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AECOM

Health Impact Analysis (HIA) for the draft Heathrow Expansion National Policy Statement

Non-technical statement

Department for Transport

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Quality information

Prepared by	Checked by	Verified by	Approved by
M.S. Graduate Consultant	E.H. Associate Director	E.H. Associate Director	E.H. Associate Director

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Prepared for:

Department for Transport

Prepared by:

AECOM Limited
Aldgate Tower
2 Leaman Street
London
E1 8FA

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1. Non-technical Summary

1.1. Introduction

- 1.1.1. The Department for Transport (DfT) has commissioned AECOM to prepare a Health Impact Analysis (HIAAn), to support the preparation and publication of the Heathrow Expansion National Policy Statement (NPS).
- 1.1.2. An HIAAn provides a systematic analysis of how a plan, policy or proposal may impact health across the population, including vulnerable groups. The findings support decision-makers by providing an evidence-based understanding of potential health impacts.
- 1.1.3. An HIAAn was previously produced by WSP to support the production of the adopted 2018 Airports NPS, and this updated HIAAn builds upon the evidence and findings of that report to reflect the draft Heathrow Expansion NPS.

1.2. Legislation, policy and strategy review

Legislation

- 1.2.1. There is no statutory requirement for HIAAn or Health Impact Assessment (HIA). However, the following legislation provides relevant context for this HIAAn:
 - The Health and Social Care Act 2012
 - The Equality Act 2010
 - The Planning Act 2008
 - The Local Government and Public Involvement in Health Act 2007.

Policy

- 1.2.2. The following policies are relevant to this HIAAn:
 - National level:
 - The National Planning Policy Framework (NPPF) (2024)
 - Planning Practice Guidance (PPG) for Healthy and safe communities (2022)
 - Flightpath to the Future (2022)
 - Jet Zero Strategy (2022)
 - Regional level:
 - The London Plan (2021)
 - Local level:

- The policy and strategy documents of the London Borough (LB) of Hillingdon (where Heathrow Airport is located), along with those of nearby local authorities (set out in paragraph 4.4.6) of potential relevance to health and wellbeing effects, including Local Plans, Joint Health and Wellbeing Strategies, Joint Strategic Needs Assessments (JSNA), integrated care board plans, and Economic Development Strategies.

1.3. Health Impact Analysis approach

- 1.3.1. The HIA adopts a holistic definition of health as including both physical and mental health. The range of personal, social, economic, and environmental factors that influence health status are known as health determinants.
- 1.3.2. A range of information sources were reviewed to inform the approach to the HIA and the analysis. These include demographic data and health indicators, relevant guidance and a literature review. Consultation was undertaken with the Department of Health and Social Care.
- 1.3.3. The study area for the analysis of each relevant health determinant will vary according to the population subject to potential health impacts. Notwithstanding this, a high-level Study Area has been established as the starting point for the analysis which encompasses the 11 local authorities which host, neighbour, and are in close proximity to Heathrow Airport.
- 1.3.4. The HIA provides an analysis of potential health impacts on human receptors during the pre-construction, construction, and operational phases of the scheme informing the Heathrow Expansion NPS. Table 1- 1 sets out the determinants scoped into the HIA.

Table 1- 1: Summary of Health Determinants Scoped into the HIA

Social	Economic	Environmental
Access to housing	Employment and income	Air quality
Access to social infrastructure (e.g. healthcare, education, and community facilities)	Education, skills, and training opportunities	Noise
Access to open space and active travel opportunities		Landscape and townscape
Access to transport		Climate change mitigation and adaptation
Insecurity, and perceptions of risk		Soil quality
Community identity and cohesion		Water quality

- 1.3.5. The HIA considers the scale of the effect, termed the magnitude of impact, as well as the potential sensitivity of the general population for each determinant based on criteria informed by IEMA (2022) guidance. The analysis also considers the sensitivity of sub-groups who might be less able to respond to change and therefore are more sensitive or vulnerable to effects.
- 1.3.6. The significance of effect is determined based on the intersection of sensitivity and magnitude of impact. The potential effect is described as either 'beneficial' or 'adverse'.
- 1.3.7. The HIA also provides a qualitative assessment of in-combination effects and inter-project cumulative effects at the policy level.
- 1.3.8. The analysis of likely health effects is informed by professional judgement, drawing on relevant guidance, literature, and consultation. It is also informed by the findings of the technical analysis provided by DfT and contained within the AoS and other studies; therefore, any assumptions and limitations identified within those studies are also applicable to this HIA.

1.4. Analysis of health effects

Access to housing

- 1.4.1. Access to adequate housing is associated with physical, mental, and social well-being, with key influences including availability, security of tenure, affordability, and housing quality.
- 1.4.2. The Heathrow Villages ward, where the most direct housing effects are anticipated, had a population of approximately 17,700 in 2024. Compared to the national average, it had a higher proportion of working age residents and young people, and a lower proportion of older residents.
- 1.4.3. Housing tenure in Heathrow Villages is predominantly characterised by private rented accommodation followed by owner-occupied and social rented housing. Index of Multiple Deprivation (IMD) data indicates that the ward is more deprived than most neighbourhoods in England, particularly in relation to barriers to housing and services and the living environment. Therefore, the general population is assessed to have a medium sensitivity, while vulnerable populations are assessed as having high sensitivity.
- 1.4.4. The geographic extent of indirect housing market effects is uncertain, and therefore the Study Area (comprising 11 nearby local authorities) has been adopted for analysis. In 2024, the Study Area population was approximately 2,800,000, and is projected to increase by approximately 23,000 residents by 2029. IMD data indicates that the Study Area performs poorly in the barriers to housing and living environment domains.

- 1.4.5. Gross Disposable Household Income (GDHI) per head varies across the Study Area, with Slough, Hillingdon, Spelthorne, Hounslow, Ealing, Runnymede, and Buckinghamshire below the Study Area average.
- 1.4.6. Housing tenure across the Study Area is predominantly owner-occupied, followed by private and social rented housing. London boroughs generally have lower owner occupation and higher levels of private renting, while social rented housing is more prevalent in Hounslow, Slough, and Wandsworth. Flats form the largest proportion of housing stock, particularly within more urban authorities.
- 1.4.7. Therefore, the general population of the Study Area is assessed as having medium sensitivity, while vulnerable sub-populations are assessed as having high sensitivity.

Analysis – Local effects

- 1.4.8. A total of 780 residential properties are potentially subject to compulsory purchase, with a proposed Home Relocation Support Service, requiring permanent relocation of approximately 1,841 residents.

Pre-construction

- 1.4.9. Residents may experience significant uncertainty regarding relocation, including stress associated with finding suitable alternative accommodation, disruption to established community networks, and reduced housing security.
- 1.4.10. Anticipated changes in living conditions may be a cause of anxiety, including future potential noise exposure, air quality deterioration, and general uncertainty about long-term amenity impacts.
- 1.4.11. The draft Heathrow Expansion NPS outlines that people are entitled to know what steps will be taken to help protect them against aircraft noise, and where appropriate, to help them relocate, with additional support for vulnerable people. The magnitude of impact is assessed as medium.
- 1.4.12. Overall, the effect on health is assessed to be **moderate adverse (significant)** for the general population and vulnerable populations.

Construction

- 1.4.13. As a result of permanent relocation, households would be required to find alternative accommodation on the open property market. The location, tenure, quality, condition, and affordability would depend on existing housing stock, with potentially poorer outcomes impacting physical and mental health. The stress and anxiety associated with change and finding suitable accommodation could result in adverse mental wellbeing.
- 1.4.14. The draft Heathrow Expansion NPS sets out mitigation measures including financial compensation to residents who will see their homes compulsorily

acquired, helping to offset the financial impacts. In addition, the draft Heathrow Expansion NPS expects the applicant to provide additional support to vulnerable residents.

- 1.4.15. Remaining local residential properties may be impacted by construction activities, with adverse effects on house prices. The draft Heathrow Expansion NPS sets out that compensation can be sought in respect of loss of property value from construction.
- 1.4.16. The magnitude of impact is assessed as high.
- 1.4.17. Overall, the effect on health is assessed to be **major adverse (significant)** for the general population and vulnerable populations.

Operation

- 1.4.18. Access to housing may be indirectly affected increased aircraft noise, air pollution, and landscape and visual effects, reducing the attractiveness of nearby residential areas and placing downward pressure on property values.
- 1.4.19. The draft Heathrow Expansion NPS includes mitigation measures such as compensation for loss of property value following one year of operation, as well as noise insulation programmes for affected homes. Therefore, the magnitude of impact is assessed to be medium.
- 1.4.20. Overall, the effect on health is assessed to be **moderate adverse (significant)** for the general population and vulnerable populations.

Analysis – Wider effects

Pre-construction

- 1.4.21. Wider housing impacts may arise from speculative behaviour in response to expectations of future land acquisition, displacement, construction activity, and workforce demand which are likely to differ by tenure. Owner-occupiers may benefit from rising property values in some areas, while renters may face increased competition and upward pressure on rents. Given that much of the local housing stock is rented, there is potential for reduced access to affordable housing. However, impacts are uncertain and likely to be limited at this stage. The magnitude of impact is assessed to be low.
- 1.4.22. Overall, the effect on health is assessed to be **minor adverse (not significant)** for the general population and for vulnerable populations.

Construction

- 1.4.23. Demand for housing arising from relocation is likely to be exacerbated by existing pressures in local housing markets, projected population growth in the surrounding area, and the construction workforce.

- 1.4.24. Although additional housing delivery is planned within nearby local authorities, supply may not increase quickly enough in the short term, placing upward pressure on house prices and rents and reducing affordability for renters and first-time buyers. The magnitude of impact is assessed to be medium.
- 1.4.25. Overall, the effect on health is assessed to be **moderate adverse (significant)** for the general population and vulnerable populations.

Operation

- 1.4.26. Wider impacts may arise from increased demand for housing associated with direct, indirect, and induced employment opportunities. This may place upward pressure on house prices and rents, affecting affordability and potentially shifting housing pressure to surrounding areas. However, the scale and location of these effects remain uncertain. The magnitude of impact is assessed to be medium.
- 1.4.27. Overall, the effect on health is assessed to be **moderate adverse (significant)** for the general population and vulnerable populations.

Access to social infrastructure

- 1.4.28. Access to social infrastructure, including healthcare, education and community facilities, is important for supporting physical and mental wellbeing by enabling people to meet essential needs and participate in community life.
- 1.4.29. Social infrastructure includes schools, healthcare facilities, places of worship, libraries, and community centres. The area surrounding Heathrow Airport benefits from a level of social infrastructure consistent with an urban and suburban location on the edge of Greater London.
- 1.4.30. The general population is assessed to have a medium sensitivity while vulnerable groups are assessed as having high sensitivity.

Analysis – Local effects

Construction

- 1.4.31. Compulsory acquisition would result in the permanent loss of social infrastructure, reducing opportunities for social interaction and community cohesion. Some facilities may be relocated, however disruption would occur from changes in location and connectivity.
- 1.4.32. Construction-related noise, air quality and visual disturbance may adversely affect remaining social infrastructure, such as schools, with impacts on learning environments and children's wellbeing.
- 1.4.33. Road closures, diversions and construction traffic may create severance, impacting travel times and daily routines, though the draft Heathrow Expansion

NPS requires mitigation to reduce severance and improve accessibility. The magnitude of impact is assessed as high.

- 1.4.34. Overall, the effect on health is assessed to be **major adverse (significant)** for the general population and vulnerable populations.

Operation

- 1.4.35. Permanent impacts are expected due to environmental effects, including noise, air quality, traffic, and visual disturbance, particularly on educational facilities which may disrupt learning, communication, and concentration. Healthcare, social care, and community facilities may also experience reduced amenity, impacting physical and mental wellbeing of users.
- 1.4.36. The draft Heathrow Expansion NPS requires mitigation for noise-related impacts, including community noise insulation schemes for schools and community buildings within specified noise contours. The magnitude of impact is assessed to be medium.
- 1.4.37. Overall, the effect on health is assessed to be **moderate adverse (significant)** for the general population and vulnerable populations.

Analysis – Wider effects

Construction

- 1.4.38. Increased demand on social infrastructure may arise from the construction workforce, as well as from the displaced population as they relocate to surrounding areas. Given the temporary nature of construction employment and that the proportion of non-local construction workers is likely to be relatively small, substantial pressure on social infrastructure is not anticipated. The magnitude of impact is assessed to be low.
- 1.4.39. Overall, the effect on health is assessed to be **minor adverse (not significant)** for the general population and vulnerable populations.

Operation

- 1.4.40. Increased employment opportunities and associated population growth across the wider area may generate additional demand for social infrastructure and reduce access for residents. However, it is expected that service provision and capacity would adapt through strategic planning and investment. The magnitude of impact is assessed to be low.
- 1.4.41. Overall, the effect on health is assessed to be **minor adverse (not significant)** for the general population and vulnerable populations.

Access to open space and active travel opportunities

- 1.4.42. Access to open space and opportunities for active travel are important determinants of physical and mental health. Green and blue spaces, alongside safe walking and cycling networks, support physical activity, social interaction, and wellbeing. Physical inactivity and sedentary behaviour are recognised as major public health challenges.
- 1.4.43. Open spaces and active travel routes located near Heathrow Airport include Colne Valley Regional Park, Wraysbury Reservoir, and the Queen Mother Reservoir. Recreational routes, including the Thames Path National Trail and the Colne Valley Way, which provide opportunities for active travel and recreation.
- 1.4.44. Physical activity levels across the Study Area are slightly above the national average. However, the local authorities adjacent to Heathrow Airport generally record lower levels of physical activity, alongside a greater proportion of overweight and obese adults and children. Use of outdoor space for exercise and health-related purposes also varies locally, with lower levels in Slough and Hillingdon.
- 1.4.45. The general population is assessed as having medium sensitivity while vulnerable populations are assessed as having high sensitivity.

Analysis

Construction

- 1.4.46. Areas within Colne Valley Regional Park, sections of the Colne Valley Trail, Green Belt land, and local recreation grounds would be partially or fully permanently lost as a result of compulsory land acquisition, impacting physical activity, mental wellbeing and child development.
- 1.4.47. Construction activity may also reduce the use and enjoyment of remaining local open spaces due to noise, visual disturbance and environmental change, discouraging outdoor activity. Changes in population patterns, including resident displacement and the temporary construction workforce, may place additional pressure on this remaining provision.
- 1.4.48. The draft Heathrow Expansion NPS sets out that where green infrastructure is affected, the Secretary of State should consider imposing requirements to ensure the functionality and connectivity of the network is maintained and to mitigate any adverse impact where possible. The magnitude of impact is assessed to be medium.
- 1.4.49. Overall, the effect on health is assessed to be **minor adverse (not significant)** for the general population and **moderate adverse (significant)** for vulnerable populations.

Operation

- 1.4.50. Population growth associated with employment opportunities are likely to place additional pressure on open spaces and recreational routes. In addition, operational aircraft movements and surface access traffic may result in long-term reductions in the environmental quality of some open spaces and active travel routes, impacting enjoyment, tranquillity and safety, with potential implications for mental and physical wellbeing.
- 1.4.51. The draft Heathrow Expansion NPS sets out that the applicant must prepare an airport surface access strategy including to incentivise mode shift to active travel. The Secretary of State should also consider whether adverse effects on open space are adequately mitigated or compensated. The magnitude of impact is assessed as low.
- 1.4.52. Overall, the effect on health is assessed to be **minor adverse (not significant)** for the general population and vulnerable populations.

Access to transport

- 1.4.53. Transport systems influence health through their effects on safety and access to employment, education, healthcare, and social networks. Accessible and well-designed transport systems support healthier, more inclusive communities.
- 1.4.54. Heathrow Airport and the surrounding area benefits from strong regional and national connectivity, including the M4 and M25 motorways, bus and coach services, and rail links including the Heathrow Express, London Underground Piccadilly line and Elizabeth line.
- 1.4.55. Car ownership varies across the Study Area, with more urban authorities having higher proportions of households without access to a car, indicating greater reliance on public transport.
- 1.4.56. Road safety varies across the Study Area, with Ealing, Hounslow, and Slough recording higher rates of people killed or seriously injured on roads than the national average.
- 1.4.57. The general population is assessed to have a medium sensitivity, while vulnerable groups are assessed as having high sensitivity.

Analysis

Construction

- 1.4.58. Road closures and diversions on surrounding local and strategic roads are likely to increase congestion and journey times, reducing access to jobs, education, healthcare and other essential services, contributing to stress. The construction phase will also result in increased traffic from heavy goods vehicles and construction workers, potentially increasing road safety risks.

- 1.4.59. The draft Heathrow Expansion NPS expects the applicant to develop a construction traffic management plan that prioritises material movements by rail over road transport, minimises traffic to site, and optimises routing. The magnitude of impact is assessed as medium.
- 1.4.60. Overall, the effect on health is assessed to be **moderate adverse (significant)** for the general population and vulnerable populations.

Operation

- 1.4.61. The increased airport capacity would increase demand on local and strategic transport networks from passengers, workers and freight activity, with the potential to worsen congestion and increase collision risk.
- 1.4.62. Improvements to transport infrastructure and services are anticipated, particularly to public transport, in line with the draft Heathrow Expansion NPS. The applicant is also required to deliver an airport surface access strategy that prioritises safe, reliable and accessible transport, promotes sustainable travel, and minimises congestion and environmental impacts. The magnitude of impact is assessed to be low.
- 1.4.63. Overall, the effect on health is assessed to be **minor adverse (not significant)** for the general population and vulnerable populations.

Insecurity and perceptions of risk

- 1.4.64. Perceived risks may include environmental effects such as noise and air quality, as well as safety (e.g. crime and terrorism).
- 1.4.65. Based on the Community Life Survey, participation in recent civic consultation is above the national average in Spelthorne, Ealing and Hounslow, suggesting heightened awareness of, or concern about, local issues. Demand for greater influence over local decisions is also higher than the national average in Slough, Ealing, Hillingdon, and Hounslow.
- 1.4.66. Mental health vulnerability varies across the Study Area. Diagnosed depression rates are generally below the national average, although self-reported anxiety is slightly higher, particularly in Ealing, Surrey and Richmond upon Thames.
- 1.4.67. The sensitivity of the general population is assessed as medium, while vulnerable populations are assessed as having high sensitivity.

Analysis

Pre-construction

- 1.4.68. Impacts are anticipated to arise from concerns about future safety, security, environmental exposure, and potential long-term health effects which may cause anxiety and stress among local communities.

- 1.4.69. The draft Heathrow Expansion NPS places strong emphasis on community involvement, requiring early and ongoing engagement with opportunities for residents to raise concerns, access information, and influence scheme design and mitigation to reduce uncertainty, improve trust, and help manage perceived risks, including additional support for vulnerable residents. The magnitude of impact is assessed as low.
- 1.4.70. Overall, the effect on health is assessed to be **minor adverse (significant)** for the general population and vulnerable populations.

Construction

- 1.4.71. Insecurity and perceived risk are likely to arise from visible construction activity and increased construction traffic, with concerns including the risk of accidents, traffic incidents, safety and security issues, and the potential for increased crime, particularly where works take place close to residential areas.
- 1.4.72. Construction activities will take place within controlled work areas and will be subject to established health, safety and security regulations. There are statutory requirements in place to manage construction-related risks, for example fire and major incidents. As set out in the draft Heathrow Expansion NPS, communities are expected to be able to participate in the delivery of the scheme through continued engagement, including additional support for vulnerable residents. The magnitude of impact is assessed to be low.
- 1.4.73. Overall, the effect on health is assessed to be **minor adverse (significant)** for the general population and vulnerable populations.

Operation

- 1.4.74. Perceptions of risk and insecurity may be influenced by the scale and nature of airport activities, relating to aircraft operations, surface access traffic, crime, or security-related incidents, even where actual risk levels remain low.
- 1.4.75. Crime associated with airports is generally contained within airport operational areas, with limited impact on surrounding residential communities. In addition, safety, security and emergency risks related to aviation are subject to comprehensive regulatory oversight and managed through national frameworks.
- 1.4.76. As set out in the draft Heathrow Expansion NPS, continued dialogue and information sharing through established engagement processes are expected to help maintain public confidence and reduce feelings of insecurity over the long term. The magnitude of impact is assessed to be low.
- 1.4.77. Overall, the effect on health is assessed to be **minor adverse (significant)** for the general population and vulnerable populations.

Community identity and cohesion

- 1.4.78. Community identity and cohesion are important determinants of physical and mental health, with strong social networks and a sense of belonging supporting wellbeing and resilience.
- 1.4.79. Communities surrounding Heathrow Airport include long-established settlements as well as areas experiencing population change, with Heathrow Airport already strongly influencing local conditions.
- 1.4.80. Data from the Community Life Survey shows that levels of neighbourhood belonging in the local authorities closest to Heathrow Airport are below the national average.
- 1.4.81. The general population is assessed as having medium sensitivity while vulnerable populations area assessed as having high sensitivity.

Analysis

Pre-construction

- 1.4.82. Concerns about the potential loss of homes, changes to neighbourhood character, and disruption to established ways of life may cause stress and anxiety, weakening sense of belonging and attachment to place. Speculation about compulsory land acquisition and future environmental impacts may also encourage residents to move away, fragmenting social networks.
- 1.4.83. The duration and complexity of the planning and decision-making processes, combined with perceptions of limited control or influence over outcomes, may further affect community morale and levels of trust, reducing social cohesion.
- 1.4.84. The draft Heathrow Expansion NPS includes mitigation measures such as early and ongoing community engagement, including additional support for vulnerable residents. However, these measures are unlikely to fully offset the stress and anxiety associated with anticipated change. The magnitude of impact is assessed to be medium.
- 1.4.85. Overall, the effect on health is assessed to be **moderate adverse (significant)** for both the general population and for vulnerable populations.

Construction

- 1.4.86. Effects on community identity and cohesion will result from the demolition and displacement of approximately 780 residential properties. Displaced households would be expected to find alternative accommodation on the open market, with these communities unlikely to be re-established in a single location, resulting in the loss of long-standing social networks and local identity.

- 1.4.87. The loss of community facilities and open space that support social interaction and community life could reduce opportunities for social contact, contributing to adverse mental health outcomes. Disruption to transport access may create severance, making it harder for residents to access community activities.
- 1.4.88. Changes in population composition, including the presence of a temporary construction workforce would result in higher population turnover and a more transient population, reducing social stability and weakening community ties.
- 1.4.89. While the draft Heathrow Expansion NPS provides for compensation, relocation support and construction management controls, including additional support for vulnerable residents, these measures would be unlikely to fully offset the loss of established communities, social networks, and sense of place. The magnitude of impact is assessed as high.
- 1.4.90. Overall, the effect on health is assessed to be **moderate adverse (significant)** for the general population and **major adverse (significant)** for vulnerable populations.

Operation

- 1.4.91. Operational employment and economic growth are likely to attract new residents to the wider area, increasing demand for housing and placing upward pressure on house prices and rents, with renters particularly at risk of displacement. These population changes may reduce social stability and weaken established community ties over time.
- 1.4.92. Permanent changes to the physical environment, including visual effects, increased aircraft and road traffic noise, and air quality impacts, may affect residents' sense of place and belonging. Reduced environmental quality may discourage the use of outdoor and shared spaces, limiting opportunities for everyday social interaction, informal gathering and community participation.
- 1.4.93. As set out in the draft Heathrow Expansion NPS, the applicant is required to provide community compensation, including ongoing financial compensation for affected communities. While this may help to manage some impacts, compensation cannot fully replace lost social networks. The magnitude of impact is assessed as medium.
- 1.4.94. Overall, the effect on health is assessed to be **moderate adverse (significant)** for the general population and vulnerable populations.

Employment and income

- 1.4.95. Stable, good quality employment is associated with positive physical and mental health outcomes, while unemployment and insecure work are linked to adverse effects. Income is a key determinant of health, influencing access to housing, nutritious food, education, and transport.

- 1.4.96. Heathrow Airport is a major economic hub, supporting large numbers of direct, indirect and induced jobs locally and across London, the South East, and the UK. Approximately two-thirds of Heathrow workers commute from within the Study Area, particularly from Hounslow, Hillingdon, Ealing, Spelthorne and Slough.
- 1.4.97. Unemployment across the Study Area is slightly below the national average overall, although claimant rates are higher in authorities closest to Heathrow, including Ealing, Slough, Hounslow, and Hillingdon.
- 1.4.98. IMD data shows similar patterns of employment and income deprivation, with Ealing, Hounslow, Slough and Hillingdon recording the highest levels, including high levels of income deprivation affecting children. In addition, GDHI per head is lowest in Slough, Hillingdon, Spelthorne, Hounslow, and Ealing, although all local authorities in the Study Area except Slough remain above the UK average.
- 1.4.99. Construction employment forms a relatively high proportion of jobs in authorities closest to Heathrow, particularly Hillingdon, Ealing, Spelthorne, Hounslow, and Slough.
- 1.4.100. The general population is assessed as having medium sensitivity while vulnerable groups are assessed as having high sensitivity.

Analysis

Construction

- 1.4.101. The scheme informing the Heathrow Expansion NPS is expected to generate substantial employment within the construction sector. Although these jobs will be temporary, the scale and length of the construction programme mean that employment opportunities are likely to be sustained over several years. Some workers are likely to travel from beyond the local commuting area and may require temporary accommodation during the construction period.
- 1.4.102. Compulsory land acquisition would result in the loss and displacement of a number of commercial premises, with potential for job losses or disruption to employment. Remaining businesses located close to construction activity may also experience amenity impacts which could affect business operations and commercial viability.
- 1.4.103. Given the scale of direct, indirect, and induced employment generation in the construction phase, the magnitude of impact is assessed as high.
- 1.4.104. Overall, the effect on health is assessed to be **major beneficial (significant)** for the general population and vulnerable populations.

Operation

- 1.4.105. It is estimated that the scheme informing the Heathrow Expansion NPS would support a total of 22,000 - 27,000 additional jobs by 2040, increasing to 33,000 -

40,000 in 2050, and 50,000 - 61,000 in 2055. While the mix of job types is uncertain, a proportion of employment is expected to include higher-skilled and higher-paid management, professional and technical roles. However, some employment and economic activity associated with the scheme informing the Heathrow Airport NPS may be displaced from other airports and other parts of the economy. A detailed assessment of economic impacts including distribution of effects is not within the scope of this strategic study but will be undertaken in due course including as part of the business case.

- 1.4.106. The scheme informing the Heathrow Airport NPS is also expected to attract businesses and encourage growth in the aviation, logistics, retail and support services sectors, driven by improved connectivity and access to international markets. The draft Heathrow Expansion NPS requires the promoter of Heathrow expansion to demonstrate that the scheme delivers a significant contribution to local employment. The magnitude of impact is assessed as high.
- 1.4.107. Overall, the effect on health is assessed to be **major beneficial (significant)** for the general population and vulnerable populations, particularly at regional and national scales.

Education, skills, and training

- 1.4.108. Educational attainment is strongly associated with improved mental and physical health outcomes, including longer life expectancy, improved employment prospects, higher income, and reduced socio-economic disadvantage.
- 1.4.109. Heathrow Airport already supports local education, skills and employment through initiatives such as the Heathrow Academy which provides training and support for students, people with special educational needs and disabilities, and small and medium-sized businesses.
- 1.4.110. The skills profile of the Study Area is mixed: local authorities closest to Heathrow, particularly Slough, Hounslow, Hillingdon, and Ealing, have higher proportions of residents with no formal qualifications than the national average, while also having relatively high proportions of residents with higher-level qualifications.
- 1.4.111. Apprenticeship attainment across the Study Area is below the national average overall, although higher levels are recorded in Spelthorne, Buckinghamshire, Runnymede, and Hillingdon.
- 1.4.112. The general population is assessed as having medium sensitivity while vulnerable populations are assessed as having high sensitivity.

Analysis

Construction

- 1.4.113. The scheme informing the Heathrow Expansion NPS is expected to generate a substantial demand for labour across the construction industry, representing an opportunity to support education and skills development.
- 1.4.114. The draft Heathrow Expansion NPS expects the promoter of Heathrow expansion to support the delivery of 5,000 youth apprenticeships, traineeships and other recognised entry-level pathways. They should outline any skills and early employment initiatives designed to support the business needs of the airport, as well as submitting a Youth Employment and Skills Plan. The magnitude of impact is assessed as high.
- 1.4.115. Overall, the effect on health is assessed to be **moderate beneficial (significant)** for the general population and **major beneficial (significant)** for vulnerable populations.

Operation

- 1.4.116. Education, skills and training opportunities established during the construction phase are expected to continue into the operational phase, supporting longer-term workforce development. Heathrow Airport has committed to ongoing support for apprenticeships and early-career opportunities across airport operations, its supply chain and related businesses and is required to demonstrate a significant contribution to local employment and skills development to support the operation. The draft Heathrow Expansion NPS requires the promoter of Heathrow expansion to support the delivery of 5,000 youth apprenticeships, traineeships and other recognised entry-level pathways and for work placements and work experience. The promoter of Heathrow expansion is required to submit a Youth Employment and Skills Plan. The magnitude of impact is assessed to be medium.
- 1.4.117. Overall, the effect on health is assessed to be **moderate beneficial (significant)** for the general population **major beneficial (significant)** for vulnerable populations.

Air quality

- 1.4.118. Air pollution is a major environmental risk to health, linked to premature mortality and morbidity and cardiovascular and respiratory diseases. Air pollution may also contribute to stress, anxiety, and reduced enjoyment of outdoor spaces.
- 1.4.119. Aviation contributes to air pollution, particularly nitrogen oxides (NO_x), with elevated nitrogen dioxide (NO₂) often recorded near airports. Aircraft also emit ultrafine particles (UFPs), very small particles capable of penetrating deep into the lungs and entering the bloodstream. Short-term exposure has been linked to

inflammatory, respiratory and cardiovascular effects, while evidence on long-term health impacts is still developing.

- 1.4.120. Heathrow Airport is located in a densely populated area where air quality has historically been affected by road traffic and airport-related emissions. The scheme informing the Heathrow Expansion NPS lies within the Hillingdon Air Quality Management Areas (AQMAs) due to historic exceedances of NO₂ objectives. However, concentrations of NO₂ and particulate matter (PM₁₀ and PM_{2.5}) have generally declined since 2018 and no recent exceedances of annual mean limits have been recorded near Heathrow in recent years.
- 1.4.121. NO₂ and particulate matter concentrations are highest in urban authorities, particularly Ealing, Hounslow and Hillingdon. While levels are below current targets, these areas show higher incidence of pollution-related poor health, including greater mortality attributable to particulate pollution and higher asthma and COPD admissions.
- 1.4.122. A higher proportion of residents in local authorities closest to Heathrow fall within the highest vulnerability categories for NO₂ and PM_{2.5} exposure, particularly in Ealing, Hounslow, Hillingdon and Slough. However, self-reported health is generally comparable or better than national averages.
- 1.4.123. The general population is assessed as having medium sensitivity while vulnerable groups are assessed as having high sensitivity.

Analysis

Construction

- 1.4.124. The scheme informing the Heathrow Expansion NPS would include extensive construction activities and traffic associated with Heavy Goods Vehicle (HGV) movements and construction staff, generating air pollution. Air quality impacts would be most pronounced for communities close to work sites, construction compounds, haul routes and traffic routes.
- 1.4.125. As set out in the draft Heathrow Expansion NPS, the Secretary of State would expect to see evidence of considerations to mitigate air quality impacts. The magnitude of impact is assessed to be medium.
- 1.4.126. Overall, the effect of air quality on health is assessed to be **moderate adverse (significant)** for the general population and vulnerable groups.

Operation

- 1.4.127. The DfT commissioned a review of the emissions analysis conducted for the 2018 Airports NPS, along with consideration of PM_{2.5} targets not in place at the time of the 2018 Airports NPS, and a literature review of the current evidence base regarding UFPs. Pollutant concentrations at residential locations are expected to remain within annual mean air quality objectives for NO₂ and PM₁₀.

However, a large number of residents are predicted to experience higher NO₂ concentrations.

- 1.4.128. For PM_{2.5}, the scheme informing the Heathrow Expansion NPS would lead to changes in the spatial distribution of exposure: localised increases in exposure are anticipated close to new road alignments and north of the proposed runway, while reductions are expected where traffic is redistributed.
- 1.4.129. Tailpipe emissions from road traffic are expected to reduce in the future due to cleaner vehicle technologies, electrification, tighter emissions standards and a shift toward public transport.
- 1.4.130. The draft Heathrow Expansion NPS sets out that where a project is likely to lead to a breach of any relevant statutory air quality limits, objectives or targets, the applicant should work with the relevant authorities to secure appropriate mitigation measures. However, these assumptions are dependent on the delivery of mitigation measures, regulatory controls, and behavioural change. The magnitude of impact is assessed as high.
- 1.4.131. Overall, the effect on health is assessed as **moderate adverse (significant)** for the general population and **major adverse (significant)** for vulnerable groups.

Noise

- 1.4.132. Noise can adversely affect physical and mental health through annoyance, sleep disturbance, cognitive impacts, and interference with daily activities, with long-term exposure linked to stress, anxiety, cardiovascular disease, stroke, and premature mortality. Children are especially vulnerable, with exposure linked to reduced concentration, poorer educational outcomes, and increased risk of being overweight and obese.
- 1.4.133. Heathrow Airport has the highest population exposure to aircraft noise of any airport in the UK or European Union, with large numbers of residents exposed to levels associated with adverse health effects during both day and night.
- 1.4.134. The local authorities closest to Heathrow generally report better self-reported health than the national average, with lower proportions reporting 'very bad' health. Cardiovascular mortality in the Study Area is also below the national average, with higher rates recorded in Slough and Ealing.
- 1.4.135. The general population is assessed as having medium sensitivity while vulnerable groups are assessed as having high sensitivity.

Analysis

Construction

- 1.4.136. Noise would be generated by construction activities and associated traffic, primarily affecting receptors in close proximity to construction sites, haul routes

and temporary infrastructure works. Noise effects on local receptors, including open spaces, commercial premises, and community facilities will result in disamenity effects, impacting their usability and enjoyment.

- 1.4.137. The draft Heathrow Expansion NPS sets out that noise mitigation measures should be provided, drawing on best practice, standards, and guidance. The magnitude of impact is assessed as medium.
- 1.4.138. Overall, the effect of noise on health is assessed as **moderate adverse (significant)** for the general population and vulnerable groups.

Operation

- 1.4.139. The scheme informing the Heathrow Expansion NPS would increase the number of aircraft movements, changing the frequency and the geographical spread of noise. In 2026, aviation noise analysis for the scheme informing the Heathrow Airport NPS found that exposure would increase substantially in the long term for both daytime and night-time operations, albeit exposure would remain below 2024 daytime and night-time baselines.
- 1.4.140. Noise impacts are also expected to lessen over time through technological and operational improvements, subject to effective implementation and regulation.
- 1.4.141. The draft Heathrow Expansion NPS sets out mitigation measures including residential and community noise insulation schemes, community engagement, and financial compensation for affected properties. The applicant must put forward a ban on scheduled night flights for a period of six and a half hours between the hours of 11pm and 7am. The magnitude of impact is assessed as medium.
- 1.4.142. Overall, the effect on health and wellbeing is assessed as **moderate adverse (significant)** for the general population and vulnerable groups.

Landscape and townscape

- 1.4.143. Landscape and townscape character and quality influence health and wellbeing through their effect on sense of place and everyday experience, impacting stress levels, mood, social interaction, and physical activity.
- 1.4.144. Heathrow Airport is located within the Thames Valley landscape in a predominantly urban and industrial setting shaped by major transport and logistics infrastructure. Surrounding green infrastructure includes Green Belt land, the River Thames corridor, and Colne Valley Regional Park. The local character is also influenced by heritage assets, including listed buildings, conservation areas, historic settlements, alongside nationally significant sites.

- 1.4.145. The Community Life Survey shows that residents in local authorities closest to Heathrow Airport generally report a weaker sense of neighbourhood belonging than the national average.
- 1.4.146. The general population is assessed as having low sensitivity while vulnerable groups are assessed as having medium sensitivity.

Analysis

Construction

- 1.4.147. Compulsory land acquisition would result in the loss of areas within Harmondsworth, Longford, Sipson, the Colne Valley Regional Park, Green Belt land, and areas of woodland. Runway infrastructure, terminal buildings, road realignments, and lighting would become defining features in views from surrounding communities and transport corridors. The loss of Green Belt land could increase development pressure on remaining Green Belt areas, giving rise to cumulative changes to the wider environment. Historic buildings and conservation area features would be permanently lost, altering local character and historic settlement patterns. The diversion of the River Colne would permanently alter the character and appearance of the river corridor.
- 1.4.148. Construction activities would also cause temporary visual disturbance and loss of tranquillity in nearby open spaces and settlements.
- 1.4.149. The draft Heathrow Expansion NPS outlines that the applicant should consider significant effects during the construction phase, including landscape and visual impacts. Adverse effects may be minimised through appropriate design.
- 1.4.150. The magnitude of impact is assessed to be high.
- 1.4.151. Overall, the effect is assessed **moderate adverse (significant)** for both the general population and for vulnerable groups.

Operation

- 1.4.152. Permanent changes to landscape and townscape character due to operations, increased surface access, and aircrafts' visual presence in the sky may impact tranquillity. Over time, receptors may experience partial adaptation, however, for communities experiencing regular overflight, operational phase effects on tranquillity and landscape experience are likely to remain perceptible.
- 1.4.153. Ongoing improvements in aircraft technology and fleet modernisation are expected to reduce noise impacts over time. However, these are dependent on detailed implementation, regulatory controls, airline behaviour, and technological change. The magnitude of impact is assessed to be medium.

- 1.4.154. Overall, the effect on health and wellbeing is assessed as **minor adverse (not significant)** for the general population and **moderate adverse (significant)** for vulnerable groups.

Climate change

- 1.4.155. Climate change presents increasing direct and indirect risks to human health as a result of CO₂ and non-CO₂ emissions, including through extreme weather events, reduced environmental quality, infrastructure disruption, and impacts on access to essential services.
- 1.4.156. The UK has committed to achieving net zero by 2050 under the Climate Change Act 2008, supported by carbon budgets and sector-specific strategies.
- 1.4.157. Domestic transport is the largest source of greenhouse gas emissions in the UK, with emissions associated with Heathrow Airport predominantly from aviation and surface access activities. Heathrow Airport is also exposed to climate-related physical risks, including fluvial, surface water, and groundwater flooding.
- 1.4.158. GDHI per head varies across the Study Area. Slough, Hillingdon, Spelthorne, Hounslow, and Ealing record the lowest levels, noting all local authorities except Slough remain above the UK average. The local authorities closest to Heathrow generally report better health than the national average, with lower proportions reporting 'very bad' health.
- 1.4.159. The general population is assessed as having medium sensitivity while vulnerable groups are assessed as having high sensitivity.

Analysis

Construction

- 1.4.160. The production of construction materials, construction activities, and construction traffic would generate greenhouse gasses. However, these emissions are a one-off carbon cost and represent a small proportion of the total carbon emissions throughout the scheme informing the Heathrow Expansion NPS's lifetime.
- 1.4.161. Construction emissions are expected to peak during periods of intensive activity in 2029 and 2033 but are anticipated to be similar or slightly lower than the 2014 analysis indicated due to improvements in construction activities.
- 1.4.162. The draft Heathrow Expansion NPS requires scheme informing the Heathrow Expansion NPS to align with legislated carbon budgets and net zero 2050. A carbon management plan should be produced, setting out the reduction of carbon emissions using the carbon reduction hierarchy and the impact on any relevant statutory carbon budgets.
- 1.4.163. Construction would take place within a sensitive hydrological environment, involving extensive works within and adjacent to rivers and floodplains.

Therefore, the construction phase represents a period of heightened exposure to climate-related risks, particularly flooding during extreme rainfall. The draft Heathrow Expansion NPS requires approval for the scheme's overall approach to drainage. The magnitude of impact is assessed as medium.

- 1.4.164. Overall, the effect on health is assessed as **minor adverse (not significant)** for the general population and **moderate adverse (significant)** for vulnerable groups.

Operation

- 1.4.165. Ongoing greenhouse gas emissions associated with increased airport capacity include aircraft operations and maintenance, ground movements, terminal operation, and surface access, representing a long-term and cumulative contribution to climate change.
- 1.4.166. Annual emissions are expected to vary throughout the operational period, with aviation activity remaining the dominant source. Analysis indicates that additional aviation emissions would peak in the mid-2050s before declining to the end of the appraisal period.
- 1.4.167. Additional emissions per year from the airport operations and surface access movements are expected to increase following construction, but remain broadly stable across the appraisal period.
- 1.4.168. While improvements such as cleaner vehicles, expanded public transport, aircraft efficiency gains, sustainable aviation fuel, and airspace modernisation are expected to reduce emissions, residual emissions would remain. Ensuring that scheme informing the Heathrow Expansion NPS aligns with legislated carbon budgets and net zero by 2050 is one of the Government's four tests. It is also required that the promoter of Heathrow expansion will put forward a comprehensive package of mitigation measures which builds on Heathrow's current decarbonisation commitments.
- 1.4.169. Appropriate flood risk management and drainage mitigation should be provided to accommodate future climate conditions and manage flood risk.
- 1.4.170. The magnitude of impact is assessed as medium.
- 1.4.171. Overall, the effect on health is assessed as **minor adverse (not significant)** for the general population and **moderate adverse (significant)** for vulnerable groups.

Soil quality

- 1.4.172. Contaminated soil can pose risks to health through direct contact, dust inhalation, or indirect exposure via water or food, with children particularly vulnerable.

- 1.4.173. The area surrounding Heathrow includes a mix of agricultural land and floodplain, alongside areas with historic industrial and transport uses where soils may be disturbed or potentially contaminated.
- 1.4.174. Overall, self-reported health in the Study Area is generally good, with higher proportions reporting 'very good' health and lower proportions reporting 'very bad' health than the national average. Ealing and Hounslow record the highest levels of 'very bad' health locally.
- 1.4.175. The general population is assessed as having medium sensitivity while vulnerable groups are assessed as having high sensitivity.

Analysis

Construction

- 1.4.176. Construction would involve extensive excavation, earthworks and traffic activity, which could affect soil quality. Soils which may have been previously disturbed or affected by historic land use, including former landfill areas, would require care to prevent the mobilisation of contaminants and potential exposure. There is also a risk of new contamination.
- 1.4.177. The draft Heathrow Expansion NPS sets out that soil and land affected by contamination should be sustainably managed and handled appropriately. The applicant is encouraged to develop and implement a Soil Management Plan which could minimise potential land contamination and protect and improve soil quality.
- 1.4.178. Potential health effects related to soil quality are expected to be mainly relevant to construction workers, who may have direct and prolonged contact with soils. Therefore, exposure pathways for the general population are limited. The magnitude of impact is assessed to be low.
- 1.4.179. Overall, the effect on health is assessed to be **minor adverse (not significant)** for the general population and vulnerable groups.

Operation

- 1.4.180. Operation could affect soil quality through contamination or degradation linked to routine activities and the use of operational chemicals if not properly managed.
- 1.4.181. In line with the draft Heathrow Expansion NPS, risks to soil quality would be managed through established best-practice controls. Any contaminated land would be remediated appropriately, and environmental management systems would be in place to minimise contamination risks.
- 1.4.182. Potential health effects during operation are expected to be limited mainly to workers with prolonged contact in operational areas. Exposure pathways are limited for the general population. The magnitude of impact is assessed as low.

- 1.4.183. Overall, the effect on health is assessed to be **minor adverse (not significant)** for the general population and vulnerable groups.

Water quality

- 1.4.184. Clean water is essential for health. Contamination of surface water or groundwater can affect drinking water, recreation, and wider environmental conditions that support health and wellbeing.
- 1.4.185. Heathrow Airport lies within the River Colne catchment. A number of lakes and groundwater bodies are located in the area, many of which are classified as artificial or heavily modified. A large proportion of the scheme footprint also extends into a Drinking Water Safeguard Zone (DWSZ).
- 1.4.186. Self-reported health in the study area is generally good, with higher proportions reporting 'very good' health and lower proportions reporting 'very bad' health than the national average.
- 1.4.187. The general population is assessed as having medium sensitivity while vulnerable groups are assessed as having high sensitivity.

Analysis

Construction

- 1.4.188. The scheme informing the Heathrow Expansion NPS would involve extensive works within and alongside rivers and groundwater systems in the River Colne catchment which could temporarily affect water quality. There is also a risk of accidental spills or leaks.
- 1.4.189. As outlined in the draft Heathrow Expansion NPS, the proposal must have regard to the Thames River Basin District Management Plan and the Water Framework Directive Regulations and should avoid or mitigate deterioration of water bodies in the area. The magnitude of impact is assessed as medium.
- 1.4.190. Overall, the effect on health is assessed to be **moderate adverse (significant)** for both the general population and vulnerable groups.

Operation

- 1.4.191. Airport activities may affect surface water and groundwater quality through runoff generated by aircraft movements, surface access traffic, maintenance activities and general airport operations. There is also a continuing risk of accidental pollution incidents.
- 1.4.192. As stated in the draft Heathrow Expansion NPS, the project should identify opportunities and secure measures to protect and improve water quality and resources through green and blue infrastructure and sustainable drainage. The magnitude of impact is assessed to be medium.

- 1.4.193. Overall, the effect on health is assessed to be **moderate adverse (significant)** for both the general population and vulnerable groups.

1.5. Cumulative and in-combination effects

Introduction

- 1.5.1. The cumulative effects assessment considers the health impacts of the draft Heathrow Expansion NPS and the scheme informing the Heathrow Expansion NPS together with the impacts of other relevant plans, programmes and major development proposals.
- 1.5.2. In-combination effects arise when two or more predicted health effects resulting from the scheme informing the Heathrow Expansion NPS over the same area and time may collectively cause a greater (or lesser) effect than each effect in isolation.

In-combination effects

- 1.5.3. The potential in-combination effects relating to health as a result of the scheme informing the Heathrow Expansion NPS include:
- Access to housing, access to social infrastructure, and community identity and cohesion:
 - Pre-construction (access to housing and community identity and cohesion) – **Adverse** in-combination effect.
 - Construction – **Adverse** in-combination effect.
 - Operation – **Adverse** in-combination effect.
 - Noise, air quality, and landscape and townscape:
 - Construction – **Adverse** in-combination effect.
 - Operation – **Adverse** in-combination effect.
 - Climate change and air quality:
 - Construction and operation – **Adverse** in-combination effect.
 - Employment and income and education, skills, and training:
 - Construction and operation – **Beneficial** in-combination effect.

Cumulative effects

- 1.5.4. The potential cumulative effects relating to health as a result of the draft Heathrow Expansion NPS' interactions with other plans, proposals and development schemes include:
- Access to housing: Mixed but **adverse** at the policy level.
 - Access to social infrastructure: **Adverse** at the policy level.

- Access to open space and active travel opportunities: **Adverse** at the policy level.
- Access to transport: **Adverse** at the policy level.
- Insecurity and perceptions of risk: **Adverse** at the policy level.
- Community identity and cohesion: **Adverse** at the policy level.
- Employment and income: **Beneficial** at the policy level.
- Education, skills, and training: **Beneficial** at the policy level.
- Air quality: **Adverse** at the policy level.
- Noise: **Adverse** at the policy level.
- Landscape and townscape: **Adverse** at the policy level.
- Climate change mitigation and adaptation: **Adverse** at the policy level.
- Soil quality: **Adverse** at the policy level.
- Water quality: **Adverse** at the policy level.

1.6. Conclusions

- 1.6.1. The draft Heathrow Expansion NPS has potential to impact the health of local communities through a wide variety of pathways.
- 1.6.2. Heathrow is situated in densely populated area with a growing, relatively young and economically active population. This indicates that there is good potential for local residents to take advantage of the economic opportunities which the draft Heathrow Expansion NPS offers. However, baseline indicators identify that in some locations there are sub-groups which might be vulnerable to the potential adverse effects of the scheme informing the Heathrow Airport NPS.
- 1.6.3. Table 7 sets out the summary of the findings of the HIA. Major beneficial health effects are expected from employment and income generation (construction and operation) and education, skills and training opportunities (construction and operation), particularly if targeted interventions support local people into secure, higher-quality jobs.
- 1.6.4. However, adverse effects are considered likely with regard to the other determinants which cover environmental and social considerations, and many of these have potential to be significant.
- 1.6.5. There is potential for cumulative and in-combination effects to amplify both the beneficial and the adverse effects identified within the HIA. Joint-working to plan mitigation measures and service provision could help avoid these adverse effects.
- 1.6.6. This HIA has been undertaken at a high-level, reflecting the strategic nature of the draft Heathrow Expansion NPS, and health effects have been considered at a

policy level. Future assessments of the health effects of individual schemes should be undertaken at project level, enabling more detailed appraisal of impacts. This approach should support the maximisation of potential health benefits, alongside the effective management and reduction of adverse effects.

