.2 [...] The statutory framework for deciding nationally significant infrastructure project applications where there is a relevant designated NPS is set out in section 104 of the Planning Act 2008.
4.3	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 passenger capacity of at least	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,

	260,000 air transport movements per annum, and associated infrastructure and surface access facilities, In particular, it also applies to the reconfiguration of terminal areas of Heathrow Airport shown on the illustrative masterplan at Annex B. The Secretary of State's policy in relation to other airport infrastructure in the South East of England is set out at paragraph 1.36 above.	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 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.
4.7	4.7 [...] This might include, for example, the Town and Country Planning Act 1990, the Highways Act 1980, or the Transport and Works Act 1992, or a separate development consent application, promoted by a third party if need be.	4.7 [...] This might include, for example, the Town and Country Planning Act 1990, the Highways Act 1980, or the Transport and Works Act 1992, promoted by a third party if need be.
4.9	4.9 [...] Guidance on the use of planning conditions or any successor to it should be taken into account where requirements are proposed.	4.9 [...] The need for requirements in respect of the phasing of the scheme is likely to be an important consideration, so that effects of construction and operational phases are properly mitigated, as well as any changes in the operations of the airport that may occur in line with the phasing of physical works and commencement of operations. Guidance on the use of planning conditions or any successor to it should be taken into account where requirements are proposed.
4.10	4.10 Obligations under Section 106 of the Town and Country Planning Act 1990 should only be sought where they are necessary to make the development acceptable in planning terms, (including where necessary to ensure compliance with the Airports NPS), directly related to the proposed development, and fairly	4.10 Obligations under section 106 of the Town and Country Planning Act 1990 should only be sought where they are necessary to make the development acceptable in planning terms, (including where necessary to ensure compliance with the Airports NPS), directly related to the proposed development, and fairly and reasonably related in scale and kind to

	and reasonably related in scale and kind to the development.	the development.
Footnote 112 refers to 4.10	Original footnote 101 - 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, paragraph 204
4.12	4.12 [...]The Directive specifically requires an Environmental Impact Assessment to identify, describe and assess effects on human beings, fauna and flora, soil, water, air, climate, the landscape, material assets and cultural heritage, and the interaction between them. Schedule 4 of the Infrastructure Planning (Environmental Impact Assessment) Regulations 2009 sets out the information that should be included in the environmental statement.	4.12 [...] The Directive specifically requires an Environmental Impact Assessment to identify, describe and assess effects on human beings, fauna and flora, soil, water, air, climate, the landscape, material assets and cultural heritage, and the interaction between them. Schedule 4 to the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 sets out the information that should be included in the environmental statement.
Footnote 113 refers to 4.12	Directive 2014/52/EU of the European Parliament and of the Council amending Directive 2011/92/EU on the assessment of the effects of certain public and private projects on the environment. The amendments to Directive 2011/92/EU made by Directive 2014/52/EU have not yet been transposed into domestic legislation. They are required to be transposed by 16 May 2017. It is currently proposed to transpose the amendments by amending the Infrastructure Planning (Environmental Impact Assessment) Regulations 2009. Once transposition has been effected, the requirements of the transposing legislation will	Directive 2014/52/EU of the European Parliament and of the Council amending Directive 2011/92/EU on the assessment of the effects of certain public and private projects on the environment. The amendments to Directive 2011/92/EU made by Directive 2014/52/EU have been transposed into domestic legislation. The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 have, subject to transitional arrangements, revoked the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 have, subject to transitional arrangements, with amendments, consolidated the Infrastructure Planning (Environmental Impact Assessment) Regulations 2009 and various

	need to be satisfied	amending regulations
Footnote 115 refers to 4.12	N/A	Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (S.I. 2017/572)
4.13	4.13 When examining a proposal to which the Airports NPS applies, the Examining Authority should ensure that likely significant effects at all stages of the project have been adequately assessed. Any requests for environmental information not included in the original environmental statement should be proportionate and focus only on likely significant effects. In the Airports NPS, the terms 'effects', 'impacts' or 'benefits' should accordingly be understood to mean likely significant effects, impacts or benefits.	4.13 When examining a proposal to which the Airports NPS applies, the Examining Authority should ensure that likely significant effects at all stages of the project have been adequately assessed. The effects of any changes in operations, including the number of air traffic movements, during the construction and operational phases must be properly assessed and appropriate mitigation secured for any significant effects. Any requests for environmental information not included in the original environmental statement should be proportionate and focus only on likely significant effects. In the Airports NPS, the terms 'effects', 'impacts' or 'benefits' should accordingly be understood to mean likely significant effects, impacts or benefits.
4.17	4.17 Effort should be made to refine the detail of the proposed development. However, where details are still to be finalised, the applicant is advised to set out in the environmental statement the relevant design parameters used for the assessment. The environmental statement should explain, with reference to the parameters, what the maximum extent of the proposed development may be (for example in terms of site area), and assess the potential adverse effects which the project could have, to ensure that the impacts of the project as it may be constructed have been properly	4.17 Effort should be made to refine the detail of the proposed development. However, where details are still to be finalised, such as in respect of the phasing of the development and operational changes at the airport, the applicant is advised to set out in the environmental statement the relevant design parameters used for the assessment. The environmental statement should explain, with reference to the parameters, what the maximum extent of the proposed development may be (for example in terms of site area) or the extent of change in respect of operational impacts, and assess the potential adverse effects which the project could

	assessed.	have, to ensure that the impacts of the project as it may be constructed have been properly assessed.
4.19	4.19 Prior to granting development consent, the Secretary of State as competent authority must have regard to 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 sections on biodiversity, land use, and air quality. The applicant should seek the advice of Natural England to ensure that impacts on European sites are adequately considered.	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 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.
4.21	4.21 If an Appropriate Assessment for a proposed airport development concludes that it is not possible to rule out an adverse effect on the integrity of a European site, it is possible to apply for derogation from the requirements of the Habitats Directive, subject to the proposal meeting three tests. These tests are that no feasible, less damaging alternatives should exist, that there are imperative reasons of overriding public interest for the proposal going ahead, and that adequate and timely	4.21 If an Appropriate Assessment for a proposed airport development concludes that it is not possible to rule out an adverse effect on the integrity of a European site, the Habitats Directive permits a derogation, subject to the proposal meeting three tests. These tests are that there are no less damaging alternative solutions, that there are imperative reasons of overriding public interest for the proposal going ahead, and that adequate and timely compensation measures will be put in place to ensure the overall coherence of the network of protected



	compensation measures will be put in place to ensure the overall coherence of the network of protected sites is maintained.	sites is maintained. 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.
4.22	4.22 Where a development may negatively affect any priority natural habitat or species on a site for which they are a protected feature, any imperative reasons of overriding public interest case would need to be established solely on one or more of the grounds relating to human health, public safety or beneficial consequences of primary importance to the environment.	4.22 Where a development may negatively affect any priority natural habitat type or priority species, any imperative reasons of overriding public interest case would need to be established solely on one or more of the grounds relating to human health, public safety or beneficial consequences of primary importance to the environment. The competent authority may only rely on other (i.e. social or economic) imperative reasons of overriding public interest if it has first obtained an opinion from the European Commission.
4.23	4.23 [...] At consultation stage, the Airports Commission carried out a high level equality impact assessment.	4.23 [...] At consultation stage, the Airports Commission carried out a high level Equality Impact Assessment.
4.24	4.24 [...] The Airports Commission was clear that its assessment was based upon current scheme design, and that a more detailed equalities impact assessment would likely be necessary as design, supporting measures and operational plans were developed.	4.24 [...] The Airports Commission was clear that its assessment was based upon current scheme design, and that a more detailed Equality Impact Assessment would likely be necessary as design, supporting measures and operational plans were developed.
4.26	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. [...]	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. [...]

4.27	4.27 For any application to be considered compliant with the Airports NPS, it must be accompanied by a project level equalities impact assessment examining the potential impact of that project on groups of people with protected characteristics. In order to benefit from the support of the Airports NPS, the results of that project level equalities impact assessment must be within the legal limits and parameters of acceptability outlined in the Appraisal of Sustainability that informs the Airports NPS.	4.27 For any application to be considered compliant with the Airports NPS, it must be accompanied by a project level Equality Impact Assessment examining the potential impact of that project on groups of people with protected characteristics. In order to benefit from the support of the Airports NPS, the results of that project level Equality Impact Assessment must be within the legal limits and parameters of acceptability outlined in the Appraisal of Sustainability that informs the Airports NPS.
Sub-title above 4.28	Alternative requirements	Assessing alternatives
4.28	<p>4.28 The applicant should comply with all legal requirements and any policy requirements set out in the Airports NPS on the assessment of alternatives. In particular:</p> <ul style="list-style-type: none"> <li>• The Environmental Impact Assessment Directive requires projects with significant environmental effects to include a description of the reasonable alternatives studied by the applicant which are relevant to the proposed development and its specific characteristics, and an indication of the main reasons for the option chosen, taking into account the significant effects of the project on the environmental effects;</li> <li>• There may also be other specific legal requirements for the consideration of</li> </ul>	<p>4.28 The applicant should comply with all legal obligations and policy set out in the Airports NPS on the assessment of alternatives. In particular:</p> <ul style="list-style-type: none"> <li>• The Environmental Impact Assessment Directive requires projects with significant environmental effects to include a description of the reasonable alternatives studied by the applicant which are relevant to the proposed development and its specific characteristics, and an indication of the main reasons for the option chosen, taking into account the significant effects of the project on the environmental effects;</li> <li>• There may also be other specific legal obligations requiring the consideration of alternatives, for example, under the Habitats and Water Framework Directives; and</li> </ul>

	<p>alternatives, for example, under the Habitats and Water Framework Directives; and</p> <ul style="list-style-type: none"> <li>• There may also be policy requirements in the Airports NPS, for example the flood risk sequential test.</li> </ul>	<ul style="list-style-type: none"> <li>• There may be policies in the Airports NPS requiring consideration of alternatives, for example the flood risk sequential test.</li> </ul>
4.32	<p>4.32 Scheme design will be an important and relevant consideration in decision making. The Secretary of State will need to be satisfied that projects are sustainable and as aesthetically sensitive, durable, adaptable and resilient as they can reasonably be, having regard to regulatory and other constraints and including accounting for natural hazards such as flooding.</p>	<p>4.32 Scheme design will be an important and relevant consideration in decision making. The Secretary of State will need to be satisfied that projects are sustainable and as aesthetically sensitive, durable, adaptable and resilient as they can reasonably be, having regard to regulatory and other constraints and including accounting for natural hazards such as flooding. The Secretary of State will also need to be satisfied that extant security, customs and immigration measures are maintained or reprovided.</p>
4.35	<p>4.35 [...] The Examining Authority and Secretary of State will take into account the ultimate purpose of the infrastructure and bear in mind the operational, safety and security requirements which the design has to satisfy.</p>	<p>4.35 [...] The Examining Authority and Secretary of State will take into account the ultimate purpose of the infrastructure and bear in mind the operational, safety and security standards which the design has to satisfy.</p>
Footnote 121 refers to 4.37	<p>Originally footnote 110 - Planning Act 2008, Section 10(3)(a)</p>	<p>Planning Act 2008, section 10(3)(a)</p>
Footnote 122 refers to 4.40	<p>Originally footnote 111 - Climate Change Act, Section 58</p>	<p>Climate Change Act, section 58</p>
Footnote 123 refers to 4.40	<p>Originally footnote 112 - Climate Change Act, Section 62</p>	<p>Climate Change Act, section 62</p>
4.43	<p>4.43 Where transport infrastructure has safety-</p>	<p>4.43 Where transport infrastructure has safety-critical</p>

	critical elements, and the design life of the asset is 60 years or greater, the applicant should apply the UK Climate Projections 2009 high emissions scenario (high impact, low likelihood) against the 2080 projections at the 50% probability level.	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.
4.52	4.52 When an applicant applies for an environmental permit, the relevant regulator (in this case the Environment Agency) requires that the application demonstrates that processes are in place to meet all relevant environmental permit requirements. In examining the impacts of the project, the Examining Authority may wish to seek the views of the regulator on the scope of the permit or consent and any management plans (such as any produced for noise) that would be included in an environmental permit application.	4.52 When an applicant applies for an environmental permit, the relevant regulator (in this case the Environment Agency) requires that processes are in place that are sufficient for the grant of the permit and to ensure compliance with conditions attached to any permit. In examining the impacts of the project, the Examining Authority may wish to seek the views of the regulator on the scope of the permit or consent and any management plans (such as any produced for noise) that would be included in an environmental permit application.
4.53	4.53 [...] It is expected, however, that an applicant will have first considered the requirements as a starting point for discussion. [...]	4.53 [...] It is expected, however, that an applicant will have first considered what the Environment Agency is likely to require as a starting point for discussion. [...]
4.57	4.57 During the examination of an application for development consent for infrastructure covered under the Airports NPS, possible sources of nuisance under Section 79(1) of the Environmental Protection Act 1990 and under sections 76 and 77 of the Civil Aviation Act 1982 should be considered by the Examining Authority. [...]	4.57 During the examination of an application for development consent for infrastructure covered under the Airports NPS, possible sources of nuisance under section 79(1) of the Environmental Protection Act 1990 and under sections 76 and 77 of the Civil Aviation Act 1982 should be considered by the Examining Authority. [...]

Footnote 126 now refers to 4.58	Originally footnote 115 - Planning Act 2008, Section 158(3)	Planning Act 2008, section 158(3)
4.61	4.61 [...] If the Centre for the Protection of National Infrastructure is satisfied that security issues have been adequately addressed in the project when the application is submitted, it will provide confirmation of this to the Secretary of State, and the Examining Authority should not need to give any further consideration to the details of the security measures during the examination.	4.61 [...] If the Department for Transport, taking advice from the Civil Aviation Authority, Centre for the Protection of National Infrastructure and others it considers appropriate, forms the opinion that it is satisfied that current and potential future security needs are adequately addressed in the project and that relevant guidance on these matters has been appropriately taken into account in the application, it will provide confirmation of this to the Secretary of State, and the Examining Authority should not need to give any further consideration to the details of the security measures during the examination.
4.64	4.64 [...] Since 2003, rules and standards for aviation safety in Europe have increasingly been set by the European Aviation Safety Agency. The UK will continue to work closely with European Aviation Safety Agency to ensure that a high and uniform level of civil aviation safety is maintained across Europe. [...]	4.64 [...] Since 2003, rules and standards for aviation safety in Europe have increasingly been set by the European Aviation Safety Agency. The UK will continue to work closely with the European Aviation Safety Agency to ensure that a high and uniform level of civil aviation safety is maintained across Europe. [...]
4.72	4.72 In accordance with legal and best practice requirements on accessibility: [...]	4.72 In accordance with legal and best practice in relation to accessibility: [...]
<b>5. Assessment of impacts</b>		
Title	Specific impacts and requirements	Assessment of impacts
5.1	5.1 This chapter focuses on the potential	5.1 This chapter focuses on the potential impacts of

	impacts of the Heathrow Northwest Runway scheme, the assessments that the applicant will need to carry out, and the specific planning requirements that the applicant will need to meet, in order to gain development consent.	the Heathrow Northwest Runway scheme, the assessments that any applicant will need to carry out, and the specific planning requirements that they will need to meet, in order to gain development consent.
5.5	5.5 The Government's objective for surface access is to ensure that access to the airport by road, rail and public transport is high quality, efficient and reliable for both passengers and airport workers who use transport on a daily basis. [...]	5.5 The Government's objective for surface access is to ensure that access to the airport by road, rail and public transport is high quality, efficient and reliable for passengers, freight operators and airport workers who use transport on a daily basis. [...]
5.6	5.6 [...] Passengers and airport workers share the routes to and from the airport with other road and rail users, including commuters, leisure travellers and business users. [...]	5.6 [...] Passengers, freight operators and airport workers share the routes to and from the airport with other road and rail users, including commuters, leisure travellers and business users. [...]
5.8	5.8 [...] The airport surface access strategy must reflect the needs of the scheme contained in the application for development consent, over its development, implementation and operational phases.	5.8 [...] The airport surface access strategy must reflect the needs of the scheme contained in the application for development consent, including any phasing over its development, implementation and operational stages, reflecting the changing number of passengers, freight operators and airport workers attributable to the number of air traffic movements.
5.13	5.13 The surface access systems and proposed airport infrastructure may have the potential to result in severance in some locations. Where appropriate, the applicant should seek to deliver improvements that reduce community severance and improve accessibility.	5.13 The surface access systems and proposed airport infrastructure may have the potential to result in severance in some locations. Where appropriate, the applicant should seek to deliver improvements or mitigation measures that reduce community severance and improve accessibility.
5.15	5.15 The applicant should demonstrate in its	5.15 The applicant should demonstrate in its

	assessment that the proposed surface access strategy will support the additional transport requirements generated by airport expansion. This should be appropriately secured.	assessment that the proposed surface access strategy will support the additional transport demands generated by airport expansion. This should be appropriately secured.
5.16	5.16 Any application for development consent and accompanying airport surface access strategy must include details of how the applicant will maximise 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 from the current baseline of all staff car trips by 2030, and a reduction of 50% by 2040 from 2017 levels.	5.16 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.
5.20	5.20 [...] Where the proposed mitigation measures are insufficient to effectively offset or reduce the impact of expansion 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.	5.20 [...] Where the proposed mitigation measures are insufficient to effectively offset or reduce the impact of 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.
5.22	5.22 Increases in emissions of pollutants during the construction or operational phases of airport projects consented under the Airports NPS could result in the worsening of local air quality. Increased emissions can contribute to adverse impacts on human health and on the	5.22 Increases in emissions of pollutants during the construction or operational phases of the scheme could result in the worsening of local air quality. Increased emissions can contribute to adverse impacts on human health and on the natural environment.

	natural environment.	
5.23	5.23 [...] Ambient Air Quality Directive (2008/50/EU) ('the Air Quality Directive') [...]	5.23 [...] Ambient Air Quality Directive (2008/50/EC) ('the Air Quality Directive') [...]
Footnote 135 now refers to 5.23	Originally footnote 124 - The Ambient Air Quality Directive (2008/50/EU) was brought into law in England through the Air Quality Standards Regulations 2010	The Ambient Air Quality Directive (2008/50/EC) was brought into law in England through the Air Quality Standards Regulations 2010
5.24	Original Footnote 125 was <a href="https://www.gov.uk/government/publications/air-quality-in-the-uk-plan-to-reduce-nitrogen-dioxide-emissions">https://www.gov.uk/government/publications/air-quality-in-the-uk-plan-to-reduce-nitrogen-dioxide-emissions</a>	Original footnote at end of this paragraph has now been deleted
5.25	5.25 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 31 July 2017. The 2015 national air quality plan will remain in force until the modified plan is adopted.	5.25 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 published a final, modified air quality plan on 26 July 2017. The European Commission were notified of this plan on 31 July 2017.
Footnote 136 now refers to 5.25	N/A	<a href="https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/633270/air-quality-plan-detail.pdf">https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/633270/air-quality-plan-detail.pdf</a>
5.26	5.26 Other relevant legislation includes the fourth daughter Air Quality Directive (2004/107/EC), which sets targets for levels in outdoor air of certain toxic heavy metals and polycyclic aromatic hydrocarbons, and the National Emission Ceilings Directive	5.26 Other relevant legislation includes the fourth daughter Air Quality Directive (2004/107/EC), which sets targets for levels in outdoor air of certain toxic heavy metals and polycyclic aromatic hydrocarbons, and the National Emission Ceilings Directive (2016/2284/EU), which sets national emission limits



	(2001/81/EC), which sets national emission limits for a range of atmospheric pollutants.	for a range of atmospheric pollutants.
Footnote 137 now refers to 5.26	Originally footnote 126 - Directive 2004/107/EC of the European Parliament and of the Council of 15 December 2004 relating to arsenic, cadmium, mercury, nickel and polycyclic aromatic hydrocarbons in ambient air. This was brought into law in England through the Air Quality Standards Regulations 2010	This Directive succeeds an earlier National Emissions Ceilings Directive (2001/81/EC) and contains transitional provisions
5.27	5.27 Air quality impacts are generated by all types of infrastructure development to varying degrees, and the geographical extent and distribution can cover a large area. At Heathrow Airport in 2013, aircraft movements were modelled to have contributed 14.3% on average to local levels of NOx on nearby areas. Road transport, by comparison, accounted for 50.8% of NOx emissions in the same areas. Off-road transport and mobile machinery (a category which would include airside vehicles) contributed 5.2%.	5.27 Air quality impacts are generated by all types of infrastructure development to varying degrees, and the geographical extent and distribution can cover a large area. At Heathrow Airport in 2015, aircraft movements were modelled to have contributed 17% on average to local NOx concentrations at nearby roadside locations. Road transport, by comparison, accounted for 64% of NOx concentrations in the same areas. Off-road transport and mobile machinery (a category which would include airside vehicles) contributed 5%.
Footnote 138 now refers to 5.27	N/A	Based on 2015 data from the Pollution Climate Mapping Model for roads affected by Heathrow emissions
5.29	5.29 The Airports Commission undertook extensive analysis on air quality and concluded that expansion could take place within legal requirements (including in a high demand growth scenario). [...]	5.29 The Airports Commission undertook extensive analysis on air quality and concluded that expansion could take place within legal obligations (including in a high demand growth scenario). [...]
5.30	5.30 Since this work was completed in June	5.30 Since this work was completed in June 2016,

	<p>2016, updated international evidence on vehicle emission forecasts was published at the end of September 2016. The Department for Transport has conducted further analysis to assess the impact that this updated evidence base would have on compliance with EU limit values of expansion options at Heathrow Airport and Gatwick Airport. The work has helped inform the Government's view that, with a suitable package of policy and mitigation measures, including the Government's modified air quality plan, the Heathrow Northwest Runway scheme would be capable of being delivered without impacting the UK's compliance with air quality limit values.</p>	<p>updated international evidence on vehicle emission forecasts was published at the end of September 2016. The Department for Transport has conducted further analysis to assess the impact that this updated evidence base would have on estimated compliance with EU limit values of expansion options at Heathrow Airport and Gatwick Airport. This analysis has been updated to take account of the revised aviation demand forecasts and the Government's final air quality plan. The result of this analysis helped inform the Government's view that, with a suitable package of policy and mitigation measures, including the Government's modified air quality plan, the Heathrow Northwest Runway scheme would be capable of being delivered without impacting the UK's compliance with air quality limit values.</p>
5.31	<p>5.31 The applicant should undertake an assessment of the project, to be included as part of the environmental statement, demonstrating to the Secretary of State that the construction and operation of the Northwest Runway will not affect the UK's ability to comply with legal requirements. [...]</p>	<p>5.31 The applicant should undertake an assessment of the project, to be included as part of the environmental statement, demonstrating to the Secretary of State that the construction and operation of the Northwest Runway will not affect the UK's ability to comply with legal obligations. [...]</p>
5.32	<p>5.32 The environmental statement should assess:</p> <ul style="list-style-type: none"> <li>• Existing air quality levels for all relevant pollutants referred to in the Air Quality Standards Regulations 2010 and the National Emission Ceilings Regulations 2002;</li> <li>• Forecasts of air quality at the time of</li> </ul>	<p>5.32 The environmental statement should assess:</p> <ul style="list-style-type: none"> <li>• 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;</li> <li>• Forecasts of air quality at the time of opening,</li> </ul>

	<p>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</p> <ul style="list-style-type: none"> <li>Any significant air quality effects, their mitigation and any residual effects, distinguishing between those applicable to runway construction and operation stages and taking account of the impact that the project is likely to cause on air quality arising from road and other surface access traffic.</li> </ul>	<p>(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</p> <ul style="list-style-type: none"> <li>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 that the scheme is likely to cause on air quality arising from road and other surface access traffic.</li> </ul>
5.34	5.34 [...] A management / project plan may help record and secure mitigation at this stage.	5.34 [...] A management / project plan may help record and secure mitigation measures.
5.36	5.36 While the precise package of mitigations should be subject to consultation with local communities to ensure the most effective measures are taken forward, an extensive range of mitigation measures is likely to be required.	5.36 While the precise package of mitigations should be subject to consultation with local communities and relevant stakeholders to ensure the most effective measures are taken forward, an extensive range of mitigation measures is likely to be required.
5.38	<p>5.38 Other mitigation measures could include, but are not limited to:</p> <ul style="list-style-type: none"> <li>Landing charges structured to reward airlines for operating cleaner flights (for example NOx emissions charging);</li> <li>Zero- or low-emission hybrid or electric vehicle use (ultra-low emission vehicles), charging and fuel facilities;</li> </ul>	<p>5.38 Other mitigation measures which may be put forward by the applicant could include, but are not limited to:</p> <ul style="list-style-type: none"> <li>Landing charges structured to reward airlines for operating cleaner flights (for example NOx emissions charging);</li> <li>Zero- or low-emission hybrid or electric vehicle use (ultra-low emission vehicles), charging</li> </ul>

	<ul style="list-style-type: none"> <li>• Reduced or single engine taxiing (improved taxiing efficiency);</li> <li>• Reducing emissions from aircraft at the gate (for example installation of fixed electrical ground power and preconditioned air to aircraft stands to reduce the use of auxiliary power unit);</li> <li>• Modernised heating supplies in airport buildings;</li> <li>• Changes to the layout of surface access arrangements;</li> <li>• Traffic restrictions and / or traffic relocation around sensitive areas; and</li> </ul>	<p>and fuel facilities;</p> <ul style="list-style-type: none"> <li>• Reduced or single engine taxiing (improved taxiing efficiency);</li> <li>• Reducing emissions from aircraft at the gate (for example installation of fixed electrical ground power and preconditioned air to aircraft stands to reduce the use of auxiliary power unit);</li> <li>• Modernised heating supplies in airport buildings;</li> <li>• Changes to the layout of surface access arrangements;</li> <li>• Traffic restrictions and / or traffic relocation around sensitive areas;</li> <li>• An emissions-based access charge; and</li> <li>• Physical means, including barriers to trap or better disperse emissions and speed control on roads.</li> </ul>
5.41	5.41 [...] 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 requirements.	5.41 [...] 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.
5.42	5.42 Air quality considerations are likely to be particularly relevant where the scheme is proposed:	5.42 Air quality considerations are likely to be particularly relevant where the proposed scheme: <ul style="list-style-type: none"> <li>• is within or adjacent to Air Quality</li> </ul>

	<ul style="list-style-type: none"> <li>• Within or adjacent to Air Quality Management Areas, roads identified as being above limit values, or nature conservation sites (including Natura 2000 sites and Sites of Special Scientific Interest);</li> <li>• Where changes are sufficient to bring about the need for new Air Quality Management Areas or change the size of an existing Air Quality Management Area, or bring about changes to exceedances of the limit values, or where they may have the potential to impact on nature conservation sites; and</li> <li>• Where, after taking into account mitigation, a project would lead to a significant air quality impact in relation to Environmental Impact Assessment and / or where they lead to a deterioration in air quality in a zone or agglomeration.</li> </ul>	<p>Management Areas, roads identified as being above limit values, or nature conservation sites (including Natura 2000 sites and Sites of Special Scientific Interest);</p> <ul style="list-style-type: none"> <li>• would have effects sufficient to bring about the need for new Air Quality Management Areas or change the size of an existing Air Quality Management Area, or bring about changes to exceedances of the limit values, or have the potential to have an impact on nature conservation sites; and</li> <li>• after taking into account mitigation, would lead to a significant air quality impact in relation to Environmental Impact Assessment and / or to a deterioration in air quality in a zone or agglomeration.</li> </ul>
5.46	5.46 The Government wants to strike a fair balance between the negative impacts of noise (on health, amenity, quality of life and productivity) and the positive economic impacts of flights.	5.46 The Government wants to strike a fair balance between the negative impacts of noise (on health, amenity, quality of life and productivity) and the positive impacts of flights.
Footnote 144 refers to 5.45	Originally footnote 133 - CAP 1164, Aircraft noise, sleep disturbance and health effects: <a href="http://publicapps.caa.co.uk/modalapplication.a">http://publicapps.caa.co.uk/modalapplication.a</a>	CAP 1164, Aircraft noise, sleep disturbance and health effects: <a href="http://publicapps.caa.co.uk/modalapplication.aspx?ap">http://publicapps.caa.co.uk/modalapplication.aspx?ap</a>

	<a href="http://www.gov.uk/government/publications/survey-of-attitudes-to-aviation-noise">spx?appid=11&amp;mode=detail&amp;id=6275</a>	<a href="http://www.gov.uk/government/publications/survey-of-attitudes-to-aviation-noise">pid=11&amp;mode=detail&amp;id=6275</a> CAP 1506, Survey of noise attitudes 2014: Aircraft <a href="http://www.gov.uk/government/publications/survey-of-attitudes-to-aviation-noise">http://www.gov.uk/government/publications/survey-of-attitudes-to-aviation-noise</a>
5.51	<p>5.51 Pursuant to the terms of the Environmental Impact Regulations, the applicant should undertake a noise assessment for the time of opening, the time the airport is forecast to reach full capacity, and (if applicable, being different to either of the other assessment periods) at a point when the airport's noise impact is forecast to be highest. This should form part of the environmental statement. The noise assessment should include the following:</p> <ul style="list-style-type: none"> <li>• A description of the noise sources;</li> <li>• An assessment of the effect of predicted changes in the noise environment on any noise sensitive premises (including schools and hospitals) and noise sensitive areas (including National Parks and Areas of Outstanding Natural Beauty);</li> <li>• The characteristics of the existing noise environment, including noise from aircraft, using noise exposure maps, and from surface transport and ground operations associated with the project, the latter during both the construction and operation phases of the project;</li> </ul>	<p>5.51 Pursuant to the terms of the Environmental Impact Assessment Regulations, the applicant should undertake a noise assessment for any period of change in air traffic movements prior to opening, for the time of opening, and at the time the airport is forecast to reach full capacity, and (if applicable, being different to either of the other assessment periods) at a point when the airport's noise impact is forecast to be highest. This should form part of the environmental statement. The noise assessment should include the following:</p> <ul style="list-style-type: none"> <li>• A description of the noise sources;</li> <li>• An assessment of the likely significant effect of predicted changes in the noise environment on any noise sensitive premises (including schools and hospitals) and noise sensitive areas (including National Parks and Areas of Outstanding Natural Beauty);</li> <li>• The characteristics of the existing noise environment, including noise from aircraft, using noise exposure maps, and from surface transport and ground operations associated with the project, the latter during both the construction and operational phases of the project;</li> </ul>

	<ul style="list-style-type: none"> <li>• A prediction on how the noise environment will change with the proposed project; and</li> <li>• Measures to be employed in mitigating the effects of noise.</li> </ul> <p>These should take into account construction and operational noise (including from surface access arrangements) and aircraft noise.</p>	<ul style="list-style-type: none"> <li>• A prediction on how the noise environment will change with the proposed project; and</li> <li>• Measures to be employed in mitigating the effects of noise.</li> </ul> <p>These should take into account construction and operational noise (including from surface access arrangements) and aircraft noise. The applicant's assessment of aircraft noise should be undertaken in accordance with the developing indicative airspace design. This may involve the use of appropriate design parameters and scenarios based on indicative flightpaths.</p>
Footnote 149 refers to 5.51	Originally footnote 138 - (as amended - see <a href="http://www.legislation.gov.uk/ukxi/2011/2741/contents/made">http://www.legislation.gov.uk/ukxi/2011/2741/contents/made</a> and <a href="http://www.legislation.gov.uk/ukxi/2012/787/contents/made">http://www.legislation.gov.uk/ukxi/2012/787/contents/made</a> )	Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (S.I. 2017/572)
5.52	5.52 [...] 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	5.52 [...] 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.
Footnote 150 now refers to 5.53	Originally footnote 139 - For the purposes EU Regulation 598/2015, an airport means an airport which has more than 50 000 civil aircraft movements per calendar year (a movement being a take-off or landing), on the	For the purposes of EU Regulation 598/2014, an airport means an airport which has more than 50,000 civil aircraft movements per calendar year (a movement being a take-off or landing), on the basis of the average number of movements in the last three

	basis of the average number of movements in the last three calendar years before the noise assessment	calendar years before the noise assessment
5.54	5.54 [...] Such action should strike a fair balance between the negative impacts of noise and positive economic impacts of flights.	5.54 [...] Such action should strike a fair balance between the negative impacts of noise and positive impacts of flights.
5.56	5.56 While the package and detail of noise mitigation measures should be subject to consultation with local communities and other stakeholders to ensure the most appropriate and effective measures are taken forward, the Government expects the applicant to make particular efforts to avoid significant adverse noise impacts and mitigate other adverse noise impacts as a result of the Northwest Runway scheme and Heathrow Airport as a whole.	5.56 While the package and detail of noise mitigation measures should be subject to consultation with local communities and other stakeholders to ensure the most appropriate and effective measures are taken forward, in the context of Government policy on sustainable development, the Government expects the applicant to make particular efforts to avoid significant adverse noise impacts and mitigate other adverse noise impacts as a result of the Northwest Runway scheme and Heathrow Airport as a whole.
5.57	5.57 The Secretary of State will consider whether the mitigation measures put forward by the applicant following consultation are acceptable. The noise mitigation measures should ensure that the number of people significantly affected by aircraft noise is limited and, where possible, reduced.	5.57 The Secretary of State will consider whether the mitigation measures put forward by the applicant following consultation are acceptable. The noise mitigation measures should ensure the impact of aircraft noise is limited and, where possible, reduced compared to the 2013 baseline assessed by the Airports Commission.
Footnote 151 refers to 5.57	N/A	With reference to the 2013 baseline for the 54 decibel LAeq, 16h noise contour assessed by the Airports Commission. LAeq,16h indicates the annual average noise levels for the 16-hour period between 0700 – 2300
5.59	5.59 The applicant should put forward plans for	5.59 The applicant should put forward plans for a



	<p>a noise envelope. Such an envelope should be tailored to local priorities and include clear noise performance targets. As such, the design of the envelope should be defined in consultation with local communities and relevant stakeholders, and on the basis of the expert advice of an independent third party. This third party could be the Independent Commission on Civil Aviation Noise proposed by the Government in its separate consultation on UK airspace policy. [...]</p>	<p>noise envelope. Such an envelope should be tailored to local priorities and include clear noise performance targets. As such, the design of the envelope 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. [...]</p>
5.60	<p>5.60 [...] The details of any such scheme, including timings, duration and scheduling, should be defined in consultation with local communities and relevant stakeholders, and on the basis of the expert advice of an independent third party. This third party could be the Independent Commission on Civil Aviation Noise.</p>	<p>5.60 [...] 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.</p>
5.61	<p>5.61 [...] The rules around its operation, including the exact timings of such a ban, should be defined in consultation with local communities and relevant stakeholders, in line with the requirements of EU Regulation 598/2014.</p>	<p>5.61 [...] The rules around its operation, including the exact timings of such a ban, should be defined in consultation with local communities and relevant stakeholders, in line with EU Regulation 598/2014. In addition, outside the hours of a ban, the Government expects the applicant to make particular efforts to incentivise the use of the quietest aircraft at night.</p>
5.64	<p>5.64 [...]</p> <ul style="list-style-type: none"> <li>• Ensuring adequate distance between source and noise-sensitive receptors, and incorporating good design to minimise noise transmission through screening by natural</li> </ul>	<p>5.64 [...]</p> <ul style="list-style-type: none"> <li>• Where possible, optimising the distance between source and noise-sensitive receptors, and incorporating good design to minimise noise transmission through</li> </ul>

	barriers or other buildings; and [...]	screening by natural barriers or other buildings; and [...]
5.66	5.66 The proposed development must be undertaken in accordance with statutory requirements for noise. [...]	5.66 The proposed development must be undertaken in accordance with statutory obligations for noise. [...]
Footnote 153 refers to 5.66	Originally footnote 141 read - EU Regulation 598/2015; The Environmental Noise (England) Regulations 2006	EU Regulation 598/2014; The Environmental Noise (England) Regulations 2006
5.68	5.68 The Government has a number of international and domestic obligations to limit the carbon emitted by both the construction and operation phases of the project.	5.68 The Planning Act 2008 requires that a national policy statement must give reasons for the policy set out in the statement and an explanation of how the policy set out in the statement takes account of Government policy relating to the mitigation of, and adaptation to, climate change. The Government has a number of international and domestic obligations to limit carbon emissions. Emissions from both the construction and operational phases of the project will be relevant to meeting these obligations
Footnote 157 now refers to 5.68	N/A	Planning Act 2008, section 5(8)
Footnote 159 now refers to 5.75	Originally footnote 146 read - Town and Country Planning (Environmental Impact Assessment) Regulations 2011 and 2015, <a href="http://www.legislation.gov.uk/uksi/2011/1824/regulation/4/made">http://www.legislation.gov.uk/uksi/2011/1824/regulation/4/made</a> and <a href="http://www.legislation.gov.uk/uksi/2015/660/introduction/made">http://www.legislation.gov.uk/uksi/2015/660/introduction/made</a>	Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (S.I. 2017/572). Regulation 5(2) (c) refers to the significant effects of the proposed development on, among other factors, climate.
5.76	5.76 As far as possible, the applicant's	5.76 As far as possible, the applicant's assessment

	<p>assessment should also seek to quantify the impacts of:</p> <ul style="list-style-type: none"> <li>• Emissions from surface access due to airport and construction staff; and</li> <li>• Emissions from surface access due to freight and retail operations and construction site traffic.</li> </ul> <p>This should be undertaken in both a 'do minimum' and also in the 'do something' scenario for the opening, peak operation, and worst case scenarios</p>	<p>should also seek to quantify impacts including:</p> <ul style="list-style-type: none"> <li>• Emissions from surface access due to airport and construction staff;</li> <li>• Emissions from surface access due to freight and retail operations and construction site traffic.</li> <li>• Emissions from surface access due to airport passengers / visitors; and</li> <li>• Emissions from airport operations including energy and fuel use.</li> </ul> <p>This should be undertaken in both a 'do minimum' and also in the 'do something' scenario for the opening, peak operation, and worst case scenarios.</p>
Footnote 163 now refers to 5.84	Originally footnote 163 read - For example, where a planning application has been submitted	National Planning Policy Framework, paragraph 109
5.89	5.89 The environmental impact assessment should reflect the principles of Biodiversity 2020 and identify how the effects on the natural environment will be influenced by climate change, and how ecological networks and their physical and biological process will be maintained.	5.89 The Environmental Impact Assessment should reflect the principles of Biodiversity 2020 and identify how the effects on the natural environment will be influenced by climate change, and how ecological networks and their physical and biological process will be maintained.
5.98	5.98 At this stage, it is not possible for Heathrow Airport as the applicant to rule out adverse effects of its scheme, given that more detailed project design information, and detailed proposals for mitigation, is not	5.98 At this stage, it is not possible to rule out adverse effects of the Heathrow Northwest Runway scheme, given that more detailed project design information, and detailed proposals for mitigation, are not presently available. However, the applicant will

	presently available. However, Heathrow Airport will need to demonstrate that articles 6(3) and 6(4) of the Habitats Directive are satisfied in order to gain development consent.	need to demonstrate that Article 6(3) or 6(4) of the Habitats Directive are complied with in order to satisfy the competent authority that development consent can be granted on that basis.
5.111	5.111 Existing open space, sports and recreational buildings and land should not be developed unless the land is surplus to requirements or the loss would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location.	5.111 Existing open space, sports and recreational buildings and land should not be developed unless the land is no longer needed or the loss would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location.
5.112	5.112 During any pre-application discussions with the applicant, the local planning authority should identify any concerns it has about the impacts of the application on land use, having regard to the development plan and relevant applications and including, where relevant, whether it agrees with any independent assessment that the land is surplus to requirements. [...]	5.112 During any pre-application discussions with the applicant, the local planning authority should identify any concerns it has about the impacts of the application on land use, having regard to the development plan and relevant applications and including, where relevant, whether it agrees with any independent assessment that the land is no longer needed. [...]
5.122	5.122 The Secretary of State will not grant consent for development on existing open space, sports and recreational buildings and land, including playing fields, unless an assessment has been undertaken either by the local authority or independently, which has shown the open space or the buildings and land to be surplus to requirements, or the Secretary of State determines that the benefits of the project (including need) outweigh the potential loss of such facilities, taking into account any positive proposals made by the applicant to provide new, improved or	5.122 The Secretary of State should not grant consent for development on existing open space, sports and recreational buildings and land, including playing fields, unless an assessment has been undertaken either by the local authority or independently, which has shown the open space or the buildings and land to be no longer needed, or the Secretary of State determines that the benefits of the project (including need) outweigh the potential loss of such facilities, taking into account any positive proposals made by the applicant to provide new, improved or compensatory land or facilities.

	compensatory land or facilities.	
Title under 5.125	N/A	Home Office assets
Subtitle under Home Office Assets	N/A	Introduction
5.126	N/A	5.126 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.
5.127	N/A	5.127 Continuous service provision of the IRCs at Heathrow is necessary. This consideration extends to the need to provide appropriate road access to the IRCs.
Subtitle under 5.127	N/A	Assessment
5.128	N/A	5.128 The applicant should show how it has considered the impacts of the project upon the existing IRCs. This should include the process in identifying alternative means of addressing the impact of the project on the IRCs, including the means by which they will be reprovided.
5.129	N/A	5.129 The applicant should discuss the provision to be made in substitution for the existing IRCs with the Home Office and any local authority whose area is

		likely to be affected by a replacement facility.
5.130	N/A	5.130 The applicant's assessment should also set out how a replacement IRC would function in relation to neighbouring land uses, as well as how it can best be accommodated without adversely affecting such uses. These are also matters which local authorities may wish to address in their local impact report, which can be submitted after an application for development consent has been submitted.
Subtitle under 5.130	N/A	Decision making
5.131	N/A	5.131 The Secretary of State considers that replacement facilities in substitution for the affected IRCs should be provided prior to any works which may significantly interfere with the service and facilities provided by the existing IRCs. The Secretary of State will consider whether the applicant has taken all reasonable steps to mitigate impacts of the project on the existing IRCs. Where necessary, the Secretary of State will impose requirements or obligations upon the applicant to deliver suitable replacement facilities.
5.132	N/A	5.132 Provided that the applicant is willing to commit to appropriate provision of such facilities on a continuous service basis and with constant road access, and to mitigate the effect of the project on the existing and replacement IRCs, development consent should not be withheld on the grounds of its effects on the existing IRCs.
5.136	5.129 Large airport infrastructure projects may generate hazardous and non-hazardous waste during construction and operation. The	5.136 Large airport infrastructure projects may generate hazardous and non-hazardous waste during construction and operation. The Environment

	Environment Agency's environmental permitting regime incorporates operational waste management requirements for certain activities. When the applicant applies to the Environment Agency for an environmental permit, the Environment Agency will require the application to demonstrate that processes are in place to meet all relevant permit requirements.	Agency's environmental permitting regime incorporates operational waste management controls for certain activities. When the applicant applies to the Environment Agency for an environmental permit, the Environment Agency will require the application to demonstrate that processes are in place to meet all relevant conditions.
5.142	N/A	5.142 The Government recognises the role of the Lakeside Energy from Waste plant in local waste management plans. The applicant should make reasonable endeavours to ensure that sufficient provision is made to address the reduction in waste treatment capacity caused by the loss of the Lakeside Energy from Waste plant.
5.143	<p>5.135 The Secretary of State will consider the extent to which the applicant has proposed an effective process that will be followed to ensure effective management of hazardous and non-hazardous waste arising from the 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"> <li>• Waste produced will be properly managed, both onsite and offsite;</li> <li>• 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</li> </ul>	<p>5.143 The Secretary of State will consider the extent to which the applicant has proposed an effective process that will be followed to ensure effective 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"> <li>• Waste produced will be properly managed, both onsite and offsite;</li> <li>•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</li> </ul>

	<p>waste management facilities to deal with other waste arising in the area; and</p> <ul style="list-style-type: none"> <li>• 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</li> </ul>	<p>deal with other waste arising in the area; and</p> <ul style="list-style-type: none"> <li>• 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.</li> </ul>
5.146	5.138 [...] Supporting guidance explains that essential transport infrastructure (including mass evacuation routes) which has to cross the area at risk is permissible in areas of high flood risk, subject to the requirements of the Exception Test.	5.146 [...] Supporting guidance explains that essential transport infrastructure (including mass evacuation routes) which has to cross the area at risk is permissible in areas of high flood risk, subject to the Exception Test.
5.147	5.139 [...] The extent of any impact will depend on the ability of the development to manage storage of water on site.	5.147 [...] The extent of any impact will depend on the ability of the development to manage storage of water on or off-site.
5.150	N/A	<p>5.150 Applications for projects in the following locations should be accompanied by a flood risk assessment:</p> <ul style="list-style-type: none"> <li>• Flood Zones 2 and 3 (medium and high probability of river and sea flooding);</li> <li>• Flood Zone 1 (low probability of river and sea flooding) for projects of 1 hectare or greater, or projects which may be subject to other sources of flooding (local watercourses, surface water, groundwater or reservoirs), or where the Environment Agency has notified the local planning authority that there are critical drainage problems.</li> </ul>



5.151	5.142 The applicant should provide a flood risk assessment. This should identify and assess the risks of all forms of flooding to and from the preferred scheme, and demonstrate how these flood risks will be managed, taking climate change into account.	5.151 The applicant should identify and assess the risks of all forms of flooding to and from the preferred scheme, and demonstrate how these flood risks will be managed, taking climate change into account.
Footnote 187 now refers to 5.151	N/A	<a href="https://www.gov.uk/guidance/flood-risk-assessment-for-planning-applications">https://www.gov.uk/guidance/flood-risk-assessment-for-planning-applications</a>
5.168	5.159 [...] In addition, the development consent order, or any associated planning obligations, will need to make provision for the adoption and maintenance of any Sustainable Drainage Systems, including any necessary access rights to property. [...]	5.168 [...] In addition, the development consent order, or any associated planning obligations, will need to make provision for the adoption and maintenance of any sustainable drainage systems, including any necessary access rights to property. [...]
5.173	5.164 [...] Where the proposed development is subject to an environmental impact assessment and the development is likely to have significant adverse effects on the water environment, the applicant should ascertain the existing status of, and carry out an assessment of, the impacts of the proposed project on water quality, water resources and physical characteristics as part of the environmental statement.	5.173 [...] Where the proposed development is subject to an Environmental Impact Assessment and the development is likely to have significant adverse effects on the water environment, the applicant should ascertain the existing status of, and carry out an assessment of, the impacts of the proposed project on water quality, water resources and physical characteristics as part of the environmental statement.
5.175	5.166 [...] It should also address any future water infrastructure requirements of the preferred scheme, including for supplies and sewerage treatment, and the effects on the surrounding water and wastewater treatment network. [...]	5.175 [...] It should also address any future water infrastructure needed for the preferred scheme, including for supplies and sewerage treatment, and the effects on the surrounding water and wastewater treatment network. [...]

5.182	5.173 The Secretary of State will need to be satisfied that a proposal has had regard to the Thames river basin management plan and the requirements of the Water Framework Directive and its daughter Directives, including those on priority substances and groundwater. [...]	5.182 The Secretary of State will need to be satisfied that a proposal has had regard to the Thames river basin management plan and the Water Framework Directive and its daughter Directives, including those on priority substances and groundwater. [...]
5.193	5.184 The applicant is encouraged, where opportunities exist, to prepare proposals which can make a positive contribution to the historic environment, and to consider how their scheme takes account of the significance of heritage assets affected. This can include, where possible: <ul style="list-style-type: none"> <li>• Enhancing, through design, the significance of heritage assets or setting affected;</li> <li>• Considering measures that address those heritage assets which are on the Heritage at Risk Register, or which may become at risk, as a result of the scheme; and</li> </ul>	5.193 The applicant is encouraged, where opportunities exist, to prepare proposals which can make a positive contribution to the historic environment, and to consider how their scheme takes account of the significance of heritage assets affected. This can include, where possible: <ul style="list-style-type: none"> <li>• Enhancing, through a range of measures such as sensitive design, the significance of heritage assets or setting affected;</li> <li>• Considering measures that address those heritage assets that are at risk, or which may become at risk, as a result of the scheme; and</li> </ul>
5.195	5.186 The Secretary of State must also comply with the requirements on Listed Buildings, Conservation Areas and Scheduled Monuments set out in The Infrastructure Planning (Decisions) Regulations 2010.	5.195 The Secretary of State must also comply with the regime relating to Listed Buildings, Conservation Areas and Scheduled Monuments set out in The Infrastructure Planning (Decisions) Regulations 2010.
5.197	5.188 The consideration of design should include scale, height, massing, alignment, materials, use, landscaping (for example screen planting) and the significance of	5.197 The consideration of design should include scale, height, massing, alignment, materials, use and landscaping (for example screen planting).

	heritage assets.	
5.209	5.200 Where appropriate, the Secretary of State will impose requirements to the development consent order to ensure that the work is undertaken in a timely manner, in accordance with a written scheme of investigation that meets the requirements of the Airports NPS and has been agreed in writing with the relevant local authority, and that the completion of the exercise is properly secured.	5.209 Where appropriate, the Secretary of State will impose requirements to the development consent order to ensure that the work is undertaken in a timely manner, in accordance with a written scheme of investigation that complies with the policy in the Airports NPS and has been agreed in writing with the relevant local authority, and that the completion of the exercise is properly secured.
5.215	5.206 Adverse landscape and visual effects may be minimised through appropriate design (including choice of materials), and landscaping schemes. Materials and designs for the airport should be given careful consideration.	5.215 Adverse landscape and visual effects may be minimised through appropriate design (including choice of materials), and landscaping schemes. Materials and designs for the Heathrow Northwest Runway scheme should be given careful consideration.
5.216	5.207 Landscape effects depend on the nature of the existing landscape likely to be changed and nature of the effect likely to occur. Both these factors need to be considered in judging the impact of a project on the landscape. Projects need to be designed carefully, taking account of the potential impact on the landscape.	5.216 Landscape effects depend on the nature of the existing landscape likely to be changed and nature of the effect likely to occur. Both these factors need to be considered in judging the impact of the preferred scheme on the landscape. The preferred scheme needs to be designed carefully, taking account of the potential impact on the landscape.
5.240	5.231 Under planning law, residential and agricultural owners directly affected by the applicant's plans will have access to statutory blight provisions upon the designation of the Airports NPS.	5.240 Under planning law, residential and agricultural owners in the area within the red line on the map shown in Annex A will be able to make a claim for statutory blight upon the designation of the Airports NPS.

5.243	<p>5.234 [...]</p> <ul style="list-style-type: none"> <li>• Following a third party assessment, to provide full acoustic insulation for residential property within the full 60dB LAeq noise contour of an expanded airport; [...]</li> </ul>	<p>5.243 [...]</p> <ul style="list-style-type: none"> <li>• Following a third party assessment, to provide full acoustic insulation for residential property within the full single mode easterly and westerly 60dB LAeq (16 hr) noise contour of an expanded airport;</li> </ul>
5.246	<p>5.237 [...] 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.</p>	<p>5.246 [...] Expansion at Heathrow Airport is likely to increase the amount of locally collected business rates in the area. The Government will consider how authorities can benefit from this through a business rate retention scheme and the opportunities for authorities to work together to share the benefits. Heathrow Airport is currently the highest single site business rates payer in the UK.</p>
5.247	<p>5.238 The Government expects to see arrangements being made by Heathrow Airport for the community compensation schemes which it has publicly stated would be provided, and for a community compensation fund.</p>	<p>5.247 The Government expects to see arrangements being made for the community compensation schemes which Heathrow Airport has publicly stated would be provided, and for a community compensation fund.</p>
5.249	<p>5.240 The Secretary of State will consider whether and to what extent the applicant has sought to minimise impacts on local people, has consulted on the details of its works, and has put mitigations in place, at least to the level committed to in its public commitments. This includes whether the applicant has set out appropriate eligibility criteria and timescales for</p>	<p>5.249 The Secretary of State will consider whether and to what extent the applicant has sought to minimise impacts on local people, has consulted on the details of its works, and has put mitigations in place, at least to the level committed to in Heathrow Airport's public commitments. This includes whether the applicant has set out appropriate eligibility criteria, how delivery will be ensured, and whether the</p>

	delivery, and how delivery will be ensured.	applicant has made reasonable efforts to put the works in place quickly.
5.253	5.244 There will be many opportunities for communities to engage as expansion is taken forward. The Government is required to consult on and publicise the Airports NPS, and the applicant is subject to pre-application consultation requirements. Additional consultations on issues such as airspace change will take place outside of the planning process. Ongoing engagement will also be required as the applicant takes forward its compensation package.	5.253 There will be many opportunities for communities to engage as expansion is taken forward. The Government is required to consult on and publicise the Airports NPS, and the applicant is subject to pre-application consultation duties. Additional consultations on issues such as airspace change, overseen by the Civil Aviation Authority, will take place outside of the planning process. Ongoing engagement will also be required as the applicant takes forward its compensation package.
5.254	5.245 The Government wishes to maximise local stakeholder engagement with the expansion process, and it wishes to encourage the applicant and local stakeholders to strengthen the way in which they work together to make engagement effective. [...]	5.254 The Government wishes to maximise local stakeholder engagement with the expansion process, and it wishes to encourage any applicant and local stakeholders to strengthen the way in which the airport and local stakeholders work together to make engagement effective. [...]
5.260	5.251 The Government notes that Heathrow Airport already makes a significant contribution to local employment and already has a number of skills and employment initiatives designed to support the business requirements of the airport. [...]	5.260 The Government notes that Heathrow Airport already makes a significant contribution to local employment and already has a number of skills and employment initiatives designed to support the business needs of the airport. [...]
5.261	5.252 The Government notes that Heathrow Airport has publicly committed to creating 10,000 apprenticeships before 2030, thereby doubling the number offered at the airport.	5.261 The Government notes that, with expansion, Heathrow Airport has publicly committed to ensuring 10,000 apprenticeships before 2030, thereby doubling the number currently available at the airport and in its supply chain and airport-related businesses.

5.262	5.253 The Heathrow Northwest Runway scheme represents an opportunity to grow the number of jobs and apprenticeships supported by the applicant and its supply chain, particularly in neighbouring communities.	5.262 The Heathrow Northwest Runway scheme represents an opportunity to grow the number of jobs and apprenticeships supported by the applicant and its supply chain and airport-related businesses, particularly in neighbouring communities.
5.263	5.254 Heathrow Airport should put in place arrangements for the delivery of the 5,000 new apprenticeships which it has publicly stated would be provided. Heathrow Airport should set out its timetable for delivering the apprenticeships, provide information on the areas and skills to be covered by these apprenticeships, the breakdown between opportunities to be created within the core airport and those being offered by companies within its supply chain, and the qualification level and standards which they will need to achieve. Heathrow Airport should also set out how it will publicly report progress against the target.	5.263 Heathrow Airport should put in place arrangements for the delivery of the 5,000 new apprenticeships which it has publicly stated would be created. Heathrow Airport should set out the timetable for delivering the apprenticeships, provide information on the areas and skills to be covered by these apprenticeships, the breakdown between opportunities to be created within the core airport and those being offered by companies within its supply chain and other airport-related businesses, and the qualification level and standards which they will need to achieve. Heathrow Airport should also set out how it will publicly report progress against the target.