

Environmental Information Consultation Document

Chapter 19: Next steps and preparation of
the Environmental Statement

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19. Next steps and preparation of the Environmental Statement (ES)

19.1 Introduction

- 19.1.1 As indicated in **Chapter 1: Setting the scene for consultation**, this Environmental Information Consultation Document (EICD) has been prepared to support the 2026 Public Consultation. The 2026 Public Consultation forms part of the Pre-Application stage of the Development Consent Order (DCO) process, which is required for the Project as it is a Nationally Significant Infrastructure Project (NSIP).
- 19.1.2 As part of this DCO process, Environmental Impact Assessment (EIA) is required. The environmental aspect chapters included within this EICD set out details of the next steps to be undertaken as part of the EIA and ultimately how this will support preparation of the Environmental Statement (ES), which will document the results of the EIA and which will be submitted as part of the DCO application.
- 19.1.3 Generally, these next steps relate to the: collection and analysis of further baseline data collection, including survey work, engagement activities that will be undertaken with stakeholders, support provided to the refinement of the Project proposals (based upon the assessment work undertaken to date, and to reflect feedback from the 2026 Public Consultation and engagement activities), development of further measures to reduce adverse effects and enable environmental enhancement where possible, and the final assessment that will be undertaken informed by, for example, detailed modelling and data analysis.
- 19.1.4 An In-combination and Cumulative Effects Assessment will also be undertaken as part of the EIA and presented within the ES. Further details are provided in **Section 3.9**.
- 19.1.5 Details of the final assessment undertaken, along with the Environmental Measures developed will be presented in the ES. The anticipated reporting structure of the ES is presented in **Section 19.2**.

19.2 Preparation of the Environmental Statement (ES)

- 19.2.1 As outlined above, an Environmental Statement (ES) must be prepared as part of the mandatory Environmental Impact Assessment (EIA) process. The ES, along with supporting documents setting out the Environmental Measures, as outlined in **Section 1.2**, will document the assessment of effects that the Project will have on the environment, and will support the decision makers as they consider whether to grant a DCO.

- 19.2.2 In June 2018, we prepared a Scoping Report to accompany a request for a formal Scoping Opinion from the Planning Inspectorate (PINS) to confirm the scope of the aspects and likely significant effects that must be assessed in the ES.
- 19.2.3 To maintain continuity of the EIA process as the Project advanced through further design development, in 2025 a Scoping Addendum Report was submitted to the Planning Inspectorate, and a further Scoping Opinion was published. The ES will address matters raised in both the 2018 and 2025 Scoping Opinions.
- 19.2.4 The ES will present the detailed prediction and evaluation of the likely significant environmental effects of the Project. The EIA process considers the extent to which baseline (or existing) environmental conditions will be changed by the Project, how those changes will affect environmental features, resources or users (receptors), and whether such changes affect receptors in a way that is likely to be significant (refer to **Chapter 3: The approach to environmental assessment** for further details).
- 19.2.5 The anticipated structure of the ES, and scope of the aspects to be considered, is set out in **Table 19.1**. A Non-Technical Summary of the ES will also be produced as a stand-alone document.

Table 19.1: Structure of the Environmental Statement

Chapter Title	Summary Content
Volume 1: Introductory Chapters	
Chapter 1: Introduction	Introduction to the ES, including the structure of the ES, details on the Aspect Chapters, requirements of the EIA Regulations and the Technical Team Competency.
Chapter 2: The proposed Development Area and the surrounding area	Description of the land uses and main environmental features within the Order Limits Boundary and surrounding area.
Chapter 4: Legislation and policy context	Sets out the legislative and policy context at the national, regional and local level.
Chapter 5: Need for the proposed development and alternatives considered	Description of the need for the Project and an outline of the main alternatives studied including the main reasons for the design of the Project as submitted, taking into account the environmental effects.
Chapter 6: Approach to the Environmental Impact Assessment and Environmental Statement	The overall methodology for the EIA, in terms of determining the significance of likely environmental effects. This will include a summary of technical engagement.
Volume 2: Aspect Chapters	
• Air quality and odour • Biodiversity • Carbon and other GHGs	Waste and The ES includes the aspects of the Project (in line with the Scoping Opinion) for which there are likely to be significant environmental effects. Each aspect is presented in a separate technical chapter that is anticipated to be structured as follows:

Chapter Title	Summary Content
• Climate resilience and adaptation • Community • Historic environment • Landscape and visual assessment • Land quality • Major accidents and disasters • Noise and vibration • Public health • Recreation and amenity • Socio-economics and employment • Transport network users • Water environment • Waste and materials	• Relevant legislation, policy and technical • Guidance • Assessment methodology and significance criteria • Consultation • Baseline conditions • Environmental measures • Assessment of likely significant effects • Inter-project cumulative effects • Summary
Cumulative effects	Drawing on the Inter-project cumulative effects in the aspect chapters, this will summarise the assessment of the interaction of effects resulting from other existing and/or approved development together with the Project. This chapter will also present the likely combination of significant environmental effects generated by the Project on a single receptor.
Summary of likely significant effects	Summary of the likely significant environmental effects of the Project.
Volume 3: Other Environmental Statement documents and technical appendices	
Figures	A set of figures will be provided to accompany Volume 1 to visually aid the reader and provide further spatial detail and information, where applicable.
Technical appendices	A set of appendices will be provided that comprise planning policy, background data, technical reports, tables and surveys, which support the assessments in the ES. This will also include the 2018 and 2025 EIA Scoping Opinions.
Non-technical Summary	The Non-technical Summary (NTS) will be presented as a stand-alone document that provides a concise summary of the ES written in non-technical language, that can be understood by a wide audience and assist all interested parties with their understanding of the Project.

19.2.6 As shown in **Table 19.1**, a transport network users (TNU) chapter is proposed as part of the ES, but as indicated in **Chapter 3**, there is no separate TNU aspect chapter in the EICD. This is because the 2026 Public Consultation is supported by the Traffic Information Consultation Document (TICD), which is a dedicated transport

document presenting the emerging surface access strategies, and an assessment of the potential TNU implications of the Project.

19.2.7 The TNU ES chapter will include an assessment in line with IEMA¹ (2023) guidance [1] which will focus on the following:

- **Severance**, which relates to how traffic levels and highway layouts can affect how people move between places, particularly where busy or wide roads make crossing less convenient or comfortable.
- **Driver and passenger delay**, which considers how changes in journey times affect people travelling in motorised vehicles.
- **Non-motorised user delay**, which considers changes in journey distance for people walking, wheeling or cycling, including where routes may be diverted, lengthened or made less convenient, as well as where new or enhanced infrastructure shortens journeys or provides more direct routes.
- **Non-motorised user amenity**, which relates to the quality and comfort of walking, wheeling or cycling journeys, and how these may be influenced by traffic volumes, vehicle type, highway layout changes and the provision or alteration of non-motorised user infrastructure.
- **Public transport amenity**, which considers changes in the comfort and quality of journeys made by rail, underground, bus or coach users, including changes in crowding levels and journey distance.
- **Road safety**, which considers how changes in traffic volumes or vehicle type may influence the risk of collisions.

19.2.8 The assessment will identify locations where potential significant effects on transport network users may occur. These potential effects may be adverse (for example for severance, where a route becomes more difficult to cross) or beneficial (where reduced traffic volumes or new or improved infrastructure improves connectivity and ease of movement). **Table 19.1** also shows that a major accidents and disasters (MADs) chapter is proposed as part of the ES, but as indicated in **Chapter 3**, there is also no separate MADs aspect chapter in the EICD.

19.2.9 The MADs chapter will differ from other environmental aspects, as it will utilise a risk assessment approach in accordance with the Institute of Environmental Management and Assessment (2020) 'Major Accidents and Disasters in EIA: An IEMA Primer' guidance. Identified MADs risks are required to be mitigated to a tolerable level, or as low as reasonably practicable (ALARP), to be considered as 'not significant effects' in EIA terms. The assessment will acknowledge that Heathrow operates under stringent legislative, safety and safeguarding requirements, and has all the necessary licenses, plans, procedures, and measures for preparedness and contingency in place to effectively manage MADs risks.

¹ 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.

19.3 References

1. Institute of Environmental Management and Assessment (IEMA) (2023). IEMA Guidelines: Environmental Assessment of Traffic and Movement. Available at: iema.net/media/5mrmquib/iema-report-environmental-assessment-of-traffic-and-movement-rev07-july-2023.pdf (Accessed: 1 September 2026)

