

Environmental Information Consultation Document (EICD)

Chapter 2

2. Description of the Project

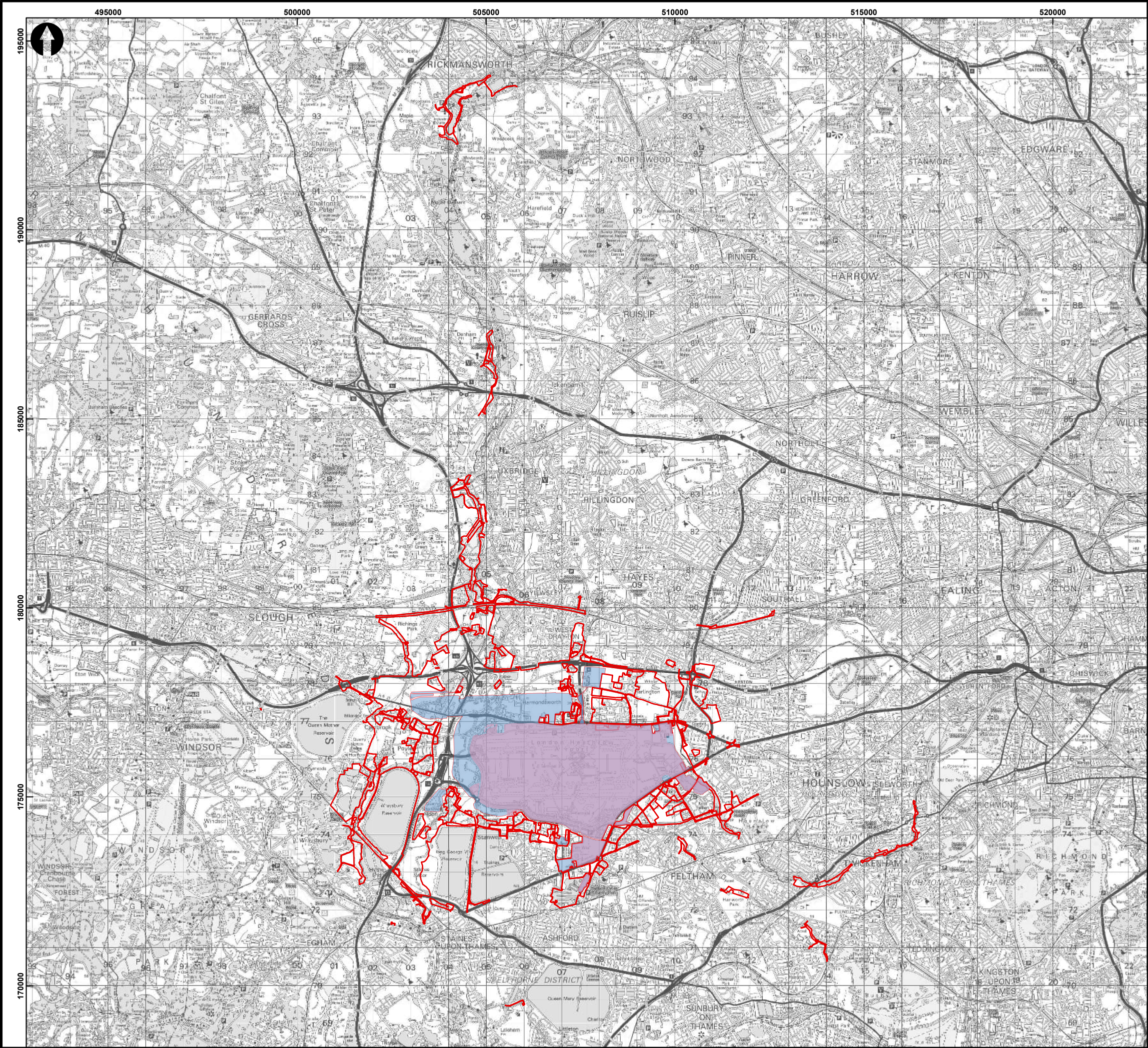
2.1 Introduction

- 2.1.1 This chapter provides a summary description of the Project upon which the assessment and environmental information presented within this Environmental Information Consultation Document (EICD) is based.
- 2.1.2 Principally, the Project comprises a new 3,500-metre third runway (the 'Northwest Runway'), including new taxiways for on-the-ground aircraft movement, to the northwest of the existing northern runway.
- 2.1.3 The Project also comprises an extension to the existing northern runway and works to facilitate on-the-ground aircraft movement. New and expanded terminal capacity, which includes new terminal buildings north and west of the existing Terminal 5 (T5) and the reconfiguration of the existing terminal (the latter described as 'T5 optimisation'). The proposals will also redevelop the Central Terminal Area (CTA), closing Terminal 3 (T3) and extending Terminal 2 (T2). Once completed, these measures could enable Heathrow to deliver around 756,000 Air Transport Movements per annum, serve 150 million passengers per annum and support increased cargo capacity.
- 2.1.4 To achieve this, the Project extends beyond the existing airport boundary. It includes major changes to surface transport, such as realigning a section between Junctions 14 and 15 of the M25 and putting a section into a tunnel beneath the new runway, and upgrades to the local road network. The River Colne and its tributaries would be diverted, with new flood storage areas created.
- 2.1.5 New energy, fuel and utility systems are included to support the larger airport, along with new cargo, maintenance and logistics facilities (described as airport supporting development*) and additional office space, hotels, parking (described as associated related development*).
- 2.1.6 The Project also includes green spaces and a continuous 'Active Green Loop' for recreation which will surround the airport. The Project incorporates a holistic and multifunctional approach to blue and green spaces that are re-provided or enhanced.
- 2.1.7 To make way for all these changes, some existing homes, businesses and community facilities will need to move, be replaced or be demolished.
- 2.1.8 A package of varying measures will be introduced for those affected, as indicated within the Land and Property acquisition and Compensation Policies.
- 2.1.9 Further description of the main physical components of Project infrastructure is presented in **Section 2.3**.

2.2 The expanded airport boundary and the draft Order Limits

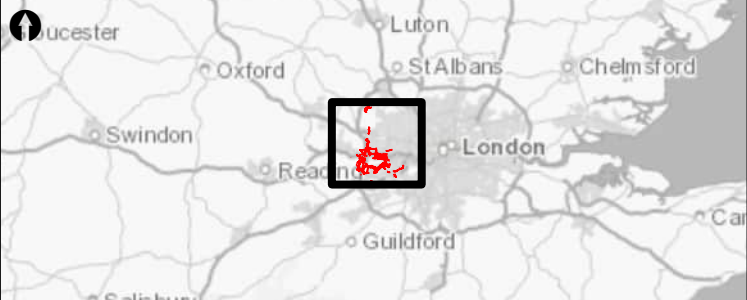
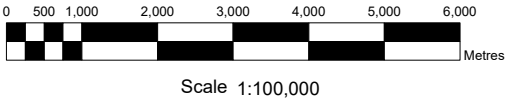
- 2.2.1 The Project would create a new operational airport boundary. Additional land is also required beyond this boundary, and 'Order Limits' will be defined for the purposes of the Development Consent Order (DCO) application. The Order Limits will represent the land required permanently for the operational airport and associated infrastructure, together with land required temporarily to facilitate construction activities. At this stage, the Order Limits are in draft and are presented by **Figure 2.1**.
- 2.2.2 Permanent land comprises the infrastructure required to operate the expanded airport, including the main Project components described in **Table 2.1** to **Table 2.6**. Temporary land is required to support construction activities and includes Construction Support Sites, temporary construction accesses, haul routes, utility diversions, earthworks, material stockpiling areas and other temporary works.
- 2.2.3 Where temporary land is no longer required following completion of the relevant construction activities, it would generally be restored to its previous use or an end use set out in the DCO Application (e.g. for biodiversity). In other locations, temporary construction areas would transition into their permanent operational function as part of the completed Project.

Figure 2.1: Draft Order Limits, Existing Airport Boundary and Expanded Airport Boundary



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- Draft DCO Order Limits
- Existing Airport Boundary
- Expanded Airport Boundary



Heathrow

© Heathrow Airport Limited	Scale 1:100,000
Project Name Heathrow Expansion Project	Heathrow Project No. 3R000

Title

Figure 2.1 Draft Order Limits, Existing Airport Boundary and Expanded Airport Boundary

Company WSP	Drawn By LT	Chk/Approved JB	Drawn Date 04/09/2026	Status FINAL
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2.3 Main Project components

- 2.3.1 The physical works relate to the main components of Heathrow expansion, including airport infrastructure, motorway and road developments, river diversions and flood storage, utilities, Blue and Green Infrastructure and airport supporting development. These are summarised below.

Table 2.1: Airport infrastructure

Component	Description
Airport infrastructure	
Runways	• New Northwest Runway 3,500m in length and with a total paved runway width of approximately 60m, located approximately 1,035m north of the existing northern runway. • Existing northern runway to be extended at the eastern end by 211m to create an overall paved runway length between 4,100m and 4,200m. • New taxiways to connect the Northwest Runway with the existing airport and expanded airport facilities; • Consideration is being given to displacing thresholds to the two existing runways. Meaning aircraft are higher as they approach at all distances.
Terminals and aprons	• Increased terminal capacity delivered by: ◦ New terminal buildings 5XW to the west of existing Terminal 5A, supported by satellite pier 5XN between the existing northern runway and new Northwest Runway. ◦ Intensifying the use of existing Terminal 2 through satellite buildings, demolition of Terminals 1 and 3 and associated infrastructure.

Table 2.2: Motorway and road developments

Component	Description
Motorway and road developments	
Motorways	• Proposed realignment and regrading of the M25 so that its new location is approximately 150m to the west of the existing motorway between junctions 14 and 15 for around 2km, allowing the M25 to pass under the proposed North West runway. • Works to M25 junctions 14 and 14a in the south and M4 junction 4 to provide improved access to the airport.
Other road developments	• A4 realignment to the north of the Northwest Runway for approximately 2.3km • Reconfigured Emirates Roundabout junction • Diversion of the A3044 west of the M25

Component	Description
	• Upgrade of Stanwell Moor junction to a new multi-level roundabout junction on the A3113 at Stanwell Moor, east of the M25 junction 14 • Widening and upgrading of the Southern Perimeter Road • A new Southern Road Tunnel approximately 1.1km to connect the Southern Perimeter Road to the Central Terminal Area

Table 2.3: Utilities

Component	Description
Utilities	
Utility diversions	• New fuel farm built to the south of the Northwest Runway and additional airport transfer pipelines to connect existing assets to the new airside receipt facility in the north. • Replacement of existing electrical infrastructure to the west of the airport, including Longford substation and overhead power lines.
Aviation fuel	• Aviation fuel is transported to the airport via underground pipelines and received at two Fuel Receipt facilities, one in the north and the existing in the south, before being distributed through the fuel system.
Energy	• New energy infrastructure would be provided to support future heating, cooling and electricity needs. Our proposals include an integrated heating and cooling network, supported by thermal energy storage and the use of local water sources such as lakes, rivers and aquifers. New and expanded energy centres would serve the new terminal areas while new electricity connections, substations and other infrastructure would ensure a reliable and resilient power supply for the expanded airport.
Drainage	• New surface water storage and treatment areas are proposed in three locations to manage run-off from new hard surface areas and, alongside appropriate environmental measures, to prevent pollutants entering natural watercourses.

Table 2.4: Blue and Green infrastructure

Component	Description
Green Infrastructure	
Green infrastructure features	• European Protected Species (EPS) Mitigation Areas proposed to the north and northwest of the airport, comprising areas for bats and otters and likely to include ponds, wet ditches, open water, scrub and grassland mosaic, reedbed and hedgerows. • Habitat Regulations Assessment (HRA) Mitigation Areas providing suitable habitat for wetland birds, with vegetation structure tailored to target species. • Landscaping designed to enhance the setting of historic assets within the Harmondsworth Conservation Area and Colnbrook and Poyle Conservation Areas using planting, landform and movement routes to reinforce historic patterns and support interpretation.

Component	Description
	• Re-provided Public Open Space (RPOS) to compensate for the loss of existing Public Open Space resulting from the Project, with enhancements to Harmondsworth Moor, Crane Meadows and the Crane Corridor. • A Green Loop around the airport as a continuous, safe, accessible route for leisure and recreation. • Possible noise and visual screening features, additional to boundary walls, which may include bunds, walls, fences and planting for visual screening, depending on how much space is available.
Blue Infrastructure	
River diversions	• Diversion of the River Colne, Wraysbury River, Duke of Northumberland's River and Longford River to enable them to pass beneath the proposed Northwest Runway and taxiways to the east of the M25. • Diversion of the Colne Brook around the boundaries of the Project to the south of its crossing under the M4, before returning to its existing channel immediately upstream of Colnbrook village.
Flood storage areas	• Provision of compensatory flood storage areas for the Colne Brook, Wraysbury River, River Colne, Duke of Northumberland's River and Longford River.

Table 2.5: Airport supporting development

Component	Description
Airport supporting development	
Airport operations and maintenance	• Provision of ground service equipment parking, emergency services facilities, turnaround support facilities, aircraft fuelling facilities, winter resilience infrastructure, baggage handling facilities and airside road infrastructure. • Reconfiguration and rationalisation of the existing maintenance facilities in the east of the airport.
Public Transport Interchanges (PTI)	• New PTIs and existing PTIs will be upgraded to accommodate increased services and passenger numbers. • New rail head to the north of the Northwest Runway on the Colnbrook branch of the Great Western Main Line for the import of bulk materials and aggregates and containerised goods for construction purposes. • Associated modification to the Colnbrook Branch Line railway infrastructure at West Drayton to provide extra capacity and enhanced access to and from the west. • Enabling infrastructure is included so to enable the delivery of future Western and Southern rail routes.
Cargo and industrial	• Re-development of the existing airport cargo areas to enable greater capacity. • New facilities would include additional aircraft stands and buildings providing additional cargo storage space, as well as new transshipment areas to serve the

Component	Description
	western and eastern campus. Our scheme also includes a cargo-related truck park northeast of Stanwell Moor. • Provision of industrial facilities relating to engineering, and contractor's compounds.
Hotel, office and freight forwarding	• Provision of hotel rooms linked to the airport, offices and freight forwarding facility floorspace re-provide existing facilities displaced by expansion. • Provision of approximately 73,000m² of offices for operational staff proposed principally in the Northern Gateway, Central Terminal Zone and Hatton Cross Maintenance Base East. • Off-airport freight forwarding facility floorspace of approximately 150,000m² is proposed to re-provide displaced capacity and a limited increase to respond to forecast increases in cargo. A short list of sites where this could be provided is included at this stage and will be reduced through engagement with the local planning authorities and landowners for the Development Consent Order (DCO).
Parking	• New car parking facilities would be provided at two primary locations called "Parkways", with intensification at existing parking locations which includes making some of these multi-storey; • Improvements proposed to coach parking. • An additional truck park proposed to reduce congestion and pressure on residential areas • Authorised vehicle holding areas for taxi and private hire vehicles.

Table 2.6: Displaced uses

Component	Description
Displaced uses	
Displacements	• Harmondsworth and Colnbrook Immigration Removal Centres (IRCs) to be relocated with similar capacity. The location is currently identified to the southeast of the airport and subject to further discussion with relevant stakeholders. • The Lakeside Waste Management Facilities currently located in Lakeside Industrial Estate, Colnbrook, will be demolished. • The British Airways' Waterside Office complex, located north of the A4 Colnbrook Bypass, will be demolished and a replacement facility of an appropriate size allowed for and currently identified near Hatton Cross. • The southern portion of Holcim's operation of rail and road-served aggregates located to the southwest of the M25 and M4 junction would be demolished. • A BT Data Centre and depot north of the A4 would need to be removed. • Various community facilities would be displaced and re-provided in the area. • 756 homes would be demolished.

- 2.3.2 Further details of the Project components, including supporting images are presented in the Consultation Document.

2.4 Construction approach and activities

Approach to construction

- 2.4.1 The construction of the Project would be undertaken through a coordinated and phased programme of works. The construction approach has been developed to enable the progressive delivery of the infrastructure required for the Project, while maintaining the continued operation of Heathrow Airport and seeking to minimise disruption to surrounding communities, businesses and transport networks.
- 2.4.2 The following principles, as stated in the Consultation Document, have been adopted to guide the approach to the construction of the Project:
- Plan construction activity to balance the need to deliver new airport infrastructure in time to meet airport growth, with an appropriate approach to mitigating and compensating local people whose homes and business will be affected by expansion.
 - Carry out as much construction work as possible away from the immediate locality of Heathrow, making use of off-site manufacturing techniques and logistics hubs.
 - Use rail for the transportation of as much construction material as possible, utilising a dedicated railhead for access to the airport.
 - Carefully phase the construction works with supporting traffic management plans that will control the use of local roads by construction traffic.
 - Establish a number of ‘construction support sites’ to help facilitate the construction works and manage traffic via dedicated routes within the site.
 - Locate these construction support sites where they can effectively support the construction activities on land that subsequently becomes part of the expanded airport and where effects on neighbouring communities can be managed.
 - Where sites are being used temporarily to support construction, select locations and uses that carefully consider effects on neighbours, with appropriate mitigation to manage those effects.
- 2.4.3 Construction activities would be managed further to the plans developed in accordance with the **CoCP** (a draft of which is provided as part of this consultation), which establishes the Project wide requirements for managing and controlling construction activities and their environmental effects.

Construction support sites

- 2.4.4 Construction activities would be supported by a series of CSSs located throughout the draft Order Limits. CSSs have been selected to balance construction efficiency with the need to minimise effects on surrounding communities and maintain the continued safe and efficient operation of the existing Airport. They are generally located adjacent to the strategic road network and, where practicable, within areas identified for permanent development associated within the Project, thereby enabling construction activities to be coordinated whilst reducing construction traffic through residential areas. Together, the CSSs provide the operational, logistical and workforce facilities necessary to support construction activities, including the efficient coordination of people, plant, materials and equipment.
- 2.4.5 To ensure the new runway can be operational as soon as possible, 24-hour working, seven days a week, including Bank Holidays, will be required for activities will be required for activities directly related to ensuring that the Project can deliver an operational new runway as soon as possible. Such working hours would also be employed to prioritise the most intensive and disruptive construction works, to better manage and curtail the duration of their impacts. Further details of these activities are provided in Section 4.1 of the draft **Code of Construction Practice (CoCP)**.
- 2.4.6 The CSSs and their primary functions are summarised in **Table 2.7**.

Table 2.7: Construction Support Sites and Their Primary Function

Construction Support Site	Primary Function
CSS01: Colnbrook	Supports infrastructure implementation for north-west works, including the M25 realignment, Northwest runway works and the railhead.
CSS02: Colnbrook/ A3044 diversion area	Supports north-west infrastructure works, including the A3044 diversion and associated earthworks.
CSS04: North-east of the Expansion Area (Pinglestone Estate vicinity)	Supports infrastructure implementation, particularly within the northern area, together with terminal development activities.
CSS05: A4 Bath Road	Supports early construction of roads and bridges, infrastructure implementation, particularly within the northern area, and terminal development.
CSS07: Airfield East, adjacent to Sipson	Supports advanced enabling activities, including demolition waste stockpiling and processing, together with haul road construction in the northern area.
CSS08: Eastern Perimeter Road	Provides workforce parking and welfare facilities for construction activities within the terminal areas.

Construction Support Site	Primary Function
CSS09: South-east of Heathrow (A30/ Hatton Road)	Provides workforce parking and welfare facilities for construction activities within the terminal areas.
CSS10: Southern Perimeter Road	Supports infrastructure implementation in the south-west, together with terminal development, including Terminal 5X.
CSS11: West of the Expansion Area	Provides contractor compounds supporting south-west road infrastructure and river construction activities.
CSS12: Horton Road	Supports infrastructure implementation in the south-west together with terminal development activities.
CSS13: Adjacent to the M4, north of Colnbrook	Provides logistics reception facilities and supports infrastructure implementation.
CSS14: Adjacent to the M4, north of Harmondsworth	Supports earthworks through stockpiling of excavated materials during construction of the Northwest Runway.
CSS15: Adjacent to the M4, north of Holloway Lane	Supports earthworks through stockpiling of excavated materials during construction of the Northwest Runway.
CSS18: South of Holloway Lane	Supports infrastructure implementation, particularly within the northern area, together with earthworks balancing activities.
CSS47 (E2): Eastern Perimeter Road	Provides facilities for the pre-assembly and manufacture of construction components, with direct access to the airfield.
CSS52 (Eurostorage): Cranford Lane South	Supports construction activities within the southern and midfield areas by providing direct access to the airfield.
ANW (Airfield North-West)	Supports infrastructure implementation for north-west works, including the M25 realignment and railhead activities.
T5XW: West of Terminal 5	Supports infrastructure implementation associated with Terminal 5X.
Northern Parkway Corridor	Supports infrastructure implementation, particularly within the north-east of the Project.
RF01 (Railhead): North of Colnbrook	Provides the footprint for the construction railhead and associated logistics infrastructure, enabling the movement of construction materials by rail.
Kingsmead Quarry	Sustainable destination for suitable earthworks materials whilst facilitating the restoration of the quarry.

- 2.4.7 CSSs would generally operate only for the period necessary to support the relevant construction activities. Their operation would be managed in accordance with the draft **CoCP** and associated construction management plans. Where CSSs are located on land required permanently for the Project, they would transition to their permanent operational/environmental use. Where land is required solely for temporary construction purposes, it would be restored to an appropriate post-construction use following completion of the relevant construction activities.

Construction timeframe

- 2.4.8 Construction of the Project would be undertaken over approximately 25 years, during which the existing airport would remain operational while new infrastructure is progressively delivered and brought online.
- 2.4.9 Construction activities would change throughout the programme. Following grant of the Development consent Order activities would be focused on establishing CSS, and reprovision of facilities. Intensity would increase with the beginning with major enabling and civil engineering activities such as the river and road diversions and construction of the new runway before progressively transitioning towards terminal completion.
- 2.4.10 Construction activities would be undertaken within the draft Order Limits, and would be carefully planned and sequenced to enable the continued safe and efficient operation of the existing Airport. The principal types of construction activities are summarised in **Table 2.8**.

Principal construction activities

- 2.4.11 The principal construction activities undertaken as part of the Project are summarised in **Table 2.8**. Together, these activities provide the basis for the environmental information presented throughout this EICD. Further information regarding the construction approach, methodologies and sequencing is provided within the Consultation Document.

Table 2.8: Construction Activities

Construction Activity	Examples	Typical Timing
Enabling Activities	Site investigations, surveys and archaeological investigations to inform the detailed design and delivery of the Project. Demolition and clearance of existing buildings, structures and infrastructure where required to facilitate the early infrastructure delivery of the M25 and other road diversions and construction of the Northwest Runway. Vegetation clearance, utility diversions and establishment of temporary construction accesses, drainage, environmental protection measures and CSSs.	Commencing within the first 2 to 3 years following grant of the DCO but will extend into the first 10 years following the grant of the DCO.

Construction Activity	Examples	Typical Timing
Earthworks and Ground Engineering	• Excavation, filling and regrading to create the landforms required for the Project. • Ground improvement and engineering works to prepare development landforms. • Movement, reuse and stockpiling of excavated materials, together with earthworks across the draft Order Limits. • Construction of river diversions, flood storage areas and associated drainage infrastructure.	Within the first 10 years following the grant of the DCO. Activities are typical during the most intensive construction activities.
Transport Infrastructure	• Construction and modification of motorway and local road infrastructure, including the M25 realignment and associated highway improvements. • Construction of bridges, active travel routes and public transport infrastructure. • Installation of associated drainage, lighting and utility infrastructure. • Temporary traffic management and construction access arrangements to facilitate delivery of the works.	Within the first 10 years following the grant of the DCO.
Airfield Infrastructure	• Construction of the Northwest Runway, associated taxiways, aprons and aircraft stands. • Installation of airfield lighting, navigation aids, drainage and other operational airfield infrastructure to support operations.	Within the first 10 years following the grant of the DCO.
Airport Development	• Construction of terminals, piers, cargo, maintenance and airport operational buildings. • Construction of energy, utility and supporting operational infrastructure. • Installation of mechanical, electrical and communications infrastructure, together with testing and commissioning activities.	Progressively throughout construction, with increasing focus following completion of the principal civil engineering infrastructure
Environmental Works	• Delivery of B&GI throughout the Project. • Habitat creation, landscape planting, river restoration and ecological enhancement works. • Provision of flood storage areas, public open space and other environmental measures.	Throughout construction

- 2.4.12 Construction activities would be supported by coordinated logistics arrangements, including CSSs, internal haul routes, the extensive use of rail facilities and the active management of traffic movements through a range of traffic management techniques. Where practicable excavated materials would be reused within the Project to support efficient resource management and reduce unnecessary material movements.

2.5 Operation of the expanded airport

- 2.5.1 The Project would enable Heathrow Airport to increase its operational capacity progressively as new infrastructure is completed and brought into use. The expanded Airport would therefore not become operational at a single point in time. Instead, additional capacity would be released at different stages as the infrastructure necessary to support increased aircraft movements, passenger numbers and cargo volumes becomes available.
- 2.5.2 For the purposes of this EICD, capacity release describes the point at which completed infrastructure, such as additional terminal capacity or the Northwest Runway, enables an increase in the operational capacity of the Airport. Construction and operation would therefore overlap for a considerable period, with parts of the Project becoming operational while construction of later infrastructure continues.
- 2.5.3 The operational characteristics relevant to the environmental information presented in this EICD are summarised below. Further information on the operation of the runway system is provided in the **Future Runway Operations document**, while further information on journeys to and from the expanded Airport is provided in the Transport Information Consultation Document.

Early Growth

- 2.5.4 Following the grant of development consent and before the Northwest Runway becomes operational, Heathrow proposes to make increased use of the existing two-runway airport. This is referred to as early growth.
- 2.5.5 Heathrow currently operates subject to an annual limit of 480,000 Air Traffic Movements (ATMs). The Project would enable up to an additional 25,000 ATMs per year to be introduced before the opening of the Northwest Runway. This additional capacity would be accommodated through more efficient use of the existing runways and supporting airport infrastructure.
- 2.5.6 Early growth forms part of the Project and has therefore been taken into account, where relevant, in the environmental information presented in this EICD. Where relevant in respect of emissions, the air quality; noise and carbon chapters identify the representative assessment years and scenarios used to assess early growth and subsequent operation of the expanded Airport.

Aviation Operations

- 2.5.7 Once operational, the Northwest Runway would operate alongside Heathrow's existing northern and southern runways, creating a three-runway airport. The new runway would be connected to the existing and expanded airport facilities by new and modified taxiways, aprons and aircraft stand.
- 2.5.8 The increase in runway capacity would allow aircraft movements and passenger numbers to increase progressively as the infrastructure required to support that growth is completed. This would be accompanied by the progressive introduction of additional terminal capacity, including Terminal 5 West and Terminal 5 North, together with the expansion and intensification of Terminal 2 and the eventual closure of Terminal 3.
- 2.5.9 Operational activities would include aircraft arrivals and departures, taxiing and other aircraft ground movements, aircraft servicing and turnaround activities and the operation of supporting airfield infrastructure.
- 2.5.10 The environmental assessments presented in this EICD use representative operational scenarios and assessment years appropriate to each environmental topic. These reflect the progressive release of airport capacity and, where relevant, assumptions regarding aircraft movements, fleet composition, runway use and other operational characteristics.

Surface Access

- 2.5.11 Expansion of Heathrow would increase the number of journeys made to and from the Airport by passengers, employees, visitors, freight and servicing vehicles. These journeys would be made by a range of transport modes, including rail and other public transport, private vehicles, taxis and private hire vehicles, coaches, walking, wheeling and cycling.
- 2.5.12 The Project includes changes to the strategic and local highway network and airport access infrastructure required to support the expanded Airport. These include the M25 realignment and associated junction works, changes to the A4, A3044 and A3113, the Southern Road Tunnel and changes to internal and perimeter roads, as described in Section 1.3. Parking and other supporting facilities, including the Northern and Southern Parkways, would also be provided progressively as the Airport expands.
- 2.5.13 The approach to managing journeys associated with the expanded Airport, including those made by passengers, airport employees and freight, is described further in the Transport Information Consultation Document. This includes the emerging Surface Access Strategy and the measures proposed to support increased use of sustainable modes of transport and manage travel demand.
- 2.5.14 The specialist chapters of this EICD use the relevant surface access forecasts and representative assessment years when considering the environmental effects associated with operation of the Project.

2.6 Environmental measures

- 2.6.1 As indicated in **Chapter 1: Setting the scene for consultation – environmental information**, further information is set out in respect of environmental measures in other documents being prepared for consultation. These have informed the assessment included in the Environmental Information Consultation Document (EICD), and a summary description of each is presented under the following headings.

Noise Insulation

- 2.6.2 A **Noise Insulation Policy** has been developed to set out the proposed approach to providing noise insulation for eligible residential properties and community buildings affected by the construction and operation of the Project. The proposals extend beyond Heathrow's existing noise insulation schemes and form part of the measures used to avoid, mitigate and minimise adverse noise effects identified in the EICD. Eligibility for noise insulation would be determined in accordance with the criteria set out in the Noise Insulation Policy.

Property Policies

- 2.6.3 Property policies have been developed in recognition of the effects that the construction and operation of the Project may have on property owners and occupiers. They set out the discretionary compensation arrangements available to eligible residential, commercial and agricultural property owners and occupiers affected by the Project.

Economic Development Framework

- 2.6.4 The **Economic Development Framework** sets out Heathrow's emerging approach to maximising the economic and social benefits associated with expansion, including through skills, employment, business growth and innovation. The Framework has informed the consideration of socio-economic and health effects presented in the EICD.

Transport Information Consultation Document

- 2.6.5 The Transport Information Consultation Document describes the emerging approach to surface access for the expanded Airport, including the Surface Access Strategy and measures relating to passenger, employee and freight journeys. The surface access proposals and associated forecasts have informed the assessment of environmental effects associated with journeys to and from the Airport presented in the relevant chapters of this EICD.

Blue and Green Infrastructure

- 2.6.6 The **Blue and Green Infrastructure Measures Topic Paper** set out the approach to the provision and enhancement of green spaces, habitats, water environments and connections within and around the Project. These proposals form part of the Project design and include measures relevant to a range of environmental aspects assessed in this EICD, including biodiversity, landscape and visual amenity, water, recreation and amenity and the historic environment.

Environmentally Managed Growth

- 2.6.7 Environmentally Managed Growth (EMG) is the proposed framework for managing the growth of the expanded Airport within agreed environmental limits. The framework includes controls relating to environmental effects associated with airport growth, including a Noise Envelope intended to limit and, where possible, reduce aircraft noise effects.
- 2.6.8 The EMG proposals have informed the environmental information presented in this EICD where relevant. Further information on the proposed framework and its controls is provided in the **Environmentally Managed Growth Topic Paper**.

Community Facilities

- 2.6.9 The Project includes measures relating to community facilities affected by expansion, including the re-provision of facilities displaced by the physical development of the Project and consideration of measures for facilities affected by construction and operational effects. These measures have informed the assessment of effects on communities and other relevant environmental topics presented in this EICD.

Carbon Strategy

- 2.6.10 The **Carbon Strategy** sets out Heathrow's approach to managing greenhouse gas emissions associated with the construction and operation of the Project. It identifies the measures and actions being developed to avoid and reduce emissions and has informed the assessment of greenhouse gas effects presented in this EICD.