

**From:** [Craig Heffernan](#)  
**To:** [Alex Chapman](#)  
**Cc:** [Emma Southall](#)  
**Subject:** RE: DfT/ NEF  
**Date:** 05 December 2023 14:35:41

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Hi Alex,

Apologies for the delayed response. Yes, do feel free to share our clarification with the inquiry. The main thing is that the normal airport planning processes are expected to be followed in the normal way.

Best Wishes,

Craig

**(He/Him) Craig Heffernan | Economic Adviser, Maritime and Aviation Appraisal and Modelling (MAvAM), Department for Transport**

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**From:** Alex Chapman [REDACTED]  
**Sent:** Thursday, November 30, 2023 12:38 PM  
**To:** Craig Heffernan [REDACTED]  
**Cc:** Emma Southall [REDACTED]  
**Subject:** RE: DfT/ NEF

Hi Craig,

Many thanks for your swift response. I think it'd be fair to describe me as a loyal customer of the TAG webpages!

I think it is likely that a debate about the applicability and relevance of TAG to the proposed expansion of London City Airport – which is currently in appeal with the Planning Inspectorate – will come up next week when the inquiry hears evidence on economics and forecasting. Would you be happy for me to share your clarification with the inquiry?

Cheers,  
Alex

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**From:** Craig Heffernan [REDACTED]  
**Sent:** 30 November 2023 12:16  
**To:** Alex Chapman [REDACTED]  
**Cc:** Emma Southall [REDACTED]  
**Subject:** RE: DfT/ NEF

Hi Alex,

Good to hear from you, no need to apologise. Its good to see that our revised aviation unit has some customers on the day of publication!

The paragraphs you mention below are not new to this version of the unit and were included in previous editions of the aviation unit.

The line you quote is certainly not meant to imply that TAG is not applicable for a planning application. The line is saying that decisions on a development will be taken in line with existing guidance on the 5-case business model to assess the suitability of a scheme. 'Normal' in this sentence is referring to best practise, given that TAG (for all modes) is designed to be flexible for the nature of a scheme.

Best Wishes,  
Craig

**(He/Him) Craig Heffernan | Economic Adviser, Maritime and Aviation Appraisal and Modelling (MAvAM), Department for Transport**

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**From:** Alex Chapman [REDACTED]  
**Sent:** Thursday, November 30, 2023 11:15 AM  
**To:** Craig Heffernan [REDACTED]  
**Cc:** Emma Southall [REDACTED]  
**Subject:** RE: DfT/ NEF

Hi Craig,

Sorry to bother you again!

I wondered if I could ask for your advice on understanding the aviation chapter of TAG. At para 1.1.4 it states:

*"Decisions on planning applications for airport development will be considered in the normal way, including to take account of relevant material considerations which may include evidence relating to the strategic, commercial, financial and management case of a development proposal"*

This could be read as meaning that TAG is not useful/applicable to a planning application appraisal because they should be considered in "the normal way" – where a 'normal' planning application (presumably not an airport/aviation-related application, which is fairly rare) might not use TAG as a methodological guide. Would that be a fair reading of the paragraph? To me this interpretation would seem a bit contradictory to the preceding paragraph (1.1.3) which states that TAG is expected to be useful for non-government interventions.

Cheers,  
Alex

**Alex Chapman**  
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