

Environmental Information Consultation Document (EICD)

Chapter 17: Waste and materials

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17. Waste and materials

17.1 Introduction

17.1.1 As indicated within **Chapter 1: Setting the scene for consultation – environmental information**, ‘waste’ is an environmental aspect for which environmental information is presented for 2026 Public Consultation.

17.1.2 This chapter is supported by **Figure 17.1** and a glossary of terms.

17.2 What is meant by waste?

17.2.1 Waste is any substance or object that the person or organisation holding it discards, intends to discard or is required to discard. In the context of the Project, waste will arise from two main sources:

- Construction, demolition and excavation (CD&E) waste, generated during site preparation and construction works.
- Operational waste generated from activities associated with the Project by passengers, airlines, expanded airport operations and supporting facilities.

17.2.2 All waste will be classified as either being inert, non-hazardous or hazardous.

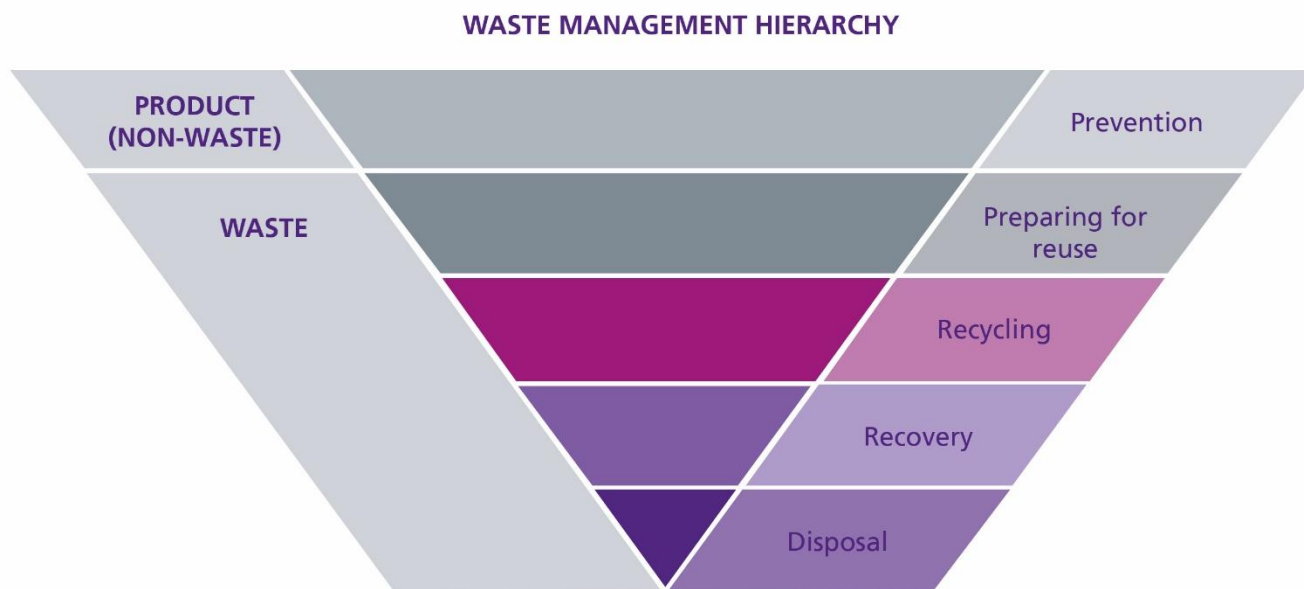
17.2.3 CD&E waste streams include soils and excavated material, concrete, asphalt, metals, construction materials, demolition arisings and municipal-type waste such as catering waste from the construction workforce. While some of this waste can be hazardous (for example, asbestos-containing material), it is anticipated that the majority will be non-hazardous or inert. Where wastes can remain wholly within the draft Order Limits and be treated or disposed of within the draft Order Limits, they are not included in the scope of the assessment of effects on waste management infrastructure set out in this chapter. Only wastes requiring treatment or disposal outside of the draft Order Limits are considered within the scope of this assessment. This approach accords with established guidance on how to assess the effects of projects on waste management facilities.

17.2.4 Operational waste includes non-hazardous waste from terminal buildings, aircraft cabin waste, catering and retail activities, offices, cargo and other expanded airport related uses. Smaller quantities of hazardous waste may also arise, such as oils from maintenance activities, although these are typically managed through specialist facilities and are not expected to be generated in significant quantities.

17.2.5 The existing airport currently generates operational waste as part of its day-to-day operations. This waste, like all waste in the UK, must be managed in accordance with strict regulations. These regulations not only require that efforts are made to reduce the amount of waste generated, but that where waste is generated, priority is given to the reuse or recycling of that waste. Where it cannot be reused or recycled, the preference is that some value is obtained from it – for example, from the generation of electricity at energy recovery facilities. Disposal of waste

to landfill is the final (and least preferred) option for waste. This preferred order for managing waste is known as the waste hierarchy. The waste hierarchy is a principle that applies across all construction and operational activities.

Figure 17.1: The waste hierarchy



- 17.2.6 The handling and management of waste is also very tightly controlled and governed by strict regulations. Anyone transporting, storing, processing or disposing of waste must have an appropriate permit or licence, issued and enforced by the Environment Agency.
- 17.2.7 The existing airport currently manages all of its waste in compliance with relevant regulations and permitting requirements and will continue to do so both during construction and after the Project is fully operational.

17.3 Why waste quantities and management might change

- 17.3.1 The Project will generate additional waste during both its construction and operational activities, which will require continued responsible and careful management.
- 17.3.2 The focus of this chapter is on the extent to which the Project will generate additional waste requiring management.
- 17.3.3 There is also potential for environmental effects to arise from the generation and management of waste (for example, air quality or noise effects or effects on the local road network arising from the increased transportation of waste by road vehicle). These effects are not assessed within this chapter and are addressed in **Chapter 8: Noise and vibration**, and **Chapter 9: Air quality and odour**.

- 17.3.4 The amount and type of waste generated, whether from construction or operation, will change over the lifetime of the Project. These changes are considered in relation to whether baseline waste management infrastructure will be able to accommodate the additional waste arisings associated with the Project.

Construction

- 17.3.5 During construction, large volumes of construction, demolition and excavation (CD&E) material will be generated. This includes waste from earthworks, demolition of existing structures, construction activities and worker accommodation.

Operation

- 17.3.6 As new airport infrastructure becomes operational, the increase in passengers and flights will lead to an increase in waste, particularly non-hazardous waste from terminals, aircraft cabins and from associated commercial activities, such as hotels. There may also be small additional quantities of hazardous waste.
- 17.3.7 The existing airport's operational waste is currently managed by a selection of fully licensed, specialist waste management providers, treating waste through material recovery facilities, food waste treatment and energy from waste (EfW) plants. It is anticipated that similar arrangements will be made for waste arising from the operation of the Project. However, as this type of waste is generally managed within an established and localised network of waste facilities – which typically serve defined catchments – an increase in waste generation during operation could increase pressure on existing landfill facilities. As with the construction waste, it is this additional burden on local, regional and sometimes national infrastructure that is considered in this chapter.

17.4 Legislation, policy and guidance

- 17.4.1 In the UK, there is a wide variety of legislation, policy and guidance, which underpins the sustainable management of waste.
- 17.4.2 In summary relevant legislation providing the framework for the management of waste includes:
- The Environmental Protection Act 1990 (as amended) [1].
 - The Waste (England and Wales) Regulations 2011 (as amended) [2].
 - The Waste Framework Directive (2008/98/EC) as retained and amended in UK law [3].
 - The Hazardous Waste (England and Wales) Regulations 2005 (as amended) [4].
 - The Environmental Permitting (England and Wales) Regulations 2016 (as amended) [5].
 - The Animal Byproducts (Enforcement) (England) Regulations 2013 [6].

- The Environment Act 2021 [7].
- 17.4.3 Collectively, this legislation provides a framework for the protection of human health and the environment in the context of waste management. They represent the rules against which all waste generated in England must be handled and managed.
- 17.4.4 National policy against which the Development Consent Order (DCO) application will be determined is set out in the following:
- Airports National Policy Statement (ANPS) [8].
 - National Planning Policy Framework (NPPF) [9].
 - National Networks National Policy Statement [10].
- 17.4.5 These policy documents contain provisions in respect of waste management, which must be addressed in the DCO application.
- 17.4.6 Other relevant national policy, which specifically relates to the management of waste, includes:
- National planning policy for waste [11].
 - National waste management plan for England [12].
 - Our waste, our resources: a strategy for England [13].
- 17.4.7 Together, this policy framework seeks to ensure that the management of waste is integrated into the design of a project and that projects protect human health and the environment by implementing the waste hierarchy (that is, producing less waste and by using it as a resource wherever possible). Where this is not possible, waste management legislation and policy ensure that waste is managed in a way that is least damaging to the environment and to human health. The ANPS (paragraphs 5.139, 5.142 and 5.144) also recognises that the expanded airport will involve the removal of the Lakeside Energy from Waste (EfW) facility and states that the effects of its removal upon capacity for the treatment of waste will require assessment.
- 17.4.8 Local and regional planning authorities are also required to have policies to manage waste within their administrative areas, including the identification of suitable sites for the development of waste infrastructure, as well as policies which protect existing waste management capacity. The London Plan [14] contains policies which seek to reduce waste and support the circular economy. The plan also makes provision for waste management capacity to support London in meeting its own waste management needs. This includes protecting existing waste management sites from redevelopment for other land uses.
- 17.4.9 Relevant guidance is set out in the Guide to Materials and Waste in Environmental Impact Assessment, published in 2020 by the Institute of Environmental Management and Assessment (IEMA) (now rebranded as the Institute of Sustainability and Environmental Professionals) [15].

17.5 Assessment summary

17.5.1 This section explains the approach to the waste assessment and how conclusions have been drawn in this chapter.

Assessment methodology

17.5.2 In accordance with the Institute of Environmental Management and Assessment (IEMA) guide, the assessment focuses on the effects on available landfill capacity as a result of the disposal of waste associated with construction and operation of the Project. To comply with the provisions of the Airports National Policy Statement (ANPS), the assessment also considers the loss of the Lakeside Energy from Waste (EfW) facility. The assessment evaluates the loss of both the non-hazardous and hazardous (clinical) waste incineration capacity currently provided by the Lakeside EfW facility.

Assessment of waste effects

17.5.3 The assessment of waste effects has been undertaken in line with the policy and guidance summarised in **Section 17.4**. The IEMA guide has been used to assess the potential effects from the Project during construction and operation, using the process and significance criteria it sets out. Specifically, the IEMA guide focuses on assessing the effect that any project may have on off-site landfill capacity (that is, how much available capacity a project will ‘use up’). The focus is on landfill rather than other forms of treatment capacity as off-site landfill disposal is considered permanent in terms of filling up landfill void space, whereas this is not the case with other waste treatment facilities.

17.5.4 In accordance with the IEMA guide, the assessment is quantitative and identifies the type and volume of waste to be generated by the Project, with details of planned recovery and/or disposal methods (for example, on-site reuse, off-site recycling, disposal to landfill).

17.5.5 The size of any effect is measured by comparing:

- The sensitivity of landfill space in terms of the availability of regional (and where appropriate, national) landfill void capacity, and future provision of landfill void capacity – all in the absence of the Project.
- The magnitude of impacts from the Project – the anticipated reductions in the landfill void capacity of regional and national infrastructure as a result of the Project.

17.5.6 The overall significance of effect from waste arising as a result of the Project is determined in accordance with the IEMA guide, by comparing sensitivity and magnitude within an assigned assessment matrix.

17.5.7 A significant effect will be triggered where waste levels generated by the Project above a specified threshold (magnitude) are combined with the ability (or sensitivity) of available landfill void space to accommodate forecast waste arisings in the absence of the Project. Thresholds where significance is likely to occur are as follows:

Sensitivity

- Inert and non-hazardous waste: regional landfill void capacity is expected to reduce by >1% of wastes forecast over a given assessment period.
- Hazardous: national landfill void capacity is expected to reduce by >0.1% of wastes forecast over a given assessment period.

Magnitude

- Inert and non-hazardous: waste generated by the Project will reduce regional landfill void capacity baseline by >6%.
- Hazardous: waste generated by the Project will reduce national landfill void capacity baseline by >0.5%.

Assessment of the loss of Lakeside EfW

17.5.8 As the ANPS recognises, an existing energy from waste facility (that is, a non-landfill waste management facility) in Slough, known as Lakeside EfW, will cease operation with the implementation of the Project. This facility uses technologies to process around 425,000 tonnes of non-hazardous residual waste per year. It also has a separate hazardous (clinical) waste incinerator, which typically manages around 4,500 tonnes of healthcare waste each year. This capacity would be lost as a result of the Project. A planning application (application reference: P/17826/000) to relocate all elements of the Lakeside EfW was submitted in 2019 but was withdrawn in 2020 when Heathrow expansion was placed on hold. Now that the Project has recommenced, Heathrow continues to work with the Lakeside EfW operators to provide support for its potential reprovision.

17.5.9 The IEMA guide does not require the assessment of the impacts of a project on non-landfill waste facilities such as the Lakeside EfW. However, the ANPS does require an assessment of the loss of this facility. This is the only waste facility that is referenced in the ANPS.

17.5.10 In this regard, the assessment will consider the impact of the loss of both the hazardous (clinical) and non-hazardous capacity provided by the Lakeside EfW facility. As there is no prescribed method for assessing the loss of non-landfill treatment capability, the assessment will be based on thresholds of magnitude set out in the IEMA guide for landfill void capacity. In the absence of any other guidance or standards, it is considered that these thresholds represent a robust approach to assessment. This is because criteria relating to magnitude of impact relate directly to the same types of waste that the EfW manages. Furthermore, although the facility types to be assessed are different i.e. landfill versus EfW, the environmental impacts of managing the differing thresholds of waste are very similar.

- 17.5.11 Considerations around sensitivity will not be applied to the loss of Lakeside EfW assessment as, unlike landfill void space, the use of EfW capacity does not represent a permanent loss of that capacity. In other words, EfW capacity is not forecast to reduce year on year in the same way as landfill void capacity does.
- 17.5.12 For the non-hazardous capacity provided by Lakeside EfW, a likely significant effect will be triggered where the loss of the waste throughput at Lakeside EfW equates to a reduction in the regional EfW throughput capability baseline by >6%.
- 17.5.13 For hazardous (clinical) capacity provided by Lakeside EfW, a likely significant effect will be triggered where the loss of the waste throughput at the site equates to a reduction in the national EfW throughput capability baseline by >0.5%.
- 17.5.14 Throughput rather than permitted capacity will be used as this presents a more robust assessment of a 'worst case' impact.
- 17.5.15 In addition to Lakeside EfW, the Project will result in the loss of:
- A construction, demolition and excavation (CD&E) waste recycling facility at Hithermoor Quarry, Surrey.
 - An aggregates recycling facility at Stanwell Quarry, Surrey.
- 17.5.16 However, as noted above, the IEMA guide does not require the assessment of the loss of non-landfill waste facilities, and the ANPS does not require assessment of the loss of any waste management capacity other than the Lakeside EfW. In terms of the loss of non-landfill waste management capacity, the assessment of waste therefore only considers the loss of Lakeside EfW.

Environmental measures

- 17.5.17 A materials management strategy (MMS) will set out the approach to reusing, recovering and disposing of CD&E waste generated through site clearance, earthworks and construction. While the aim will be to manage as much waste on-site as reasonably practicable, some waste will still require off-site management.
- 17.5.18 Furthermore, a Resources and Waste Management Strategy will be developed, which will outline in detail how the Project will manage waste materials during operation. As with the MMS, the focus will be on managing as much material as possible on site and in accordance with the waste hierarchy.

The study area

- 17.5.19 The study areas applicable to the Project are, as defined in the IEMA guide:
- **Development study area** – comprises the extent of the draft Order Limits.
 - **Expansive study area** – extends to the capacity of waste management facilities within the regions of London, South East, and east of England and nationally (England) for hazardous waste only. These regions are considered because of an existing and strong historical pattern of the east of England managing large quantities of the south east's construction and demolition waste at former mineral

sites. The national position is considered for hazardous waste as this is a waste stream which requires specialist management, for which facilities are more widely distributed and is in accordance with the IEMA guide methodology.

Baseline

- 17.5.20 The collection and presentation of baseline data is an important ‘benchmarking’ exercise, from which to assess how the Project will affect the status quo. For waste, this requires establishing a clear understanding of how much landfill capacity is available to the Project and what type of landfill capacity is available to the Project (that is, inert, non-hazardous or hazardous capacity).
- 17.5.21 In the context of the loss of non-hazardous waste management capacity at Lakeside EfW, the baseline sets out existing and planned EfW throughput in the study area. However, for the more specialist hazardous (clinical) capacity, the national baseline position is considered.
- 17.5.22 This baseline information will then allow a judgement to be made on the likely effect that waste generated by the Project (resulting from both construction and operational activities) will have on existing landfill capacity and the impact of the loss of Lakeside EfW.
- 17.5.23 To further set the scene for this chapter, the remainder of this section sets out the current baseline for inert and non-hazardous landfill capacity in London, the South East and East of England regions, hazardous landfill capacity in England and EfW throughput in London, the South East and East of England regions.

Landfill

- 17.5.24 Data regarding available landfill capacity have been compiled using the most current sources accessible at the time of writing this chapter. The most recent data has been published in the dataset ‘Remaining landfill capacity: England as at end 2024’ [16].
- 17.5.25 At the end of 2024, 115 landfill sites in the study area (east of England, South East, and London regions) were recorded as having a total of 98.4 million cubic metres of remaining capacity, as shown in **Table 17.1**.

Table 17.1: Baseline landfill capacity by region, 2024 (in cubic metres)

Landfill type	East of England	South East	London	Total
Inert	27,626,355	16,695,299	1,016,801	45,338,455
Non-hazardous	25,000,514	24,646,674	3,317,557	52,964,745
Hazardous (merchant)	0	66,898	0	66,898
Total	52,626,869	41,408,871	4,334,358	98,370,098

- 17.5.26 Further to the regional data provided in **Table 17.1**, data in respect of national hazardous waste landfill capacity is required to allow assessment of the effects of the Project on hazardous waste landfill void space, which accords with the IEMA guide. Environment Agency data [16] indicates that at the end of 2024, England had a total of 9.1 million cubic metres of remaining landfill capacity for hazardous waste.
- 17.5.27 Future available landfill capacity has been projected forward for a nominal period of approximately 15 years (a typical period for planning for future waste management requirements), using statistical forecasting techniques to predict long-term available capacity up to 2039. This forecast has been based on a continuation of existing input trends and assumes an absence of new provision of landfill capacity, for each of the South East, London and East of England regions. This forecasting indicates that inert, non-hazardous and hazardous (national) landfill capacity is likely to become an increasingly sensitive receptor throughout the duration of the construction activities associated with the Project. In the absence of new future landfill provision, waste capacity in each region (and nationally for hazardous waste), is forecast to run out for all waste types within the next ten years. **Table 17.2** provides further information.

Table 17.2: Years when landfill capacity is forecast to run out

Landfill type	East of England	South East	London	England
Inert	2033	2027	2037	~
Non-hazardous	2032	2031	2036	~
Hazardous	~	~	~	2030

Energy from Waste

Non-Hazardous Waste

- 17.5.28 Data regarding available EfW throughputs have been compiled using the most current sources accessible at the time of writing this chapter. The most recent data has been published in the dataset ‘Environment Agency waste interrogator data for 2024’ [17].
- 17.5.29 At the end of 2024, 22 EfW facilities in the study area (east of England, South East, and London regions) were recorded as having a total annual throughput of 6.8 million tonnes per annum, as shown in **Table 17.3**.

Table 17.3: Energy from waste annual throughput (2024)

	East of England	South East	London	Total
Throughput (million tonnes)	1.16	3.57	2.07	6.8
Number of operational EfW facilities*	4	14	4	22

**This excludes EfW facilities that are under construction, of which there are four (Tilbury, Medworth, Edmonton and Riverside), with a planned throughput of around 2.2 million tonnes (or a net additional throughput of around 1.4 million tonnes as Edmonton is a direct replacement for an existing operational facility at the same location).*

Hazardous (clinical) waste

17.5.30 Data regarding hazardous clinical waste incinerator throughputs has been compiled using the most current sources accessible at the time of writing this chapter. The most recent data has been published in the dataset 'Environment Agency waste interrogator data for 2024' [17].

17.5.31 At the end of 2024, clinical waste incinerators in England were recorded as having a total annual throughput of around 25,860 tonnes.

17.6 Project-wide assessment results

17.6.1 While a range of environmental measures are embedded within the Project to avoid, reduce or manage waste during construction and operation activities, building on established waste management practices at Heathrow, there will be a need for the Project to dispose of additional quantities of waste off-site.

17.6.2 As explained in the previous section, landfill capacity for all types of waste is likely to continue to reduce over the course of the construction and operation of the Project. This section considers whether this baseline capacity could be significantly adversely affected by construction and operational activities of the Project.

Construction

17.6.3 During construction, waste will be managed in accordance with a suite of management strategies, including a draft Code of Construction Practice (CoCP) (as set out in the draft CoCP included within this Consultation), and a materials management strategy. These strategies will set out measures to minimise waste generation, maximise reuse and recycling, and ensure that waste is stored, handled and transported safely.

- 17.6.4 For construction waste, it is only possible at this stage to provide an assessment in relation to the Project in its entirety. A detailed waste calculation exercise will be undertaken and reported in the Environmental Statement (ES) that will be submitted as part of the DCO application. This will break down how much waste is likely to require off-site disposal, by type, at certain points over the course of the Project construction.
- 17.6.5 However, at this stage, the total quantity of hazardous waste arising during the construction period that is expected to require disposal to off-site landfill is estimated to be round 600,000 tonnes. While the construction period is expected to take place over a 25-year period, hazardous waste requiring off-site disposal is likely to occur within around the first ten years of the construction programme.
- 17.6.6 It must be acknowledged that the timing of construction activities is unlikely to be linear and actual waste arising rates will vary over time. Wastes expected to required offsite disposal to hazardous waste landfill will comprise hazardous excavation waste that cannot be recovered, as well as any hazardous materials originating from site clearance and demolition, construction waste and construction worker waste.
- 17.6.7 This hazardous waste will result in an equivalent overall reduction in hazardous landfill capacity within the assessment area, resulting from the Project. As explained in **Section 17.5**, nationally, hazardous waste landfill capacity is becoming an increasingly sensitive receptor and is due to run out in 2030. Whilst it is expected that the waste market will respond to this likely shortage and seek to develop new hazardous landfill void space to meet the demand for, at present, there is limited capacity headroom in place. With this in mind, it is considered that the Project is likely to have a **significant effect** on hazardous landfill capacity for construction activities.
- 17.6.8 Non-hazardous waste arisings from construction activities requiring offsite disposal to landfill are estimated to be around 350,000 tonnes in total. This will comprise materials originating from excavation, site clearance and demolition, construction waste and construction worker waste. In waste management terms, this quantum is not significant and while its deposit in regional landfill capacity would still use up finite void space, the magnitude of this impact is likely to give rise to **no significant effect**.
- 17.6.9 In terms of inert arisings, it is anticipated that inert materials generated from excavation works will be reused on-site during construction – subject to their suitability for reuse, and only once they have been excavated and tested.
- 17.6.10 The reuse of inert excavated arisings on-site will result in diversion of this material from landfill and will avoid adverse effects on inert landfill capacity.
- 17.6.11 As it is expected that inert arisings will be managed on-site, with no anticipated reliance on landfill to dispose of this material, it is considered that the Project is likely to have **no significant effect** on inert landfill capacity during construction.

Operation

- 17.6.12 For all operational waste, the expanded airport will continue to prioritise waste prevention and recycling, supported by on site segregation, specialist handling of aircraft cabin waste and use of appropriate off-site treatment facilities. As such, current estimates are that approximately 15,000 tonnes of waste per annum will require off-site management. It is anticipated that most of this waste will be non-hazardous, with only a very small proportion being hazardous (and no inert waste is anticipated).
- 17.6.13 Of the approximately 15,000 tonnes of additional waste that will be sent off-site for further treatment and disposal each year, it is anticipated that only negligible quantities of operational waste (both hazardous and non-hazardous) may require final disposal to landfill. This is because the majority will be sent for onward recycling and recovery at existing facilities across the study area. In this regard, the Project is expected to give rise to **no significant effects** during its operational activities.

Loss of Lakeside Energy from Waste (EfW)

- 17.6.14 As noted in earlier sections of this chapter, the Project will result in the loss of both non-hazardous and hazardous (clinical) waste capacity at Lakeside Energy from Waste (EfW) facility. The displacement of this facility, which has a throughput of around 425,000 tonnes of non-hazardous waste and approximately 4,500 tonnes of hazardous (clinical) waste per year, may place additional pressure on regional and national waste management EfW capacity.
- 17.6.15 Consent for a replacement facility will be sought outside of the DCO application. The timing and success of any planning application to replace the facility cannot be assumed. Heathrow has been working with Lakeside's owners to assist in the relocation of the existing facility. Despite this, if the non-hazardous capacity provided by the facility is not reprovisioned, the net effect is that the Project would result in the loss of the approximately 425,000 tonnes of non-hazardous waste management capability currently provided by the Lakeside EfW. When considered against the baseline in terms of EfW throughput in the study area, this loss represents just over 6% of total annual EfW throughput in the London, South East and East of England regions combined. This would represent a significant effect under the thresholds set out in **Section 17.5** of this chapter. However, as identified in the baseline, new EfW capability is currently being constructed at three new locations across the study area. With these new sites on-stream, the effect of the loss of Lakeside EfW is likely to be reduced to just over 5% of throughput in the study area, which equates to an effect that is **not significant**.
- 17.6.16 In terms of the hazardous (clinical) waste management capacity provided by Lakeside EfW, the Project would result in the loss of the approximately 4,500 tonnes of hazardous clinical waste incinerator capability currently provided by the Lakeside EfW. When considered against the baseline in terms of national clinical waste incinerator throughput in England, this loss represents more than 17% of total annual clinical waste incinerator throughput. This is a likely **significant**

effect under the thresholds set out in **Section 17.5** of this chapter. Notwithstanding this, additional clinical waste capacity is very likely to be being consented and constructed nationally, which could reduce this effect to not significant. This will be assessed in detail as part of the full assessment of the Project.

17.7 Summary of likely significant waste effects

17.7.1 In summary, the following likely significant effects of the Project on waste management facilities are predicted:

- **Landfill:**
 - Hazardous landfill: **significant effect** during construction activities. **No significant effects** during operational activities.
 - Non-hazardous landfill: **no significant effects** during construction or operational activities.
 - Inert landfill: **no significant effects** during construction or operational activities.
- **Loss of Lakeside Energy from Waste:**
 - Non-hazardous waste: **no significant effect**.
 - Hazardous (clinical) waste: **significant effect**.

17.8 Next steps and preparation of the Environmental Statement (ES)

- 17.8.1 Baseline data referenced in this chapter will be kept under review and updated as required for inclusion in the ES to reflect the release of annual updates of publicly available information on remaining landfill capacity, both regionally and nationally. Detailed waste calculations will also be developed to more accurately define anticipated waste arisings at all stages of the Project – and the extent to which these arisings will require off-site disposal to landfill. This modelling will then underpin the assessments for each development phase and will be reported within the ES. Any future updates to guidance or legislation will be taken into account in the ES.
- 17.8.2 Further technical engagement will also be undertaken to inform the assessment and any accompanying documents that will be presented within the ES. This will include engagement with the Environment Agency and local authorities to discuss:
- The environmental measures to be implemented as part of the Project to ensure construction is managed appropriately to mitigate waste effects.
 - The waste baseline to be used for assessment including the detailed modelling work.
- 17.8.3 Other future development proposals that are not part of the Project, which may have a cumulative effect in relation to waste will also be considered in the assessment.

17.9 Glossary of terms

Table 17.4: Glossary of terms

Term/Acronym	Definition
Circular economy	An economic model that aims to eliminate waste and promote sustainability by keeping materials and resources in use for as long as possible. It focuses on reuse, repair, recycling and regeneration, creating a closed-loop system that minimises resource consumption and environmental effect.
Code of Construction Practice (CoCP)	Sets out the standards and procedures to which developers and contractors must adhere to when undertaking construction of major projects. This will assist with managing the environmental impacts and will identify the main responsibilities and requirements of developers and contractors in constructing their projects.
Construction, demolition and excavation (CD&E) waste	Waste arising from construction, demolition and excavation activities associated with the Project. Waste streams typically include concrete, bricks, soils, wood, metals, plasterboard and other building debris.
Hazardous waste	Any waste material that poses a significant risk to human health or the environment due to its toxic, flammable, corrosive or reactive properties. Types of hazardous waste include asbestos, chemicals, solvents, contaminated soil and other types of waste, such as clinical and healthcare waste.
Inert waste	Waste materials that are characterised by their stability, meaning they do not undergo significant physical, chemical or biological changes once deposited. Types of inert waste includes materials like sand, concrete and bricks.
Institute of Environmental Management and Assessment (IEMA)	The professional body for environmental and sustainability practitioners, historically responsible for setting professional standards, guidance and best practice in areas such as environmental management, environmental assessment, sustainability and climate change. In July 2025, IEMA rebranded as the Institute of Sustainability and Environmental Professionals (ISEP). References to IEMA in this consultation document relate to the organisation's name at the time of cited publications.
Materials management strategy (MMS)	A document that sets out how excavated materials (such as soil and aggregates) will be managed, reused, treated or disposed of during construction, in a way that is environmentally sustainable and legally compliant. It includes an outline of the processes that will be used to classify material types and their suitability for reuse as part of a construction project and the regulatory frameworks under which that reuse would be controlled.
Non-hazardous waste	Waste materials that do not pose significant risks to human health or the environment due to toxic, flammable, corrosive or reactive properties. Types of non-hazardous waste include glass, packaging, timber, concrete debris, scrap metal and plastics.

Term/Acronym	Definition
Operational waste	Waste arising from the operation of terminal buildings, aircraft cabin waste, catering and retail activities, offices, cargo and other airport-related uses. It is mostly non-hazardous but can include small quantities of hazardous waste from maintenance activities (such as oils).
Waste hierarchy	A framework that prioritises waste management practices to minimise environmental effect. It consists of several stages, ranked from most to least favourable: • Prevention: avoiding waste generation. • Preparation for reuse: making items ready for reuse. • Recycling: converting waste into reusable material. • Other recovery: including energy recovery from waste. • Disposal: final disposal of waste. This hierarchy emphasises the importance of reducing waste at the source and maximising resource recovery.

17.10 References

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