



Department
for Transport



Habitats Regulations Assessment: Statement to Inform Appropriate Assessment and Appendices

Change Log

June 2018

Document	Paragraph	Old Text	Revised Text
HRA Statement to Inform	Front	REVISED DRAFT AIRPORTS NATIONAL POLICY STATEMENT - HABITATS REGULATIONS ASSESSMENT	AIRPORTS NATIONAL POLICY STATEMENT - HABITATS REGULATIONS ASSESSMENT
HRA Statement to Inform	Front	OCTOBER 2017	JUNE 2018
HRA Statement to Inform	Cover Sheet	REVISED DRAFT AIRPORTS NATIONAL POLICY STATEMENT - HABITATS REGULATIONS ASSESSMENT	AIRPORTS NATIONAL POLICY STATEMENT - HABITATS REGULATIONS ASSESSMENT
HRA Statement to Inform	Cover Sheet	Consultation Draft	N/A
HRA Statement to Inform	Cover Sheet	October 2017	June 2018
HRA Statement to Inform	1.1.15	Notwithstanding the conclusion above, the AA undertaken for the two other shortlisted schemes also led to no suitable alternative solutions to LHR-NWR being identified. Further, the basis on which it could be concluded that the LHR-NWR scheme needed to be carried out for IROPI has been examined and it is considered that the needs case underpinning the draft Airports NPS sufficiently fulfils those reasons. In any event, the draft Airports NPS provides that no consent will be granted unless there is full compliance with Article 6(3) or Article 6(4) of the Habitats Directive and that any necessary compensatory measures will be secured in accordance with Regulation 66.	Notwithstanding the conclusion above, the AA undertaken for the two other shortlisted schemes also led to no suitable alternative solutions to LHR-NWR being identified. Further, the basis on which it could be concluded that the LHR-NWR scheme needed to be carried out for IROPI has been examined and it is considered that the needs case underpinning the Airports NPS sufficiently fulfils those reasons. In any event, the Airports NPS provides that no consent will be granted unless there is full compliance with Article 6(3) or Article 6(4) of the Habitats Directive and that any necessary compensatory measures will be secured in accordance with Regulation 66.

HRA Statement to Inform	9.2.6	The two other schemes shortlisted by the AC have been considered against the objectives of the plan in question, to meet the need to increase airport capacity in the South East and maintain the UK's hub status. Chapter 3 of the draft Airports NPS sets out why the Government has stated its preference for the LHR-NWR scheme and the conclusion that the other shortlisted schemes do not represent true alternatives to the preferred scheme.	The two other schemes shortlisted by the AC have been considered against the objectives of the plan in question, to meet the need to increase airport capacity in the South East and maintain the UK's hub status. Chapter 3 of the Airports NPS sets out why the Government has stated its preference for the LHR-NWR scheme and the conclusion that the other shortlisted schemes do not represent true alternatives to the preferred scheme.
HRA Statement to Inform	10.1.1	The Draft NPS is a plan for the purposes of the Habitats Directive and has been subject to a HRA including AA. The strategic level AA has concluded that the potential for adverse effects on the integrity of European Sites, either from the plan alone, or in combination with other plans, could not be ruled out. The assessment has proposed outline avoidance and mitigation measures but, in the absence of project level detail it has not been possible to conclude beyond reasonable scientific doubt that the identified potential adverse effects on the integrity of European Sites will be effectively avoided or mitigated.	The NPS is a plan for the purposes of the Habitats Directive and has been subject to a HRA including AA. The strategic level AA has concluded that the potential for adverse effects on the integrity of European Sites, either from the plan alone, or in combination with other plans, could not be ruled out. The assessment has proposed outline avoidance and mitigation measures but, in the absence of project level detail it has not been possible to conclude beyond reasonable scientific doubt that the identified potential adverse effects on the integrity of European Sites will be effectively avoided or mitigated.
HRA Appendix A	Front	REVISED DRAFT AIRPORTS NPS - HABITATS REGULATIONS ASSESSMENT APPENDIX A	AIRPORTS NPS - HABITATS REGULATIONS ASSESSMENT APPENDIX A
HRA Appendix A	Front	OCTOBER 2017	JUNE 2018
HRA	Cover	REVISED DRAFT AIRPORTS NPS -	AIRPORTS NPS - HABITATS REGULATIONS

Appendix A	Sheet	HABITATS REGULATIONS ASSESSMENT APPENDIX A	ASSESSMENT APPENDIX A
HRA Appendix A	Table 1-8, Column 4, Row: Heathrow – four runways	<p>Principle issue of not being considered to deliver the overall objective of providing additional long-term capacity and connectivity for the UK.</p> <p>Provision of capacity in excess of identified need at Heathrow poses significant issues surrounding financial, legal and technical feasibility to the extent that a 4th Runway is explicitly ruled out by the government in the draft Airports NPS.</p>	<p>Principle issue of not being considered to deliver the overall objective of providing additional long-term capacity and connectivity for the UK.</p> <p>Provision of capacity in excess of identified need at Heathrow poses significant issues surrounding financial, legal and technical feasibility to the extent that a 4th Runway is explicitly ruled out by the government in the Airports NPS.</p>
HRA Appendix B	Front	REVISED DRAFT AIRPORTS NPS - HABITATS REGULATIONS ASSESSMENT APPENDIX B	AIRPORTS NPS - HABITATS REGULATIONS ASSESSMENT APPENDIX B
HRA Appendix B	Front	OCTOBER 2017	JUNE 2018
HRA Appendix B	Cover Sheet	REVISED DRAFT AIRPORTS NPS - HABITATS REGULATIONS ASSESSMENT APPENDIX B	AIRPORTS NPS - HABITATS REGULATIONS ASSESSMENT APPENDIX B
HRA Appendix B	Cover Sheet	October 2017	June 2018