Heathrow

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Chapter 9: Air quality and odour

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Contents

9. Air quality and odour 9-4

9.1 Introduction 9-4

9.2 What do we mean by 'air quality' and 'odour' 9-4

9.3 Why air quality and odour might change 9-5

9.4 Legislation, policy and guidance 9-6

9.5 Assessment summary 9-7

9.6 Assessment results by 'assessment year' 9-10

9.7 Assessment results by Community Area 9-12

9.8 Summary of likely significant air quality effects 9-33

9.9 Next steps and preparation of the Environmental Statement (ES) 9-34

9.10 Glossary of terms 9-36

9.11 References 9-37

Appendix 9A Figures 9-38

Appendix Figures

Figure 9A.1: 2024 baseline core Air Quality Objective assessment area annual mean NO_2 concentrations (µg/m³) 9-38

Figure 9A.2: 2024 baseline core Air Quality Objective assessment area annual mean PM_{10} concentrations (µg/m³) 9-40

Figure 9A.3: 2024 baseline core Air Quality Objective assessment area annual mean $PM_{2.5}$ concentrations (µg/m^3) 9-42

Figure 9A.4: 2033 future baseline core Air Quality Objective assessment area annual mean NO_2 concentrations (µg/m^3) 9-44

Figure 9A.5: 2033 future baseline core Air Quality Objective assessment area annual mean PM_{10} concentrations (µg/m^3) 9-46

Figure 9A.6: 2033 future baseline core Air Quality Objective assessment area annual mean $PM_{2.5}$ concentrations (µg/m^3) 9-48

Figure 9A.7: 2033 with the Project core Air Quality Objective assessment area annual mean NO_2 concentrations (µg/m^3) 9-50

Figure 9A.8: 2033 with the Project core Air Quality Objective assessment area annual mean PM_{10} concentrations (µg/m^3) 9-52

Figure 9A.9: 2033 with the Project core Air Quality Objective assessment area annual mean $PM_{2.5}$ concentrations (µg/m^3) 9-54

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Figure 9A.10: 2040 future baseline core Air Quality Objective assessment area annual mean NO_2 concentrations (µg/m^3)..... 9-56

Figure 9A.11: 2040 future baseline core Air Quality Objective assessment area annual mean PM_{10} concentrations (µg/m^3) 9-58

Figure 9A.12: 2040 future baseline core Air Quality Objective assessment area annual mean $PM_{2.5}$ concentrations (µg/m^3)..... 9-60

Figure 9A.13: 2040 with the Project core Air Quality Objective assessment area annual mean NO_2 concentrations (µg/m^3)..... 9-62

Figure 9A.14: 2040 with the Project core Air Quality Objective assessment area annual mean PM_{10} concentrations (µg/m^3) 9-64

Figure 9A.15: 2040 with the Project core Air Quality Objective assessment area annual mean $PM_{2.5}$ concentrations (µg/m^3)..... 9-66

Figure 9A.16: 2055 future baseline core Air Quality Objective assessment area annual mean NO_2 concentrations (µg/m^3)..... 9-68

Figure 9A.17: 2055 future baseline core Air Quality Objective assessment area annual mean PM_{10} concentrations (µg/m^3) 9-70

Figure 9A.18: 2055 future baseline core Air Quality Objective assessment area annual mean $PM_{2.5}$ concentrations (µg/m^3)..... 9-72

Figure 9A.19: 2055 with the Project core Air Quality Objective assessment area annual mean NO_2 concentrations (µg/m^3)..... 9-74

Figure 9A.20: 2055 with the Project core Air Quality Objective assessment area annual mean PM_{10} concentrations (µg/m^3) 9-76

Figure 9A.21: 2055 with the Project core Air Quality Objective assessment area annual mean $PM_{2.5}$ concentrations (µg/m^3)..... 9-78

Figure 9A.22: Cranford Cross – Predicted annual mean NO_2 concentrations in 2024, locations of maximum predicted changes and location of maximum predicted concentration with the Project in 2033, 2040 and 2055 (µg/m^3)..... 9-80

Figure 9A.23: Harlington – Predicted annual mean NO_2 concentrations in 2024, locations of maximum predicted changes and location of maximum predicted concentration with the Project in 2033, 2040 and 2055 (µg/m^3)..... 9-82

Figure 9A.24: Harmondsworth – Predicted annual mean NO_2 concentrations in 2024, locations of maximum predicted changes and location of maximum predicted concentration with the Project in 2033, 2040 and 2055 (µg/m^3)..... 9-84

Figure 9A.25: Poyle – Predicted annual mean NO_2 concentrations in 2024, locations of maximum predicted changes and location of maximum predicted concentration with the Project in 2033, 2040 and 2055 (µg/m^3)..... 9-86

Figure 9A.26: Sipson – Predicted annual mean NO_2 concentrations in 2024, locations of maximum predicted changes and location of maximum predicted concentration with the Project in 2033, 2040 and 2055 (µg/m^3)..... 9-88

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Figure 9A.27: West Drayton – Predicted annual mean NO_2 concentrations in 2024, locations of maximum predicted changes and location of maximum predicted concentration with the Project in 2033, 2040 and 2055 (µg/m^3) 9-90

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9. Air quality and odour

9.1 Introduction

9.1.1 As indicated within **Chapter 1: Setting the scene for consultation – environmental information**, 'air quality and odour' is an environmental aspect for which environmental information is presented for 2026 Public Consultation.

9.1.2 This chapter is supported by **Figure 9A.1** to **Figure 9A.27** and a glossary of terms.

This chapter should be read in conjunction with **Chapter 2: Description of the project**, which describes the infrastructure, construction activities and operation of the expanded airport relevant to the air quality and odour assessment.

9.2 What do we mean by 'air quality' and 'odour'

9.2.1 Air quality is the term used to describe how polluted the air people breathe is. Air quality around the existing airport is mainly affected by emissions from road vehicles, industry, energy generation plant and aircraft. When air quality is poor, pollutants in the air may be harmful to people, particularly those with existing lung or heart conditions. Changes in air quality may also affect ecological receptors, and this is explained within **Chapter 12: Biodiversity.**

9.2.2 The main pollutants of concern in the UK in relation to health effects are nitrogen dioxide (NO_2) and particles (particulate matter or PM). The particles in the air which were considered in this assessment were PM_{10} (particulate matter up to 10 micrometres in diameter) and $PM_{2.5}$ (particulate matter up to 2.5 micrometres in diameter). Sulphur dioxide (SO_2) concentrations were also considered. The government has set thresholds for concentrations of these air pollutants, but it also recognises that health effects can occur even when these thresholds are not exceeded. Other pollutants are emitted, but given their small quantities, a detailed assessment is not required.

9.2.3 In addition to the pollutants for which the government has prescribed air quality thresholds, we recognise the emerging international research which shows that Ultrafine Particles (UFPs), which have a diameter of 0.1 micrometres or less, are also of concern with respect to human health, and that aircraft emissions are an important source. There are currently no set targets or thresholds for UFP levels, or recognised methodologies for assessing their potential effects. One of the complexities is that at these very small particle sizes it is the particle number, not the particle's weight or mass, that is the most important characteristic to measure. This is a shift from normal monitoring methods for other larger pollution particles. Heathrow will continue to engage with relevant stakeholders and technical experts regarding the development of an appropriate methodology for assessing UFPs, and an assessment using the most up-to-date methodology available at the time will be included in the Environmental Statement (ES). This approach is consistent with **Chapter 11: Health**.

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9.2.4 Dust is also conventionally included within the term ‘air quality’. Dust does not normally pose a health hazard but may cause nuisance (which is regulated by law [1]) or annoyance (when it does not reach the legal threshold for nuisance). Sources of dust associated with the Project would be construction works or earthworks.

9.2.5 Odour is also considered when assessing air quality. An odour is a smell: essentially, the sensation experienced when chemical compounds in the air stimulate the olfactory receptors in the nose. These compounds can come from natural sources (like flowers or food) or artificial ones (like perfumes or industrial emissions). At airports, odours can arise from jet engines, especially during taxiing and take-off, as well as from general maintenance activities and fuel handling.

9.3 Why air quality and odour might change

9.3.1 During construction activities, there is the potential for emissions of dust and odours to occur, particularly during earthworks and ground preparation. Exhaust emissions from construction plant and vehicles may also affect local air quality. The construction approach, Construction Support Sites and principal construction activities are described in **Section 2.4** of **Chapter 2: Description of the project**

9.3.2 Operation of the Project would result in an increase in the amount of plant and ground support equipment operating airside at the expanded airport, together with an increase in aircraft movements. These increases would lead to changes in emissions of air pollutants, with the potential to affect air quality in areas close to the Northwest Runway and taxiways.

9.3.3 With an increase in passengers and colleagues travelling to the expanded airport, road traffic movements in the surrounding area would change, leading to corresponding changes in emissions with the potential to affect local air quality. The distribution of road traffic around the Airport may alter as passengers and colleagues access the airport using different transport modes and routes including roads that are repositioned. As a result, changes in air quality may be beneficial in some locations and adverse in others.

9.3.4 The influence Heathrow has on air quality decreases sharply with increased distance from its boundary. Outside of the existing airport boundary, where members of the public live and work, the main source of pollution that affects air quality and the ability to meet the government’s air quality thresholds is road traffic. Most of this road traffic on roads away from the boundary is not related to the existing airport.

9.3.5 Although emissions from aircraft can be quite large, aircraft on approach and departure from the existing airport have a limited impact on ground-level concentrations of pollutants beyond the existing airport boundary. Once aircraft are airborne and reach more than around 100 to 200 metres above ground level, emissions disperse rapidly away from the people on the ground, in a similar way to smoke rising from a tall chimney. This means that aircraft flying over residential areas would not be expected to have a significant impact on air quality at ground level.

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9.3.6 Although the Project will change pollutant concentrations and, in some places, increase concentrations of air pollutants, a range of environmental measures relating to air quality and odour are embedded as part of the Project design to avoid, offset or manage emissions from its construction and operation. Further detail is set out in **Paragraphs 9.5.5 to 9.5.7 Environmental measures**. These would continue and build upon the measures detailed in our Emissions Strategy and Action Plan [1].

9.4 Legislation, policy and guidance

9.4.1 In the UK, there is a wide variety of legislation, policy and guidance in place to improve air quality and protect human health, as summarised in this chapter.

9.4.2 Pollutant concentration limits apply both nationally, where they are the responsibility of national government, and locally, where they are the responsibility of the relevant local authority.

9.4.3 At a national level, the Air Quality Standards Regulations 2010 [5] set concentration Limit Values for several pollutants, including nitrogen dioxide, particulate matter, sulphur dioxide and others. Under the National Emission Ceilings Regulations 2018 [5], there are also legally binding emission reduction commitments to reduce the amount of five key pollutants, including nitrogen oxides, particulate matter ($PM_{2.5}$) and SO_2 released into the air each year, compared to a 2005 baseline. Local authorities play a role in contributing to meeting these national targets.

9.4.4 Local authorities are also required to assess the quality of air within their administrative areas, and where they identify an exceedance of relevant Air Quality Objectives (AQOs), or a likely exceedance, they must designate an Air Quality Management Area (AQMA) and put in place an Air Quality Action Plan (AQAP) setting out the measures they will take to ensure compliance with the AQOs. Where a local authority is not required to declare an AQMA, they are expected to take preventative action to avoid exceedance of AQOs and publish a local Air Quality Strategy (AQS). The Department for Environment, Food and Rural Affairs (Defra)'s Technical Guidance for local authorities [7] sets out details of this process.

9.4.5 The Greater London Authority (GLA) has set a target to achieve an annual mean $PM_{2.5}$ concentration of 10 micrograms per metre cubed ($\mu g/m^3$) by 2030. This target was derived from an air quality guideline set by the World Health Organisation (WHO) in 2005. In 2021, WHO updated its guidelines to be more stringent for a number of pollutants including $PM_{2.5}$, but the London Environment Strategy [6] references the 2005 guideline of 10 $\mu g/m^3$. Whilst the GLA target of achieving 10 $\mu g/m^3$ by 2030 is not a statutory requirement, it has nevertheless been considered within this assessment.

9.4.6 The Environment Act 2021 [7] set two legally binding long-term targets to reduce concentrations of $PM_{2.5}$ in England. The two new targets are an annual mean concentration of 10 $\mu g/m^3$ or below, and a reduction in average population exposure by 35% compared to a 2018 baseline. These are to be achieved by 2040. Achieving these targets is the responsibility of Defra and government. Rather than requiring a quantitative assessment of developments in the pre-application stage (such as the

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Project) against these targets, Defra instead advises applicants to provide evidence that they have considered exposure to $PM_{2.5}$ and taken appropriate action to minimise emissions. This approach has therefore been adopted within the assessment.

9.4.7 The Airports National Policy Statement (ANPS) [7] and National Policy Statement for National Networks (NNNPS) [9], as well as the draft Heathrow Expansion National Policy Statement (HENPS) [7] which has been published for consultation, are the primary basis for decision making on the Development Consent Order (DCO) application and set out a number of air quality related tests. Specifically, the Project is to comply with the UK's legal obligations on air quality and must not cause air quality impacts that result in any new breaches of legal obligations on air quality or make existing breaches materially worse. These legal obligations also include meeting the National Emissions Ceilings Regulations (2018), which are annual upper limits for total emissions of certain pollutants.

9.4.8 Environmental Protection UK (EPUK) and the Institute of Air Quality Management (IAQM) have published guidance [3] which sets out an industry standard approach to assessing the air quality effects of development. This approach has been followed in this assessment and is described further below. The IAQM is expected to publish new guidance on air quality assessments for planning later in 2026, which will be considered in the assessment presented in the Environmental Statement (ES).

9.4.9 The IAQM has also published guidance on the assessment of dust during construction works, which is used to determine the appropriate dust management measures, as discussed below.

9.5 Assessment summary

9.5.1 This section explains our approach to the air quality and odour assessment and how conclusions have been drawn in this chapter.

Baseline

9.5.2 The baseline air quality assessment has been defined by reviewing local monitoring data, predominantly from local authorities, along with information on estimated background concentrations of air pollutants published by Defra. A number of AQMAs declared by the local authorities surrounding the airport relate to exceedances of the nitrogen dioxide (NO_2) Air Quality Objectives (AQOs) close to busy roads and motorways. However, air quality is generally improving as a consequence of changes in travel patterns, such as lower car use, working from home, a higher uptake of electric vehicles in the vehicle fleet, and the influence of the Low Emission Zone (LEZ) and Ultra Low Emission Zone (ULEZ), in addition to other local measures to reduce emissions and improve air quality. The LEZ and ULEZ both cover the entirety of Greater London and apply charges to certain categories of vehicles to use the road network, based on their emissions.

9.5.3 Current baseline and future baseline air quality have been modelled using detailed dispersion modelling including road traffic and aircraft emissions.

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9.5.4 Baseline odour monitoring is currently being undertaken at numerous locations in the vicinity of the existing Airport to characterise the extent to which odour effects are experienced by the surrounding communities.

Environmental measures

9.5.5 Measures to avoid, prevent and reduce effects of construction on air quality are set out in Transport Information Consultation Document (TICD) Part 5: Construction Transport Strategy. These will include best practice measures such as wheel washing, covering of loads and where necessary air quality monitoring, as well as the management of construction traffic. Details of how dust will be managed during the construction process will also be included in the draft Code of Construction Practice (draft CoCP**)** submitted with the Development Consent Order (DCO) Application.

9.5.6 The design, layout and configuration of the expanded airport were chosen after extensive optioneering and masterplanning in which a wide range of possible designs were examined, to minimise environmental impacts. The design aims to optimise impacts across a range of environmental aspects including air quality, noise and carbon emissions, maximising co-benefits (for example, through ensuring efficient aircraft operations and reducing aircraft congestion, thereby reducing air pollution, carbon and noise emissions) and balancing trade-offs where necessary.

9.5.7 Further measures are proposed to minimise operational air quality effects. These include encouraging greater public transport use and providing cleaner, more sustainable modes of travel to and from the Airport, as set out in TICD Part 3: Our emerging surface access strategy. Heathrow will also manage emissions from aircraft by ensuring stands are provided with electricity and pre-conditioned air that can be supplied to aircraft to avoid the need for them to use their engines whilst parked.

Assessment approach

9.5.8 Atmospheric dispersion modelling has been undertaken to evaluate the effects of the Project on concentrations of air pollutants. The modelling predicted how emissions of air pollutants spread through the air from a source, such as from the exhausts of road vehicles and the jet engines of aircraft, and how they affect the concentrations of air pollutants at receptor locations, such as at homes, schools and medical facilities. Concentrations of NO_2, particulate matter (PM_{10} and $PM_{2.5}$) and sulphur dioxide (SO_2) were modelled both without the Project, to provide a reference against which the effects of the expanded airport are assessed, and with the Project. Specifically, the sources modelled were:

- Road traffic
- Airport car parks
- Aircraft (taxiing, take-off and landing)
- Ground Support Equipment (GSE)

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- Lakeside Energy from Waste plant
- Airport heating plant

Study Area

9.5.9 The main study area for the air quality assessment includes an area of approximately 12 km x 11 km centred on the airport. Within this area, emissions from the roads and the emissions from the airport itself, including aircraft on the ground and in the air during take-off and landing, were modelled. Changes in concentrations of air pollutants at sensitive locations in this area, such as residential properties and schools, were assessed. In areas outside of this main study area, some further assessment may be undertaken to quantify the likely localised effects of the airport-related vehicle movements on local air quality at DCO if required and reported in the Environmental Statement (ES).

Assessment Years

9.5.10 As indicated in **Chapter 2: Description of the project**, the Project would be undertaken over approximately 25 years. Construction and operational activities will occur concurrently with existing airport operations, with new airport operations starting as components of the new infrastructure are progressively completed. The background air quality conditions will also change over this period. Therefore, specific assessment years have been identified to demonstrate effects of different levels of activity over this timeframe.

9.5.11 Since commencing our assessment, further work has indicated that a later runway opening date in the late 2030s is more achievable. Undertaking our assessment with an earlier runway opening date, however, will still have captured the reasonable worst-case effects that can be predicted at this stage, particularly given the precautionary approach taken for the EICD, though the timing and potentially duration of effects will change with a later runway opening date.

9.5.12 The assessment years (2033, 2040 and 2055) were chosen to provide a reasonable worst-case assessment over the period of delivery of the Project. This is based upon the assumption that 2035 is the earliest possible date for runway opening. This aligns with the aspirations of the Government at the time the assessment modelling commenced. The Environmental Statement supporting the DCO application will present an assessment based upon our updated delivery programme. Additional or alternative assessment years will be used in the ES as necessary to identify all adverse air quality effects for the Project.

9.5.13 For the current baseline year (2024), modelled pollutant concentrations have been compared to results from local air quality monitoring stations and NO_2 diffusion tubes across the study area to test and confirm the performance of the model.

Significance of effects

9.5.14 To determine potentially significant effects, the industry standard approach developed by Environmental Protection UK (EPUK) and the Institute of Air Quality

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Management (IAQM) [3] has been used to describe the modelled impacts. The approach defines impacts at individual receptors based on both the percentage change in concentrations and the total concentrations with the development relative to the relevant air quality objective. Impacts may be Adverse or Beneficial, depending on whether the change in concentration is positive or negative, and may be Negligible, Slight, Moderate or Substantial in magnitude. The overall significance of air quality effects is then determined by the assessment team, taking into account the modelled impacts and other factors set out in the EPUK/IAQM guidance, which states that a "the overall significance is determined using professional judgement."

9.5.15 The potential effects of construction vehicle routes have also been considered.

9.5.16 Potential effects of construction dust on people and property in proximity to worksites will be assessed in the Environmental Statement, when more detailed construction information is available, along with the effects of exhaust emissions from site plant, or Non-Road Mobile Machinery. The overarching construction approach and activities assessed at this stage are described in **Section 2.4** of **Chapter 2**.

9.5.17 Potential odour effects during construction and operation of the Project will be assessed in more detail in the ES, when results of the baseline odour survey are available. This includes considering the likely level of odour, the source of the odour, the wind direction and the distance from the source of odour to the places where people may be sensitive to changes in odour levels, in particular dwellings, medical facilities and educational facilities.

9.5.18 Finally, the potential effects during construction and operation on sensitive ecological receptors will be assessed in the ES. Specifically, the impacts at designated sites close to the airport, construction sites and the affected road network will be considered, in line with the approach set out in **Chapter 12: Biodiversity**.

9.6 Assessment results by 'assessment year'

9.6.1 The air quality assessment has been reported against specific assessment years which reflect particular points in time to give an understanding of how effects will change throughout the course of the circa 25-year Project delivery. This also allows a worst-case assessment approach to be followed to ensure that the maximum potential effects have been captured. Three years have been assessed to capture the largest anticipated air quality impacts resulting from the combination of construction and operational activities. Further detail and assessment scenarios will be presented in the Environmental Statement (ES).

2033

9.6.2 The year 2033 captures early growth in capacity at the airport, prior to the opening of the Northwest Runway, and also peak construction traffic as this activity will be underway.

9.6.3 Effects from construction activities in relation to dust are expected to be **not significant**, due to implementation of the dust control measures set out within the

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draft Code of Construction Practice (CoCP), such as wheel washing, covering haulage vehicles and ensuring site plant is located away from receptors wherever possible.

9.6.4 Effects are predicted to be **not significant** as a result of particulate matter (PM) or sulphur dioxide (SO_2) emissions from aircraft, airfield activities and road traffic at all receptors. For PM_{10} and $PM_{2.5}$, the maximum future with Project concentrations are broadly similar to the 2024 baseline (± 0.5 micrograms per metre cubed ($\mu g/m^3$)). Changes between future baseline and with Project are shown to be Negligible and there are no locations where the Air Quality Objectives (AQOs) and limit values for these pollutants are predicted to be exceeded.

9.6.5 In relation to nitrogen dioxide (NO_2), it was identified that the Project would result in increased emissions from aircraft, airfield activities and road traffic (in particular associated with construction) that is likely to increase NO_2 levels at some receptors (homes, schools, medical facilities). NO_2 levels are predicted to be below the AQOs at all local receptors. The Project is predicted to increase NO_2 levels at some of these receptors, but given the small number of affected receptors, the impacts ranging from Negligible to Slight, the temporary nature of construction effects and the further management of road traffic during construction, it is considered the effects in relation to NO_2 levels during the construction phase would be **not significant**.

9.6.6 Annual mean concentrations of NO_2 are well below 60 $\mu g/m^3$ and concentrations of PM_{10} are below 32 $\mu g/m^3$ at all receptors, such that it is unlikely that there are any exceedances of the 1-hour mean NO_2 and 24-hour mean PM_{10} objectives, respectively. This is in accordance with the approach set out in Defra's Technical Guidance for local authorities [7].

9.6.7 It should be noted that all scenarios modelled with the Project showed lower maximum concentrations of NO_2 in 2033 when compared to the 2024 baseline, mainly due to the ongoing general improvement in air quality and adoption of lower emission vehicles on the road network.

2040 and 2055

9.6.8 As described for 2033, due to the use of good practice measures (as indicated in the draft CoCP), ongoing construction effects are anticipated to be **not significant** in relation to dust.

9.6.9 An initial indicative operation phase odour assessment suggests that the Project would have the effect of distributing potential odour impacts over a wider area than at present due to the increased size of the expanded airport and the increase in aircraft movements. Members of communities close to the existing airport boundary may have developed a tolerance to odour emissions arising from airport operations, but this may not be the case for those which will be located closer to the draft Development Consent Order (DCO) order limits, such as receptors in Harmondsworth, Sipson and West Drayton. However, odour experienced by communities is considered likely to remain at a limited level due to the low frequency of the necessary meteorological conditions and medium odour source potential. A full

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assessment, including evaluation of significance, will be carried out for the ES when baseline survey data are available.

9.6.10 As for 2033, levels of pollutants are predicted to be below the AQOs and limit values at all local receptors. Although increases in pollutant concentrations are predicted at some receptors, and the impacts ranged from Negligible to Moderate Adverse, with Moderate Adverse at a small proportion of receptors, the effects of the Project overall are considered to be **not significant** during 2040 and 2055.

9.6.11 Also as for 2033, annual mean concentrations of NO_2 and PM_{10} are sufficiently low at all receptors, such that it is unlikely that there are any exceedances of the 1-hour mean NO_2 and 24-hour mean PM_{10} objectives, respectively.

9.6.12 The assessment indicates that the Project would not present a risk of causing the UK to fail to comply with the statutory limit values. The Project is therefore consistent with the criteria set out in the Airport National Policy Statement (ANPS).

9.7 Assessment results by Community Area

9.7.1 The assessment of air quality impacts for each Community Area, as described in **Chapter 4: People, place and Community Areas**, has been updated to reflect that the expansion programme is now scheduled to commence several years later than when previously assessed. Given the aforementioned improvements in baseline air quality across the study area, and the improvements in road traffic emissions, the effects on air quality in all community areas are expected to be reduced. The results of the updated air quality assessment, and the odour assessment, are described below for each community area and are accompanied by maps and figures to help illustrate the likely air quality effects of the Project in each of those communities.

Bedfont

9.7.2 Our assessment has predicted that the odour impact in Bedfont during construction will be **Negligible**. A tailored package of mitigation will ensure that the effects are **not significant**.

9.7.3 Our latest assessment has shown that current baseline concentrations of air pollutants in Bedfont are well below the Air Quality Objectives (AQOs). Concentrations of nitrogen dioxide (NO_2) and particulate matters (PM_{10} and $PM_{2.5}$) were shown to be below the AQOs at all of the (mainly residential) receptors in all assessment scenarios, with the highest values being 26.3 micrograms per metre cubed (µg/m3) for NO_2, 14.9 µg/m3 for PM_{10} and 7.5 µg/m3 for $PM_{2.5}$. The objectives are 40 µg/m3, 40 µg/m3 and 20 µg/m3, respectively.

2033

9.7.4 In 2033, the maximum predicted annual mean NO_2 concentration with the Project is 19.3 µg/m3. The predicted changes in annual mean NO_2 concentrations associated with the Project range from +0.1 to +1.1 µg/m3. These changes correspond to **Negligible** impacts at all modelled receptors in the area.

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9.7.5 For PM_{10}, the changes range from zero to +0.4 µg/m3. For $PM_{2.5}$, the changes range from zero to +0.2 µg/m3. These all correspond to **Negligible** impacts.

2040

9.7.6 In 2040, the maximum predicted annual mean NO_2 concentration with the Project is 18.2 µg/m3. The predicted changes in annual mean NO_2 concentrations associated with the Project range from +0.4 to +1.2 µg/m3. These changes correspond to **Negligible** impacts at all modelled receptors in the area.

9.7.7 For PM_{10}, the changes range from zero to +0.4 µg/m3. For $PM_{2.5}$, the changes range from zero to +0.2 µg/m3. These all correspond to **Negligible** impacts.

2055

9.7.8 In 2055, the maximum predicted annual mean NO_2 concentration with the Project is 17.8 µg/m3. The predicted changes in annual mean NO_2 concentrations associated with the Project range from +0.5 to +2.0 µg/m3. These changes correspond to **Negligible** impacts at all modelled receptors in the area.

9.7.9 For PM_{10}, the changes range from +0.1 to +0.5 µg/m3. For $PM_{2.5}$, the changes range from zero to +0.3 µg/m3. These all correspond to **Negligible** impacts.

Brands Hill

9.7.10 Our assessment has predicted that the odour impact in Brands Hill during construction will be Slight Adverse. A tailored package of mitigation will ensure that the effects are **not significant**.

9.7.11 Our latest assessment has shown that current baseline concentrations of air pollutants in Brands Hill are well below the AQOs. Concentrations of NO_2, PM_{10} and $PM_{2.5}$ were shown to be below the AQOs at all of the mainly residential receptors in all assessment scenarios, with the highest values being 27.4 µg/m3 for NO_2, 16.9 µg/m3 for PM_{10} and 8.4 µg/m3 for $PM_{2.5}$. The objectives are 40 µg/m3, 40 µg/m3 and 20 µg/m3, respectively.

2033

9.7.12 In 2033, the maximum predicted annual mean NO_2 concentration with the Project is 18.0 µg/m3. The predicted changes in annual mean NO_2 concentrations associated with the Project range from +0.1 to +1.7 µg/m3. These changes correspond to **Negligible** impacts at all modelled receptors in the area.

9.7.13 For PM_{10}, the changes range from zero to +0.2 µg/m3. For $PM_{2.5}$, the changes range from zero to +0.1 µg/m3. These all correspond to **Negligible** impacts.

2040

9.7.14 In 2040, the maximum predicted annual mean NO_2 concentration with the Project is 15.1 µg/m3. The predicted changes in annual mean NO_2 concentrations associated

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with the Project range from +0.4 to +1.0 µg/m3. These changes correspond to **Negligible** impacts at all modelled receptors in the area.

9.7.15 For PM_{10}, the changes range from zero to +0.2 µg/m3. For $PM_{2.5}$, the changes range from zero to +0.1 µg/m3. These all correspond to **Negligible** impacts.

2055

9.7.16 In 2055, the maximum predicted annual mean NO_2 concentration with the Project is 14.6 µg/m3. The predicted changes in annual mean NO2 concentrations associated with the Project range from +0.4 to +0.8 µg/m3. These changes correspond to **Negligible** impacts at all modelled receptors in the area.

9.7.17 For PM_{10}, the changes range from zero to +0.2 µg/m3. For $PM_{2.5}$, the changes range from zero to +0.1 µg/m3. These all correspond to **Negligible** impacts.

Colnbrook

9.7.18 Our assessment has predicted that the odour impact in Colnbrook during construction will be Moderate Adverse. A tailored package of mitigation will ensure that the effects are **not significant**.

9.7.19 Our latest assessment has shown that current baseline concentrations of air pollutants in Colnbrook are well below the AQOs. Concentrations of NO_2, PM_{10} and $PM_{2.5}$ were shown to be below the AQOs at all of the mainly residential receptors in all assessment scenarios, with the highest values being 20.2 µg/m3 for NO_2, 15.6 µg/m3 for PM_{10} and 7.6 µg/m3 for $PM_{2.5}$. The objectives are 40 µg/m3, 40 µg/m3 and 20 µg/m3, respectively.

2033

9.7.20 In 2033, the maximum predicted annual mean NO_2 concentration with the Project is 14.3 µg/m3. The predicted changes in annual mean NO_2 concentrations associated with the Project range from +0.1 to +0.6 µg/m3. These changes correspond to **Negligible** impacts at all modelled receptors in the area.

9.7.21 For PM_{10}, the changes range from zero to +0.3 µg/m3. For $PM_{2.5}$, the changes range from zero to +0.1 µg/m3. These all correspond to **Negligible** impacts.

2040

9.7.22 In 2040, the maximum predicted annual mean NO_2 concentration with the Project is 14.0 µg/m3. The predicted changes in annual mean NO_2 concentrations associated with the Project range from +0.5 to +1.9 µg/m3. These changes correspond to **Negligible** impacts at all modelled receptors in the area.

9.7.23 For PM_{10}, the changes range from zero to +0.3 µg/m3. For $PM_{2.5}$, the changes range from zero to +0.2 µg/m3. These all correspond to **Negligible** impacts.

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2055

9.7.24 In 2055, the maximum predicted annual mean NO_2 concentration with the Project is 13.6 µg/m3. The predicted changes in annual mean NO_2 concentrations associated with the Project range from +0.5 to +1.7 µg/m3. These changes correspond to **Negligible** impacts at all modelled receptors in the area.

9.7.25 For PM_{10}, the changes range from +0.1 to +0.3 µg/m3. For $PM_{2.5}$, the changes range from zero to +0.2 µg/m3. These all correspond to **Negligible** impacts.

Cranford Cross

9.7.26 Our assessment has predicted that the odour impact in Cranford Cross during construction will be **Negligible**. A tailored package of mitigation will ensure that the effects are **not significant**.

9.7.27 Our latest assessment has shown that current baseline concentrations of air pollutants in Cranford Cross are well below the AQOs. Concentrations of NO_2, PM_{10} and $PM_{2.5}$ were shown to be below the AQOs at all of the mainly residential receptors in all assessment scenarios, with the highest values being 29.8 µg/m3 for NO_2, 15.0 µg/m3 for PM_{10} and 7.2 µg/m3 for $PM_{2.5}$. The objectives are 40 µg/m3, 40 µg/m3 and 20 µg/m3, respectively.

2033

9.7.28 In 2033, the maximum predicted annual mean NO_2 concentration with the Project is 23.5 µg/m3. The predicted changes in annual mean NO_2 concentrations associated with the Project range from +0.1 to +0.6 µg/m3. These changes correspond to **Negligible** impacts at all modelled receptors in the area.

9.7.29 For PM_{10}, the changes range from a decrease of -0.1 µg/m3 to a small increase of +0.2 µg/m3. For $PM_{2.5}$, the changes range from a decrease of -0.1 µg/m3 to a small increase of +0.1 µg/m3. These all correspond to **Negligible** impacts.

2040

9.7.30 In 2040, the maximum predicted annual mean NO_2 concentration with the Project is 23.1 µg/m3. The predicted changes in annual mean NO_2 concentrations associated with the Project range from +0.8 to +2.2 µg/m3. These changes correspond to **Negligible** impacts at all modelled receptors in the area.

9.7.31 For PM_{10}, the changes range from a decrease of -0.1 µg/m3 to zero. For $PM_{2.5}$, the changes are all zero. These all correspond to **Negligible** impacts.

2055

9.7.32 In 2055, the maximum predicted annual mean NO_2 concentration with the Project is 21.8 µg/m3. The predicted changes in annual mean NO_2 concentrations associated with the Project range from +0.9 to +2.8 µg/m3. These changes correspond to **Negligible** impacts at all modelled receptors in the area.

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9.7.33 For PM_{10} and $PM_{2.5}$, the changes are all zero. These all correspond to **Negligible** impacts.

9.7.34 **Figure 9A.22** shows the locations of the five receptors in Cranford Cross expected to experience the largest increases in concentrations in each scenario, as well as the receptor with the highest total concentration.

Cranford

9.7.35 Our assessment has predicted that the odour impact in Cranford during construction will be **Negligible**. A tailored package of mitigation will ensure that the effects are **not significant**.

9.7.36 Our latest assessment has shown that current baseline concentrations of air pollutants in Cranford are well below the AQOs. Concentrations of NO_2, PM_{10} and $PM_{2.5}$ were shown to be below the AQOs at all of the mainly residential receptors in all assessment scenarios, with the highest values being 28.7 µg/m3 for NO_2, 15.5 µg/m3 for PM_{10} and 7.7 µg/m3 for $PM_{2.5}$. The objectives are 40 µg/m3, 40 µg/m3 and 20 µg/m3, respectively.

2033

9.7.37 In 2033, the maximum predicted annual mean NO_2 concentration with the Project is 18.7 µg/m3. The predicted changes in annual mean NO_2 concentrations associated with the Project range from zero to +1.0 µg/m3. These changes correspond to **Negligible** impacts at all modelled receptors in the area.

9.7.38 For PM_{10}, the changes range from a decrease of -0.1 µg/m3 to a small increase of +0.2 µg/m3. For $PM_{2.5}$, the changes range from a decrease of -0.1 µg/m3 to a small increase of +0.1 µg/m3. These all correspond to **Negligible** impacts.

2040

9.7.39 In 2040, the maximum predicted annual mean NO_2 concentration with the Project is 16.5 µg/m3. The predicted changes in annual mean NO_2 concentrations associated with the Project range from +0.5 to +1.2 µg/m3. These changes correspond to **Negligible** impacts at all modelled receptors in the area.

9.7.40 For PM_{10}, the changes range from zero to +0.3 µg/m3. For $PM_{2.5}$, the changes range from zero to +0.1 µg/m3. These all correspond to **Negligible** impacts.

2055

9.7.41 In 2055, the maximum predicted annual mean NO_2 concentration with the Project is 15.6 µg/m3. The predicted changes in annual mean NO_2 concentrations associated with the Project range from +0.6 to +1.2 µg/m3. These changes correspond to **Negligible** impacts at all modelled receptors in the area.

9.7.42 For PM_{10}, the changes range from zero to +0.3 µg/m3. For $PM_{2.5}$, the changes range from zero to +0.2 µg/m3. These all correspond to **Negligible** impacts.

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Datchet

9.7.43 Datchet is outside of the air quality assessment area, which itself has been defined based on the extent of likely air quality impacts associated with the Project. The predicted impacts in neighbouring Community Areas closer to the airport (Brands Hill, Horton and Wraysbury) experience no more than Slight Adverse impacts, and conditions in Datchet would, at worst, be similar.

Feltham North

9.7.44 Our assessment has predicted that the odour impact in Feltham North during construction will be **Negligible**. A tailored package of mitigation will ensure that the effects are **not significant**.

9.7.45 Our latest assessment has shown that current baseline concentrations of air pollutants in Feltham North are well below the AQOs. Concentrations of NO_2, PM_{10} and $PM_{2.5}$ were shown to be below the AQOs at all of the mainly residential receptors in all assessment scenarios, with the highest values being 26.5 µg/m3 for NO_2, 14.8 µg/m3 for PM_{10} and 7.5 µg/m3 for $PM_{2.5}$. The objectives are 40 µg/m3, 40 µg/m3 and 20 µg/m3, respectively).

2033

9.7.46 In 2033, the maximum predicted annual mean NO_2 concentration with the Project is 16.7 µg/m3. The predicted changes in annual mean NO_2 concentrations associated with the Project range from +0.1 to +0.4 µg/m3. These changes correspond to **Negligible** impacts at all modelled receptors in the area.

9.7.47 For PM_{10}, the changes range from zero to +0.1 µg/m3. For $PM_{2.5}$, the changes range from zero to +0.1 µg/m3. These all correspond to **Negligible** impacts.

2040

9.7.48 In 2040, the maximum predicted annual mean NO_2 concentration with the Project is 15.0 µg/m3. The predicted changes in annual mean NO_2 concentrations associated with the Project range from +0.4 to +0.8 µg/m3. These changes correspond to **Negligible** impacts at all modelled receptors in the area.

9.7.49 For PM_{10}, the changes range from zero to +0.1 µg/m3. For $PM_{2.5}$, the changes range from zero to +0.1 µg/m3. These all correspond to **Negligible** impacts.

2055

9.7.50 In 2055, the maximum predicted annual mean NO_2 concentration with the Project is 14.3 µg/m3. The predicted changes in annual mean NO_2 concentrations associated with the Project range from +0.5 to +0.9 µg/m3. These changes correspond to **Negligible** impacts at all modelled receptors in the area.

9.7.51 For PM_{10}, the changes range from zero to +0.1 µg/m3. For $PM_{2.5}$, the changes range from zero to +0.1 µg/m3. These all correspond to **Negligible** impacts.

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Harlington

9.7.52 Our assessment has predicted that the odour impact in Harlington during construction will be Slight Adverse. A tailored package of mitigation will ensure that the effects are **not significant**.

9.7.53 Our latest assessment has shown that current baseline concentrations of air pollutants in Harlington are well below the AQOs. Pollutant concentrations in 2024 were shown to be below the annual mean AQOs at all of the mainly residential receptors in all assessment scenarios, with the highest values being 28.4 µg/m3 for NO_2, 15.8 µg/m3 for PM_{10} and 7.5 µg/m3 for $PM_{2.5}$. The objectives are 40 µg/m3, 40 µg/m3 and 20 µg/m3, respectively.

2033

9.7.54 In 2033, the maximum predicted annual mean NO_2 concentration with the Project is 21.6 µg/m3. The predicted changes in annual mean NO_2 concentrations associated with the Project range from a decrease of -0.1 µg/m3 to a small increase of +1.4 µg/m3. These changes correspond to **Negligible** impacts at all modelled receptors in the area.

9.7.55 For PM_{10}, the maximum concentration is 15.2 µg/m3 and the changes range from -0.4 to +0.7 µg/m3. For $PM_{2.5}$, the maximum concentration is 7.3 µg/m3 and the changes range from a decrease of -0.2 µg/m3 to a small increase of +0.4 µg/m3. These all correspond to **Negligible** impacts.

2040

9.7.56 In 2040, the maximum predicted annual mean NO_2 concentration with the Project is 21.3 µg/m3. The predicted changes in annual mean NO_2 concentrations associated with the Project range from +1.2 to +5.0 µg/m3. These changes correspond to mostly **Negligible** impacts, with Slight to Moderate Adverse impacts at a small proportion of the modelled receptors in the area. Specifically, the preliminary modelling has shown that of the circa. 1,250 modelled receptors, Moderate Adverse impacts are predicted at around 30 receptors. The largest increases are at receptors close to the eastern end of the Northwest Runway, and close to the A4. **Figure 9A.23** shows the areas within which Moderate Adverse impacts are predicted. The impacts in these areas are considered to be **Significant**.

9.7.57 For PM_{10}, the maximum concentration is 15.7 µg/m3 and the changes range from -0.3 to +0.7 µg/m3. For $PM_{2.5}$, the maximum concentration is 7.5 µg/m3 and the changes range from -0.2 to +0.4 µg/m3. These all correspond to **Negligible** impacts.

2055

9.7.58 In 2055, the maximum predicted annual mean NO_2 concentration with the Project is 20.4 µg/m3. The predicted changes in annual mean NO_2 concentrations associated with the Project range from +1.3 to +5.0 µg/m3. These changes correspond to mostly **Negligible** impacts, with Slight to Moderate Adverse impacts at a small proportion of the modelled receptors in the area. Specifically, the preliminary modelling has shown

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that of the circa. 1,250 modelled receptors, Moderate Adverse impacts are predicted at around 30 receptors. The largest increases are at receptors close to the eastern end of the Northwest Runway, and close to the A4. **Figure 9A.23** shows the areas within which Moderate Adverse impacts are predicted. The impacts in these areas are considered to be **Significant**.

9.7.59 For PM_{10}, the maximum concentration is 15.6 µg/m3 and the changes range from -0.2 to +0.6 µg/m3. For $PM_{2.5}$, the maximum concentration is 7.5 µg/m3 and the changes range from -0.1 to +0.4. These all correspond to **Negligible** impacts.

9.7.60 **Figure 9A.23** show the locations of the five receptors in Harlington expected to experience the largest increases in concentrations in each scenario, as well as the receptor with the highest total concentration.

Harmondsworth

9.7.61 Our assessment has predicted that the odour impact in Harmondsworth during construction will be Moderate Adverse. A tailored package of mitigation will ensure that the effects are **not significant**.

9.7.62 Our latest assessment has shown that current baseline concentrations of air pollutants in Harmondsworth are well below the AQOs. Pollutant concentrations in 2024 were shown to be below the AQOs at all of the mainly residential receptors in all assessment scenarios, with the highest values being 23.4 µg/m3 for NO_2, 14.7 µg/m3 for PM_{10} and 7.1 µg/m3 for $PM_{2.5}$. The objectives are 40 µg/m3, 40 µg/m3 and 20 µg/m3, respectively).

2033

9.7.63 In 2033, the maximum predicted annual mean NO_2 concentration with the Project is 14.9 µg/m3. The predicted changes in annual mean NO_2 concentrations associated with the Project range from a decrease of -1.2 µg/m3 to a small increase of +0.6 µg/m3. These changes correspond to **Negligible** impacts at all modelled receptors in the area.

9.7.64 For PM_{10}, the maximum concentration is 14.5 µg/m3 and the changes range from -0.7 to +0.3 µg/m3. For $PM_{2.5}$, the maximum concentration is 6.9 µg/m3 and the changes range from a decrease of -0.4 µg/m3 to a small increase of +0.1 µg/m3. These all correspond to **Negligible** impacts.

2040

9.7.65 In 2040, the maximum predicted annual mean NO_2 concentration with the Project is 20.7 µg/m3. The predicted changes in annual mean NO_2 concentrations associated with the Project range from +4.2 to +6.9 µg/m3. These changes correspond to Moderate Adverse impacts at all of the circa. 100 modelled receptors in the area. The largest increases are at receptors on Harmondsworth High Street and Harmondsworth Lane, close to the Northwest Runway, and Accommodation Lane, close to the new A3044 configuration. **Figure 9A.24** shows the area within which

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Moderate Adverse impacts are predicted. The impacts in these areas are considered to be **Significant**.

9.7.66 For PM_{10}, the maximum concentration is 15.0 µg/m3 and the changes range from +0.3 to +1.0 µg/m3. For $PM_{2.5}$, the maximum concentration is 7.4 µg/m3 and the changes range from +0.3 to +0.6 µg/m3. These all correspond to **Negligible** impacts.

2055

9.7.67 In 2055, the maximum predicted annual mean NO_2 concentration with the Project is 20.1 µg/m3. The predicted changes in annual mean NO_2 concentrations associated with the Project range from +4.3 to +6.8 µg/m3. These changes correspond to Moderate Adverse impacts at all of the circa. 100 modelled receptors in the area. The largest increases are at receptors on Harmondsworth High Street and Harmondsworth Lane, close to the Northwest Runway and Accommodation Lane, close to the new A3044 configuration. **Figure 9A.24** shows the area within which Moderate Adverse impacts are predicted. The impacts in these areas are considered to be **Significant**.

9.7.68 For PM_{10}, the maximum concentration is 15.2 µg/m3 and the changes range from +0.5 to +1.2 µg/m3. For $PM_{2.5}$, the maximum concentration is 7.5 µg/m3 and the changes range from +0.3 to +0.7. These all correspond to **Negligible** impacts.

9.7.69 **Figure 9A.24** shows the locations of the five receptors in Harmondsworth expected to experience the largest increases in concentrations in each scenario, as well as the receptor with the highest total concentration.

Hatton/Feltham West

9.7.70 Our assessment has not predicted the odour impact in Hatton/Feltham West during construction, however the impacts are expected to be no worse than for the neighbouring Community Area of Bedfont, which will be **Negligible**. A tailored package of mitigation will ensure that the effects are **not significant**.

9.7.71 Our latest assessment has shown that current baseline concentrations of air pollutants in Hatton/Feltham West are well below the AQOs. Concentrations of NO_2, PM_{10} and $PM_{2.5}$ were shown to be below the AQOs at all of the mainly residential receptors in all assessment scenarios, with the highest values being 19.6 µg/m3 for NO_2, 13.6 µg/m3 for PM_{10} and 7.0 µg/m3 for $PM_{2.5}$. The objectives are 40 µg/m3, 40 µg/m3 and 20 µg/m3, respectively.

2033

9.7.72 In 2033, the maximum predicted annual mean NO_2 concentration with the Project is 13.3 µg/m3. The predicted changes in annual mean NO_2 concentrations associated with the Project range from zero to +0.2 µg/m3. These changes correspond to **Negligible** impacts at all modelled receptors in the area.

9.7.73 For PM_{10}, the changes range from zero to +0.1 µg/m3. For $PM_{2.5}$, the changes are zero at all receptors. These all correspond to **Negligible** impacts.

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2040

9.7.74 In 2040, the maximum predicted annual mean NO_2 concentration with the Project is 12.9 µg/m3. The predicted changes in annual mean NO_2 concentrations associated with the Project range from +0.3 to +0.6 µg/m3. These changes correspond to **Negligible** impacts at all modelled receptors in the area.

9.7.75 For PM_{10}, the changes range from zero to +0.1 µg/m3. For $PM_{2.5}$, the changes are zero at all receptors. These all correspond to **Negligible** impacts.

2055

9.7.76 In 2055, the maximum predicted annual mean NO_2 concentration with the Project is 12.6 µg/m3. The predicted changes in annual mean NO_2 concentrations associated with the Project range from +0.4 to +0.7 µg/m3. These changes correspond to **Negligible** impacts at all modelled receptors in the area.

9.7.77 For PM_{10}, the changes range from zero to +0.1 µg/m3. For $PM_{2.5}$, the changes are zero at all receptors. These all correspond to **Negligible** impacts.

Hayes

9.7.78 Our assessment has predicted that the odour impact in Hayes during construction will be **Negligible**. A tailored package of mitigation will ensure that the effects are **not significant**.

9.7.79 Our latest assessment has shown that current baseline concentrations of air pollutants in Hayes are well below the AQOs. Concentrations of NO_2, PM_{10} and $PM_{2.5}$ were shown to be below the AQOs at all of the mainly residential receptors in all assessment scenarios, with the highest values being 26.1 µg/m3 for NO_2, 16.0 µg/m3 for PM_{10} and 7.7 µg/m3 for $PM_{2.5}$. The objectives are 40 µg/m3, 40 µg/m3 and 20 µg/m3, respectively.

2033

9.7.80 In 2033, the maximum predicted annual mean NO_2 concentration with the Project is 17.8 µg/m3. The predicted changes in annual mean NO_2 concentrations associated with the Project range from a decrease of -0.2 µg/m3 to a small increase of +0.2 µg/m3. These changes correspond to **Negligible** impacts at all modelled receptors in the area.

9.7.81 For PM_{10}, the changes range from -0.5 µg/m3 to +0.1 µg/m3. For $PM_{2.5}$, the changes range from -0.3 µg/m3 to zero. These all correspond to **Negligible** impacts.

2040

9.7.82 In 2040, the maximum predicted annual mean NO_2 concentration with the Project is 17.2 µg/m3. The predicted changes in annual mean NO_2 concentrations associated with the Project range from +0.7 to +1.4 µg/m3. These changes correspond to **Negligible** impacts at all modelled receptors in the area.

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9.7.83 For PM_{10}, the changes range from zero to +0.2 µg/m3. For $PM_{2.5}$, the changes range from zero to +0.1 µg/m3. These all correspond to **Negligible** impacts.

2055

9.7.84 In 2055, the maximum predicted annual mean NO_2 concentration with the Project is 16.4 µg/m3. The predicted changes in annual mean NO_2 concentrations associated with the Project range from +0.7 to +1.4 µg/m3. These changes correspond to **Negligible** impacts at all modelled receptors in the area.

9.7.85 For $PM_{10,}$ the changes range from zero to +0.2 µg/m3. For $PM_{2.5,}$ the changes range from zero to +0.1 µg/m3. These all correspond to **Negligible** impacts.

Heston

9.7.86 Our assessment has predicted that the odour impact in Heston during construction will be **Negligible**. A tailored package of mitigation will ensure that the effects are **not significant**.

9.7.87 Our latest assessment has shown that current baseline concentrations of air pollutants in Heston are well below the AQOs. Concentrations of $NO_{2,}$ PM_{10} and $PM_{2.5}$ were shown to be below the AQOs at all of the mainly residential receptors in all assessment scenarios, with the highest values being 27.9 µg/m3 for NO_2, 15.6 µg/m3 for PM_{10} and 7.7 µg/m3 for $PM_{2.5}$. The objectives are 40 µg/m3, 40 µg/m3 and 20 µg/m3, respectively.

2033

9.7.88 In 2033, the maximum predicted annual mean NO_2 concentration with the Project is 17.1 µg/m3. The predicted changes in annual mean NO_2 concentrations associated with the Project range from a decrease of -0.2 µg/m3 to a small increase of +0.3 µg/m3. These changes correspond to **Negligible** impacts at all modelled receptors in the area.

9.7.89 For $PM_{10,}$ the changes range from -0.4 µg/m3 to +0.1 µg/m3. For $PM_{2.5}$, the changes range from -0.3 µg/m3 to +0.1 µg/m3. These all correspond to **Negligible** impacts.

2040

9.7.90 In 2040, the maximum predicted annual mean NO_2 concentration with the Project is 15.6 µg/m3. The predicted changes in annual mean NO_2 concentrations associated with the Project range from +0.3 to +1.0 µg/m3. These changes correspond to **Negligible** impacts at all modelled receptors in the area.

9.7.91 For $PM_{10,}$ the changes range from zero to +0.2 µg/m3. For $PM_{2.5}$, the changes range from zero to +0.1 µg/m3. These all correspond to **Negligible** impacts.

2055

9.7.92 In 2055, the maximum predicted annual mean NO_2 concentration with the Project is 14.8 µg/m3. The predicted changes in annual mean NO^2 concentrations associated

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with the Project range from +0.4 to +0.8 µg/m3. These changes correspond to **Negligible** impacts at all modelled receptors in the area.

9.7.93 For PM_{10}, the changes range from zero to +0.2 µg/m3. For $PM_{2.5}$, the changes range from zero to +0.1 µg/m3. These all correspond to **Negligible** impacts.

Horton

9.7.94 Our assessment has not predicted the odour impact in Horton during construction. However, the impacts are expected to be no worse than for the neighbouring Community Area of Colnbrook, which will be Moderate Adverse. A tailored package of mitigation will ensure that the effects are **not significant**.

9.7.95 Our latest assessment has shown that current baseline concentrations of air pollutants in Horton are well below the AQOs. Concentrations of NO_2, PM_{10} and $PM_{2.5}$ were shown to be below the AQOs at all of the mainly residential receptors in all assessment scenarios, with the highest values being 15.9 µg/m3 for NO_2, 14.0 µg/m3 for PM_{10} and 7.0 µg/m3 for $PM_{2.5}$. The objectives are 40 µg/m3, 40 µg/m3 and 20 µg/m3, respectively.

2033

9.7.96 In 2033, the maximum predicted annual mean NO_2 concentration with the Project is 12.3 µg/m3. The predicted changes in annual mean NO_2 concentrations associated with the Project range from zero to +0.7 µg/m3. These changes correspond to **Negligible** impacts at all modelled receptors in the area.

9.7.97 For $PM_{10,}$ the changes range from zero to +0.2 µg/m3. For $PM_{2.5}$, the changes range from zero to +0.1 µg/m3. These all correspond to **Negligible** impacts.

2040

9.7.98 In 2040, the maximum predicted annual mean NO_2 concentration with the Project is 12.2 µg/m3. The predicted changes in annual mean NO_2 concentrations associated with the Project range from +0.4 to +1.0 µg/m3. These changes correspond to **Negligible** impacts at all modelled receptors in the area.

9.7.99 For $PM_{10,}$ the changes range from zero to +0.2 µg/m3. For $PM_{2.5}$, the changes range from zero to +0.1 µg/m3. These all correspond to **Negligible** impacts.

2055

9.7.100 In 2055, the maximum predicted annual mean NO_2 concentration with the Project is 12.0 µg/m3. The predicted changes in annual mean NO_2 concentrations associated with the Project range from +0.5 to +0.7 µg/m3. These changes correspond to **Negligible** impacts at all modelled receptors in the area.

9.7.101 For PM_{10}, the changes range from zero to +0.1 µg/m3. For $PM_{2.5}$, the changes are zero at all modelled receptors. These all correspond to **Negligible** impacts.

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Hounslow Central and South

9.7.102 Our assessment has predicted that the odour impact in Hounslow Central and South during construction will be **Negligible**. A tailored package of mitigation will ensure that the effects are **not significant**.

9.7.103 Our latest assessment has shown that current baseline concentrations of air pollutants in Hounslow Central and South are well below the AQOs. Concentrations of NO_2, PM_{10} and $PM_{2.5}$ were shown to be below the AQOs at all of the mainly residential receptors in all assessment scenarios, with the highest values being 29.8 µg/m3 for NO_2, 15.7 µg/m3 for PM_{10} and 7.9 µg/m3 for $PM_{2.5}$. The objectives are 40 µg/m3, 40 µg/m3 and 20 µg/m3, respectively.

2033

9.7.104 In 2033, the maximum predicted annual mean NO_2 concentration with the Project is 18.7 µg/m3. The predicted changes in annual mean NO_2 concentrations associated with the Project range from +0.1 to +0.2 µg/m3. These changes correspond to **Negligible** impacts at all modelled receptors in the area.

9.7.105 For PM_{10} and $PM_{2.5}$, the changes are zero at all modelled receptors. These all correspond to **Negligible** impacts.

2040

9.7.106 In 2040, the maximum predicted annual mean NO_2 concentration with the Project is 15.8 µg/m3. The predicted changes in annual mean NO_2 concentrations associated with the Project range from +0.3 to +0.4 µg/m3. These changes correspond to **Negligible** impacts at all modelled receptors in the area.

9.7.107 For $PM_{10,}$ the changes range from zero to +0.1 µg/m3. For $PM_{2.5}$, the changes are zero at all modelled receptors. These all correspond to **Negligible** impacts.

2055

9.7.108 In 2055, the maximum predicted annual mean NO_2 concentration with the Project is 14.4 µg/m3. The predicted changes in annual mean NO_2 concentrations associated with the Project range from +0.3 to +0.4 µg/m3. These changes correspond to **Negligible** impacts at all modelled receptors in the area.

9.7.109 For PM_{10}, the changes range from zero to +0.1 µg/m3. For $PM_{2.5}$, the changes are zero at all modelled receptors. These all correspond to **Negligible** impacts.

Hounslow West and Heath

9.7.110 Our assessment has predicted that the odour impact in Hounslow West and Heath during construction will be **Negligible**. A tailored package of mitigation will ensure that the effects are **not significant**.

9.7.111 Our latest assessment has shown that current baseline concentrations of air pollutants in Hounslow West and Heath are well below the AQOs. Concentrations of

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NO_2, PM_{10} and $PM_{2.5}$ were shown to be below the AQOs at all of the mainly residential receptors in all assessment scenarios, with the highest values being 26.4 µg/m3 for NO_2, 15.7 µg/m3 for PM_{10} and 7.7 µg/m3 for $PM_{2.5}$. The objectives are 40 µg/m3, 40 µg/m3 and 20 µg/m3, respectively.

2033

9.7.112 In 2033, the maximum predicted annual mean NO_2 concentration with the Project is 17.4 µg/m3. The predicted changes in annual mean NO_2 concentrations associated with the Project range from +0.1 to +0.2 µg/m3. These changes correspond to **Negligible** impacts at all modelled receptors in the area.

9.7.113 For PM_{10}, the changes range from zero to +0.1 µg/m3. For $PM_{2.5}$, the changes are zero at all modelled receptors. These all correspond to **Negligible** impacts.

2040

9.7.114 In 2040, the maximum predicted annual mean NO_2 concentration with the Project is 15.5 µg/m3. The predicted changes in annual mean NO_2 concentrations associated with the Project range from +0.3 to +0.5 µg/m3. These changes correspond to **Negligible** impacts at all modelled receptors in the area.

9.7.115 For PM_{10}, the changes range from zero to +0.1 µg/m3. For $PM_{2.5}$, the changes range from zero to +0.1 µg/m3. These all correspond to **Negligible** impacts.

2055

9.7.116 In 2055, the maximum predicted annual mean NO_2 concentration with the Project is 14.3 µg/m3. The predicted changes in annual mean NO_2 concentrations associated with the Project range from +0.4 to +0.7 µg/m3. These changes correspond to **Negligible** impacts at all modelled receptors in the area.

9.7.117 For PM_{10}, the changes range from zero to +0.1 µg/m3. For $PM_{2.5}$, the changes range from zero to +0.1 µg/m3. These all correspond to **Negligible** impacts.

Iver and Richings Park

9.7.118 Our assessment has predicted that the odour impact in Iver and Richings Park during construction will be **Negligible**. A tailored package of mitigation will ensure that the effects are **not significant**.

9.7.119 Our latest assessment has shown that current baseline concentrations of air pollutants in Iver and Richings Park are well below the AQOs. Concentrations of NO_2, PM_{10} and $PM_{2.5}$ were shown to be below the AQOs at all of the mainly residential receptors in all assessment scenarios, with the highest values being 25.6 µg/m3 for NO_2, 16.2 µg/m3 for PM_{10} and 7.9 µg/m3 for $PM_{2.5}$. The objectives are 40 µg/m3, 40 µg/m3 and 20 µg/m3, respectively.

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2033

9.7.120 In 2033, the maximum predicted annual mean NO_2 concentration with the Project is 16.0 µg/m3. The predicted changes in annual mean NO_2 concentrations associated with the Project range from a decrease of -0.1 to a small increase of +0.3 µg/m3. These changes correspond to **Negligible** impacts at all modelled receptors in the area.

9.7.121 For PM_{10}, the changes range from zero to +0.1 µg/m3. For $PM_{2.5}$, the changes range from zero to +0.1 µg/m3. These all correspond to **Negligible** impacts.

2040

9.7.122 In 2040, the maximum predicted annual mean NO_2 concentration with the Project is 14.8 µg/m3. The predicted changes in annual mean NO_2 concentrations associated with the Project range from +0.2 to +1.0 µg/m3. These changes correspond to **Negligible** impacts at all modelled receptors in the area.

9.7.123 For PM_{10}, the changes range from zero to +0.1 µg/m3. For $PM_{2.5}$, the changes range from zero to +0.1 µg/m3. These all correspond to **Negligible** impacts.

2055

9.7.124 In 2055, the maximum predicted annual mean NO_2 concentration with the Project is 14.6 µg/m3. The predicted changes in annual mean NO_2 concentrations associated with the Project range from +0.3 to +1.0 µg/m3. These changes correspond to **Negligible** impacts at all modelled receptors in the area.

9.7.125 For PM_{10}, the changes range from -0.1 to +0.2 µg/m3. For $PM_{2.5}$, the changes range from zero to +0.1 µg/m3. These all correspond to **Negligible** impacts.

Longford

9.7.126 It should be noted that due to the majority of existing receptors in the Longford Community Area being located within the Compulsory Purchase Zone (CPZ), our assessment is based on just three receptors located close to the boundary with Bedfont.

9.7.127 Our assessment has not predicted the odour impact in Longford during construction. However, given the location of the three aforementioned receptors, the impacts are expected to be no worse than for the neighbouring Community Area of Bedfont, which will be Slight Adverse. A tailored package of mitigation will ensure that the effects are **not significant**.

9.7.128 Our latest assessment has shown that current baseline concentrations of air pollutants in Longford are well below the AQOs. Concentrations of NO_2, PM_{10} and $PM_{2.5}$ were shown to be below the AQOs at all of the mainly residential receptors in all assessment scenarios, with the highest values being 24.0 µg/m3 for NO_2, 14.0 µg/m3 for PM_{10} and 7.1 µg/m3 for $PM_{2.5}$. The objectives are 40 µg/m3, 40 µg/m3 and 20 µg/m3, respectively.

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2033

9.7.129 In 2033, the maximum predicted annual mean NO_2 concentration with the Project is 16.7 µg/m3. The predicted changes in annual mean NO_2 concentrations associated with the Project range from +0.3 to +0.8 µg/m3. These changes correspond to **Negligible** impacts at all modelled receptors in the area.

9.7.130 For PM_{10}, the changes range from +0.1 to +0.2 µg/m3. For $PM_{2.5}$, the changes are +0.1 µg/m3 at all modelled receptors. These all correspond to **Negligible** impacts.

2040

9.7.131 In 2040, the maximum predicted annual mean NO_2 concentration with the Project is 15.7 µg/m3. The predicted changes in annual mean NO_2 concentrations associated with the Project range from +0.8 to +0.9 µg/m3. These changes correspond to **Negligible** impacts at all modelled receptors in the area.

9.7.132 For PM_{10}, the changes range from +0.2 to +0.3 µg/m3. For $PM_{2.5}$, the changes range from +0.1 to +0.2 µg/m3. These all correspond to **Negligible** impacts.

2055

9.7.133 In 2055, the maximum predicted annual mean NO_2 concentration with the Project is 15.6 µg/m3. The predicted changes in annual mean NO_2 concentrations associated with the Project range from +0.9 to +1.4 µg/m3. These changes correspond to **Negligible** impacts at all modelled receptors in the area.

9.7.134 For PM_{10}, the changes range from +0.2 to +0.3 µg/m3. For $PM_{2.5}$, the changes range from +0.1 to +0.2 µg/m3. These all correspond to **Negligible** impacts.

Poyle

9.7.135 Our assessment has predicted that the odour impact in Poyle during construction will be Slight Adverse. A tailored package of mitigation will ensure that the effects are **not significant**.

9.7.136 Our latest assessment has shown that current baseline concentrations of air pollutants in Poyle are well below the AQOs. Concentrations of NO_2, PM_{10} and $PM_{2.5}$ were shown to be below the AQOs at all of the mainly residential receptors in all assessment scenarios, with the highest values being 21.4 µg/m3 for NO_2, 15.4 µg/m3 for PM_{10} and 7.6 µg/m3 for $PM_{2.5}$.The objectives are 40 µg/m3, 40 µg/m3 and 20 µg/m3, respectively.

2033

9.7.137 In 2033, the maximum predicted annual mean NO_2 concentration with the Project is 16.8 µg/m3. The predicted changes in annual mean NO_2 concentrations associated with the Project range from +0.1 to +2.9 µg/m3. These changes correspond to mostly **Negligible** impacts, with Slight Adverse impacts at a small number of the modelled receptors in the area. The largest increases are at receptors close to the western end of the Northwest Runway, and close to the redirected A4.

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9.7.138 For PM_{10}, the changes range from zero to +0.6 µg/m3. For $PM_{2.5}$, the changes range from zero to +0.3 µg/m3 at all modelled receptors. These all correspond to **Negligible** impacts.

2040

9.7.139 In 2040, the maximum predicted annual mean NO_2 concentration with the Project is 16.0 µg/m3. The predicted changes in annual mean NO_2 concentrations associated with the Project range from +1.2 to +2.6 µg/m3. These changes correspond to mostly **Negligible** impacts, with Slight Adverse impacts at a small proportion of the modelled receptors in the area. The largest increases are at receptors close to the western end of the Northwest Runway, and close to the redirected A4.

9.7.140 For PM_{10}, the changes range from +0.1 to +0.3 µg/m3. For $PM_{2.5}$, the changes range from zero to +0.2 µg/m3. These all correspond to **Negligible** impacts.

2055

9.7.141 In 2055, the maximum predicted annual mean NO_2 concentration with the Project is 15.6 µg/m3. The predicted changes in annual mean NO_2 concentrations associated with the Project range from +1.1 to +2.5 µg/m3. These changes correspond to mostly **Negligible** impacts, with Slight Adverse impacts at a small proportion of the modelled receptors in the area. The largest increases are at receptors close to the western end of the Northwest Runway, and close to the redirected A4.

9.7.142 For PM_{10}, the changes range from zero to +0.3 µg/m3. For $PM_{2.5}$, the changes range from zero to +0.2 µg/m3. These all correspond to **Negligible** impacts.

9.7.143 **Figure 9A.25** show the locations of the five receptors in Poyle expected to experience the largest increases in concentrations in each scenario, as well as the receptor with the highest total concentration.

Sipson

9.7.144 Our assessment has predicted that the odour impact in Sipson during construction will be Moderate Adverse. A tailored package of mitigation will ensure that the effects are **not significant**.

9.7.145 Our latest assessment has shown that current baseline concentrations of air pollutants in Sipson are well below the AQOs. Concentrations of NO_2, PM_{10} and $PM_{2.5}$ were shown to be below the AQOs at all of the mainly residential receptors in all assessment scenarios, with the highest values being 29.9 µg/m3 for NO_2, 14.9 µg/m3 for PM_{10} and 7.3 µg/m3 for $PM_{2.5}$. The objectives are 40 µg/m3, 40 µg/m3 and 20 µg/m3, respectively.

2033

9.7.146 In 2033, the maximum predicted annual mean NO_2 concentration with the Project is 20.4 µg/m3. The predicted changes in annual mean NO_2 concentrations associated with the Project range from a decrease of -0.4 µg/m3 to a small increase of +0.6

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µg/m3. These changes correspond to **Negligible** impacts at all modelled receptors in the area.

9.7.147 For PM_{10}, the changes range from -0.4 to +0.2 µg/m3. For $PM_{2.5}$, the changes range from -0.2 to +0.1 µg/m3 at all modelled receptors. These all correspond to **Negligible** impacts.

2040

9.7.148 In 2040, the maximum predicted annual mean NO_2 concentration with the Project is 22.0 µg/m3. The predicted changes in annual mean NO_2 concentrations associated with the Project range from +1.9 to +7.5 µg/m3. These changes correspond to mostly Slight and Moderate Adverse impacts, with **Negligible** impacts at a small number of the modelled receptors in the area. Specifically, the preliminary modelling has shown that of the 470 modelled receptors, Moderate Adverse impacts are predicted at around 200 receptors, which include Heathrow Primary School. The largest increases are at receptors close to the eastern end of the Northwest Runway, and close to Harmondsworth Lane. **Figure 9A.26** shows the areas within which Moderate Adverse impacts are predicted. The impacts in these areas are considered to be **Significant**.

9.7.149 For PM_{10}, the changes range from -0.2 to +0.3 µg/m3. For $PM_{2.5}$, the changes range from -0.1 to +0.2 µg/m3. These all correspond to **Negligible** impacts.

2055

9.7.150 In 2055, the maximum predicted annual mean NO_2 concentration with the Project is 21.0 µg/m3. The predicted changes in annual mean NO_2 concentrations associated with the Project range from +2.6 to +7.0 µg/m3. These changes correspond to Slight or Moderate Adverse impacts at all modelled receptors in the area. Specifically, the preliminary modelling has shown that of the 470 modelled receptors, Moderate Adverse impacts are predicted at around 190 receptors, which include Heathrow Primary School. The largest increases are at receptors close to the eastern end of the Northwest Runway, and close to Harmondsworth Lane. **Figure 9A.26** shows the areas within which Moderate Adverse impacts are predicted. The impacts in these areas are considered to be **Significant**.

9.7.151 For PM_{10}, the changes range from -0.2 to +0.3 µg/m3. For $PM_{2.5}$, the changes range from -0.1 to +0.2 µg/m3. These all correspond to **Negligible** impacts.

9.7.152 **Figure 9A.26** show the locations of the five receptors in Sipson expected to experience the largest increases in concentrations in each scenario, as well as the receptor with the highest total concentration.

Stanwell

9.7.153 Our assessment has predicted that the odour impact in Stanwell during construction will be **Negligible**. A tailored package of mitigation will ensure that the effects are **not significant**.

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9.7.154 Our latest assessment has shown that current baseline concentrations of air pollutants in Stanwell are well below the AQOs. Concentrations of NO_2, PM_{10} and $PM_{2.5}$ were shown to be below the AQOs at all of the mainly residential receptors in all assessment scenarios, with the highest values being 24.7 µg/m3 for NO_2, 13.8 µg/m3 for PM_{10} and 7.2 µg/m3 for $PM_{2.5}$. The objectives are 40 µg/m3, 40 µg/m3 and 20 µg/m3, respectively.

2033

9.7.155 In 2033, the maximum predicted annual mean NO_2 concentration with the Project is 17.1 µg/m3. The predicted changes in annual mean NO_2 concentrations associated with the Project range from +0.1 to +0.9 µg/m3. These changes correspond to **Negligible** impacts at all modelled receptors in the area.

9.7.156 For PM_{10}, the changes range from zero to +0.3 µg/m3. For $PM_{2.5}$, the changes range from zero to +0.2 µg/m3. These all correspond to **Negligible** impacts.

2040

9.7.157 In 2040, the maximum predicted annual mean NO_2 concentration with the Project is 15.4 µg/m3. The predicted changes in annual mean NO_2 concentrations associated with the Project range from +0.3 to +1.0 µg/m3. These changes correspond to **Negligible** impacts at all modelled receptors in the area.

9.7.158 For PM_{10}, the changes range from zero to +0.5 µg/m3. For $PM_{2.5}$, the changes range from zero to +0.3 µg/m3. These all correspond to **Negligible** impacts.

2055

9.7.159 In 2055, the maximum predicted annual mean NO_2 concentration with the Project is 14.5 µg/m3. The predicted changes in annual mean NO_2 concentrations associated with the Project range from +0.4 to +1.0 µg/m3. These changes correspond to **Negligible** impacts at all modelled receptors in the area.

9.7.160 For PM_{10}, the changes range from zero to +0.5 µg/m3. For $PM_{2.5}$, the changes range from zero to +0.3 µg/m3. These all correspond to **Negligible** impacts.

Stanwell Moor

9.7.161 Our assessment has predicted that the odour impact in Stanwell Moor during construction will be Slight Adverse. A tailored package of mitigation will ensure that the effects are **not significant**.

9.7.162 Our latest assessment has shown that current baseline concentrations of air pollutants in Stanwell Moor are well below the AQOs. Concentrations of NO_2, PM_{10} and $PM_{2.5}$ were shown to be below the AQOs at all of the mainly residential receptors in all assessment scenarios, with the highest values being 28.7 µg/m3 for NO_2, 15.7 µg/m3 for PM_{10} and 7.7 µg/m3 for $PM_{2.5}$. The objectives are 40 µg/m3, 40 µg/m3 and 20 µg/m3, respectively.

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2033

9.7.163 In 2033, the maximum predicted annual mean NO_2 concentration with the Project is 16.0 µg/m3. The predicted changes in annual mean NO_2 concentrations associated with the Project range from +0.1 to +1.3 µg/m3. These changes correspond to **Negligible** impacts at all modelled receptors in the area.

9.7.164 For PM_{10}, the changes range from zero to +0.5 µg/m3. For $PM_{2.5}$, the changes range from zero to +0.3 µg/m3. These all correspond to **Negligible** impacts.

2040

9.7.165 In 2040, the maximum predicted annual mean NO_2 concentration with the Project is 15.4 µg/m3. The predicted changes in annual mean NO_2 concentrations associated with the Project range from +0.4 to +2.0 µg/m3. These changes correspond to **Negligible** impacts at all modelled receptors in the area.

9.7.166 For PM_{10}, the changes range from -0.1 to +0.4 µg/m3. For $PM_{2.5}$, the changes range from -0.1 to +0.2 µg/m3. These all correspond to **Negligible** impacts.

2055

9.7.167 In 2055, the maximum predicted annual mean NO_2 concentration with the Project is 14.7 µg/m3. The predicted changes in annual mean NO_2 concentrations associated with the Project range from +0.5 to +2.1 µg/m3. These changes correspond to **Negligible** impacts at all modelled receptors in the area.

9.7.168 For PM_{10}, the changes range from -0.1 to +0.4 µg/m3. For $PM_{2.5}$, the changes range from -0.1 to +0.2 µg/m3. These all correspond to **Negligible** impacts.

West Drayton

9.7.169 Our assessment has predicted that the odour impact in West Drayton during construction will be Slight Adverse. A tailored package of mitigation will ensure that the effects are **not significant**.

9.7.170 Our latest assessment has shown that current baseline concentrations of air pollutants in West Drayton are well below the AQOs. Concentrations of NO_2, PM_{10} and $PM_{2.5}$ were shown to be below the AQOs at all of the mainly residential receptors in all assessment scenarios, with the highest values being 26.4 µg/m3 for NO_2, 16.1 µg/m3 for PM_{10} and 7.8 µg/m3 for $PM_{2.5}$. The objectives are 40 µg/m3, 40 µg/m3 and 20 µg/m3, respectively.

2033

9.7.171 In 2033, the maximum predicted annual mean NO_2 concentration with the Project is 17.9 µg/m3. The predicted changes in annual mean NO_2 concentrations associated with the Project range from a decrease of -0.1 µg/m3 to a small increase of +0.6 µg/m3. These changes correspond to **Negligible** impacts at all modelled receptors in the area.

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9.7.172 For PM_{10}, the changes range from -0.3 to +0.1 µg/m3. For $PM_{2.5}$, the changes range from -0.2 to +0.1 µg/m3 at all modelled receptors. These all correspond to **Negligible** impacts.

2040

9.7.173 In 2040, the maximum predicted annual mean NO_2 concentration with the Project is 17.2 µg/m3. The predicted changes in annual mean NO_2 concentrations associated with the Project range from +0.7 to +2.4 µg/m3. These changes correspond to mostly **Negligible** impacts, with Slight Adverse impacts at a small number of the modelled receptors in the area. The largest increases are at receptors close to M4.

9.7.174 For PM_{10}, the changes range from zero to +0.4 µg/m3. For $PM_{2.5}$, the changes range from zero to +0.2 µg/m3. These all correspond to **Negligible** impacts.

2055

9.7.175 In 2055, the maximum predicted annual mean NO_2 concentration with the Project is 16.3 µg/m3. The predicted changes in annual mean NO_2 concentrations associated with the Project range from +0.8 to +2.3 µg/m3. These changes correspond to mostly **Negligible** impacts, with Slight Adverse impacts at a small number of the modelled receptors in the area. The largest increases are at receptors close to M4.

9.7.176 For PM_{10}, the changes range from zero to +0.3 µg/m3. For $PM_{2.5}$, the changes range from zero to +0.2 µg/m3. These all correspond to **Negligible** impacts.

9.7.177 **Figure 9A.27** show the locations of the five receptors in West Drayton expected to experience the largest increases in concentrations in each scenario, as well as the receptor with the highest total concentration.

Wraysbury

9.7.178 Our assessment has not predicted the odour impact in Wraysbury during construction, however the impacts are expected to be no worse than for the neighbouring Community Area of Stanwell Moor, which will be Slight Adverse. A tailored package of mitigation will ensure that the effects are **not significant**.

9.7.179 Our latest assessment has shown that current baseline concentrations of air pollutants in Wraysbury are well below the AQOs. Concentrations of NO_2, PM_{10} and $PM_{2.5}$ were shown to be below the AQOs at all of the mainly residential receptors in all assessment scenarios, with the highest values being 13.1 µg/m3 for NO_2, 12.0 µg/m3 for PM_{10} and 6.2 µg/m3 for $PM_{2.5}$. The objectives are 40 µg/m3, 40 µg/m3 and 20 µg/m3, respectively.

2033

9.7.180 In 2033, the maximum predicted annual mean NO_2 concentration with the Project is 10.1 µg/m3. The predicted changes in annual mean NO_2 concentrations associated with the Project range from zero to +0.1 µg/m3. These changes correspond to **Negligible** impacts at all modelled receptors in the area.

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9.7.181 For PM_{10} and $PM_{2.5}$, the changes are zero at all modelled receptors in the area. These all correspond to **Negligible** impacts.

2040

9.7.182 In 2040, the maximum predicted annual mean NO_2 concentration with the Project is 9.9 µg/m3. The predicted changes in annual mean NO_2 concentrations associated with the Project are 0.4 µg/m3 at all modelled receptors. These changes correspond to **Negligible** impacts at all modelled receptors in the area.

9.7.183 For PM_{10} and $PM_{2.5}$, the changes are zero at all modelled receptors in the area. These all correspond to **Negligible** impacts.

2055

9.7.184 In 2055, the maximum predicted annual mean NO_2 concentration with the Project is 9.7 µg/m3. The predicted changes in annual mean NO_2 concentrations associated with the Project range from +0.4 to +0.5 µg/m3. These changes correspond to **Negligible** impacts at all modelled receptors in the area.

9.7.185 For PM_{10} and $PM_{2.5}$, the changes are zero at all modelled receptors in the area. These all correspond to **Negligible** impacts.

9.8 Summary of likely significant air quality effects

9.8.1 During construction, significant effects on receptors from dust and odours will be prevented through the use of effective environmental measures to control emissions. These best practice environmental measures, which will be contained in the draft Code of Construction Practice (CoCP), are anticipated to result in any effects being **not significant**.

9.8.2 During operation of the Northwest Runway, it is anticipated that given the increase in the size of the expanded airport, and the introduction of aircraft movements closer to different communities, there may be occasional, temporary increases in the level of odours experienced. However, this is considered likely to remain at a limited level due to the low frequency of the necessary meteorological conditions and medium odour source potential. A full assessment will be carried out for the Environmental Statement (ES), once the baseline odour survey has been completed.

9.8.3 Across the study area and assessment years, which include the combined impacts of construction and operational road traffic movements, there are forecast to be **Negligible** to Moderate Adverse impacts on local air quality. Adverse impacts are principally forecast in relation to annual mean NO_2 concentrations at those locations closest to the Northwest Runway which are affected by emissions from aircraft taking off and landing, and those locations closest to the busiest roads. These Adverse impacts are concentrated in the community areas of Harlington, Harmondsworth and Sipson, and although predicted concentrations in all scenarios are well below the Air Quality Objective (AQO) for NO_2, given their large magnitude they are considered to have a **significant** effect. At all other locations, effects are considered to be **not significant**.

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9.8.4 As the Airports National Policy Statement (ANPS) and National Policy Statement for National Networks (NNNPS) make clear, the primary basis for decision making for the Project is compliance with the UK's legal obligations on air quality, while ensuring the Project does not cause air quality impacts that result in any new breaches of legal obligations on air quality or make existing breaches materially worse. The assessment demonstrates that the Project will not compromise the UK government's ability to meet these criteria. Nevertheless, the health assessment presented in **Chapter 11: Health** does consider the non-threshold nature of air pollutants and the effects of the changes in concentrations on the populations of these community areas, irrespective of the prescribed air quality limits.

9.8.5 It should be noted that this assessment has been carried out using preliminary data and will be updated using the latest available information and presented in greater detail in the ES.

9.8.6 Finally, the total pollutant emissions, how these compare to the National Atmospheric Emissions Inventory and the levels stipulated in the National Emissions Ceilings Regulations will be reported in the ES.

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

9.9.1 Further data collection, design, modelling and assessment work will be undertaken to support the air quality and odour assessment that will be reported within the Environmental Statement (ES). The number of assessment years between the start of construction and maximum airport capacity will also be increased to understand the effects of the phased construction and operation in more detail.

9.9.2 Further technical engagement will be undertaken to inform the assessment that will be presented within the ES. This will include engagement with local authorities, Transport for London, National Highways, Natural England and communities.

9.9.3 It is anticipated that the main study area will remain unchanged, but dispersion modelling may be carried out for additional areas depending on the final scheme, which will be influenced by road design and predicted traffic movements, among other factors. The final dispersion modelling will also take into account any specific assessment requirements of National Highways and will include an updated assessment of limit value compliance based on Defra's requirements at that time.

9.9.4 The Institute of Air Quality Management (IAQM) is expected to publish new guidance on air quality assessments for planning later in 2026, which will be considered in the assessment presented in the ES.

9.9.5 Natural England is expected to publish updated guidance on the assessment of sensitive ecological sites in the summer of 2026, which will be considered in the assessment presented in the ES.

9.9.6 The assessments of construction dust risk and Non-Road Mobile Machinery emissions will reflect the final phasing of infrastructure and construction methodology

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proposed. The odour assessment will also reflect the final design, operational assumptions and assessment methodology.

9.9.7 The ES produced for the Development Consent Order (DCO) application will consider the up-to-date position on the science and emerging policy relating to Ultrafine Particles (UFPs). Heathrow will also continue to engage with relevant stakeholders to develop an appropriate and credible methodology for assessing UFPs, and this assessment will be included in the ES. A monitoring programme for UFPs is in place and results will be reported in the ES.

9.9.8 Other future development proposals that are not part of the DCO application but which may have a combined influence on air quality will also be considered in the assessment.

9.9.9 Any future updates to guidance or legislation will be taken into account in the ES. The baseline will also be updated to consider the latest air quality monitoring data.

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9.10 Glossary of terms

Term / Acronym	Definition
AQMA	Air Quality Management Area
AQO	Air Quality Objectives
Emissions	release of pollutants into the atmosphere
NO_2	nitrogen dioxide
Olfactory	relating to the sense of smell
PM	Particulate Matter
PM_{10}	particulate matter up to 10 micrometres in diameter
$PM_{2.5}$	particulate matter up to 2.5 micrometres in diameter
Receptor	location sensitive to changes in air quality
SO_2	Sulphur dioxide
UFP	Ultrafine Particles; particles smaller than 0.1 micrometres in diameter
µg/m^3	micrograms per metre cubed – a unit of measurement used to describe the concentration of a pollutant in the air

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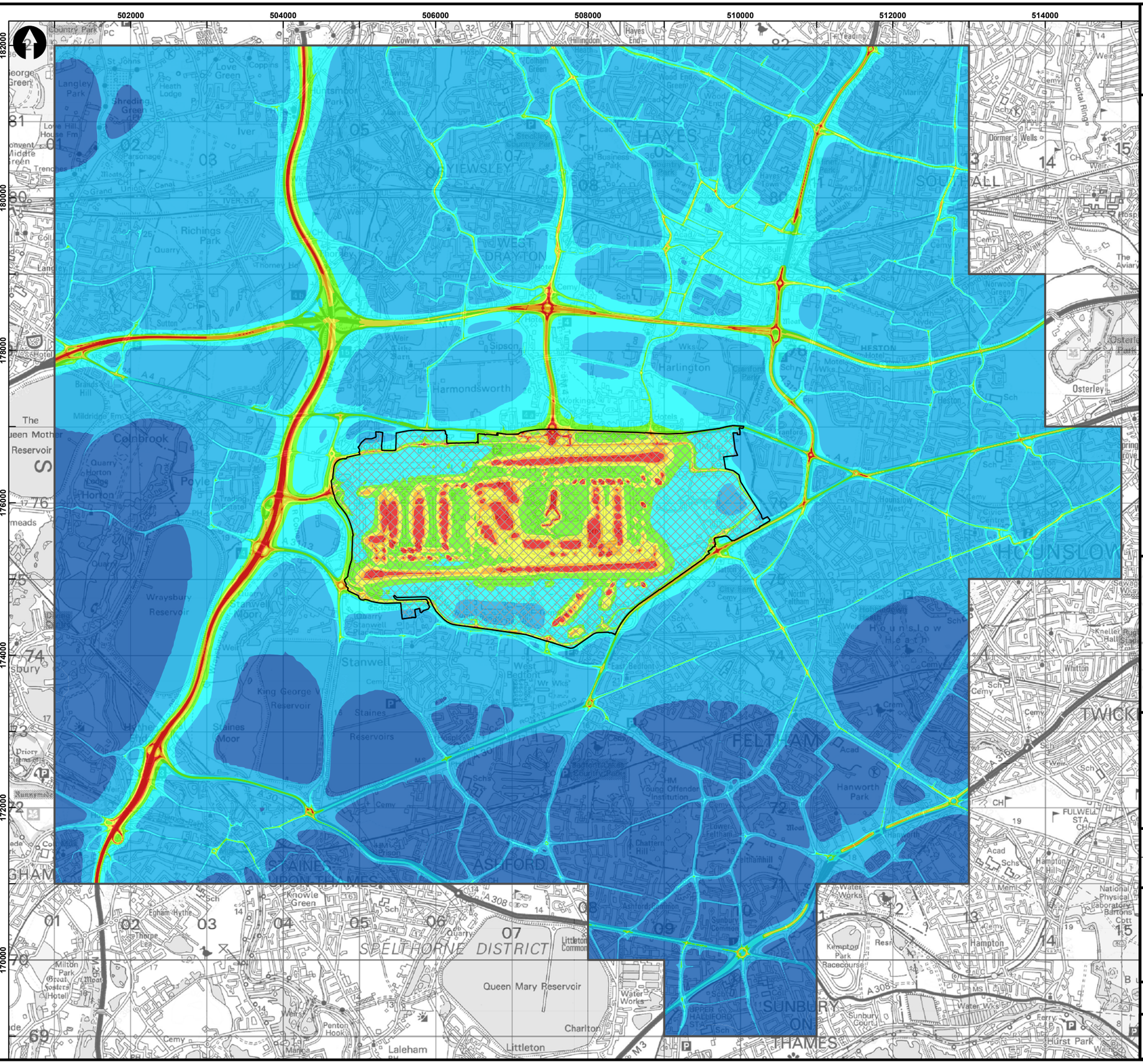
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Appendix 9A Figures

Figure 9A.1: 2024 baseline core Air Quality Objective assessment area annual mean NO_2 concentrations (µg/m³)

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Core Air Quality Objective assessment area

Heathrow Boundary

NO_2 concentrations (µg/m^3)

- 5 - 10
- 10 - 15
- 15 - 20
- 20 - 25
- 25 - 30
- 30 - 35
- 35 - 40
- >= 40

0 250 500 1,000 1,500 2,000 2,500 3,000 Metres

Scale 1:50,000



Heathrow

© Heathrow Airport Limited	Scale 1:50,000
Project Name: Heathrow Expansion Project	Heathrow Project No.: 3R000

Title

Figure 9A.1: 2024 baseline core Air Quality Objective assessment area annual mean NO_2 concentrations (µg/m³)

Company	Drawn By	Chk/Approved	Drawn Date	Status
WSP	AS	KW	20/07/2026	FINAL

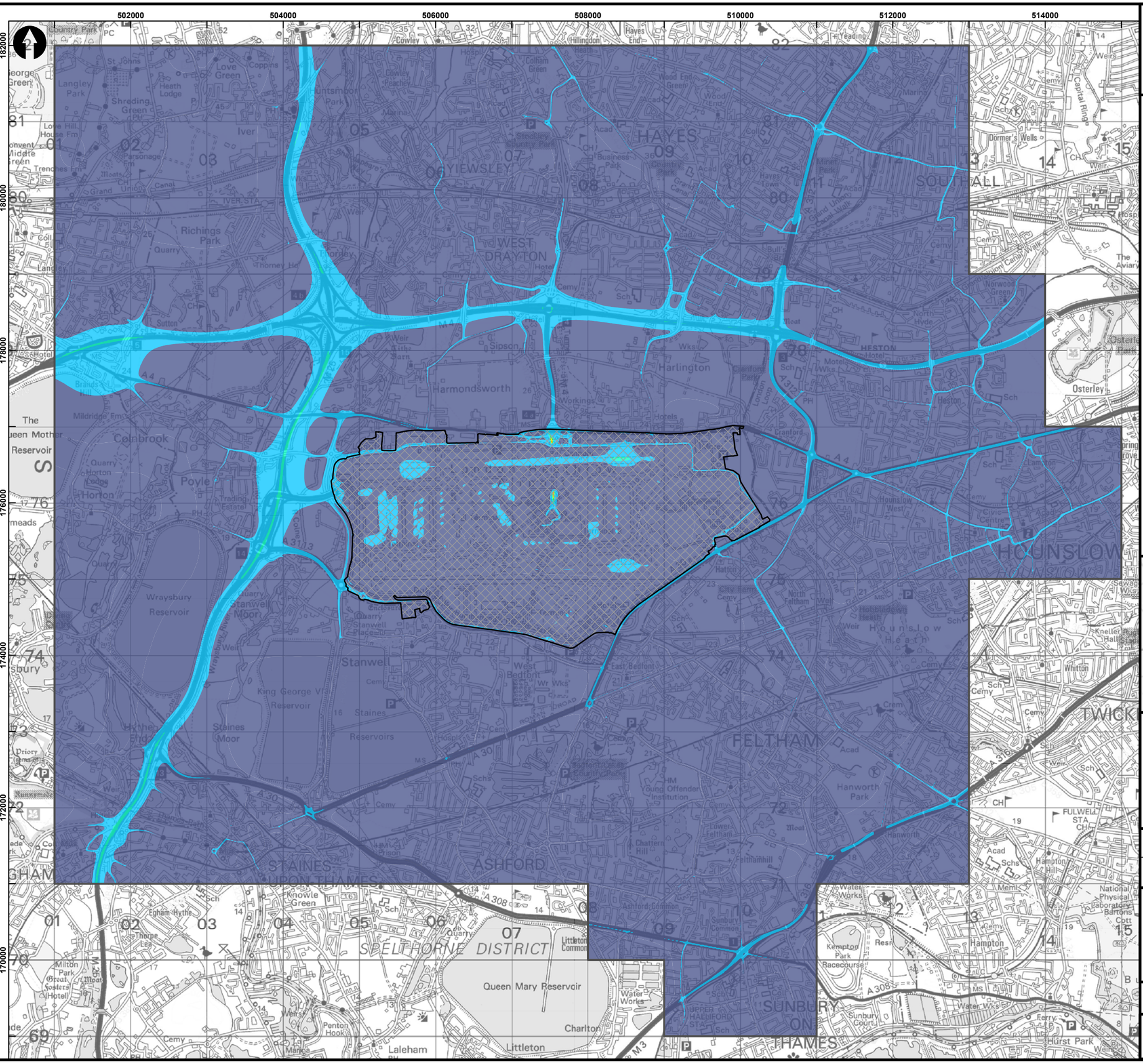
Location-Level-Sub Series/System-Identifier	Version
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Source file: EH-WSP-EICR-033

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Figure 9A.2: 2024 baseline core Air Quality Objective assessment area annual mean PM_{10} concentrations (µg/m³)

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Core Air Quality Objective assessment area

Heathrow Boundary

PM_{10} concentrations (µg/m^3)

- 10 - 15
- 15 - 20
- 20 - 25
- 25 - 30
- 30 - 35
- 35 - 40

0 250 500 1,000 1,500 2,000 2,500 3,000 Metres

Scale 1:50,000



Heathrow

© Heathrow Airport Limited	Scale 1:50,000
Project Name Heathrow Expansion Project	Heathrow Project No. 3R000

Title

Figure 9A.2: 2024 baseline core Air Quality Objective assessment area annual mean PM_{10} concentrations (µg/m³)

Company	Drawn By	Chk/Approved	Drawn Date	Status
WSP	AS	KW	20/07/2026	FINAL

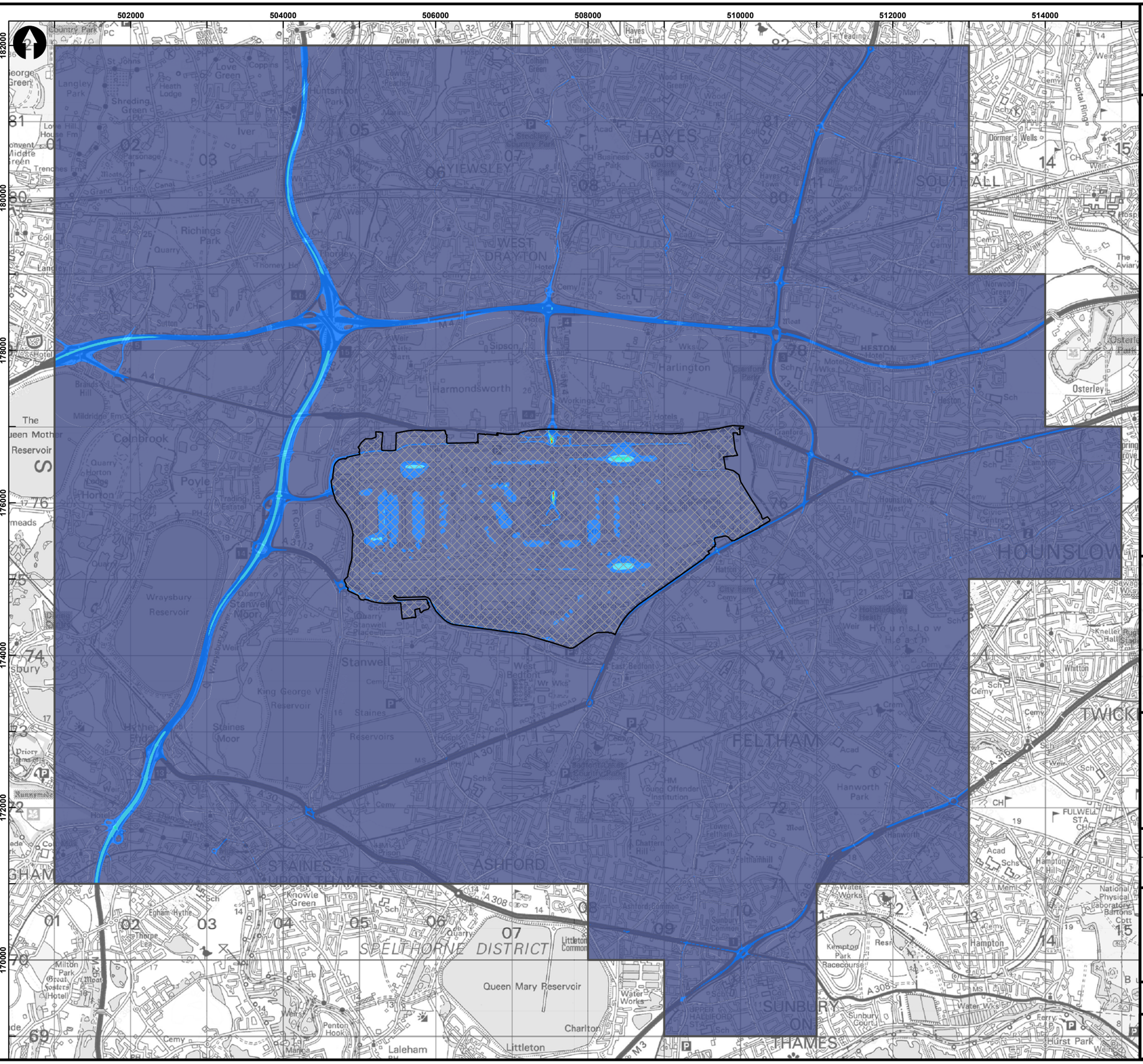
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Source file: EH-WSP-EICR-034

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Figure 9A.3: 2024 baseline core Air Quality Objective assessment area annual mean $PM_{2.5}$ concentrations (µg/m^3)

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Core Air Quality Objective assessment area

Heathrow Boundary

$PM_{2.5}$ concentrations (µg/m^3)

- 6 - 8
- 8 - 10
- 10 - 12
- 12 - 14
- 14 - 16
- 16 - 18
- 18 - 20
- >= 20

0 250 500 1,000 1,500 2,000 2,500 3,000 Metres

Scale 1:50,000



Heathrow

© Heathrow Airport Limited

Scale	Project Name	Heathrow Project No.
1:50,000	Heathrow Expansion Project	3R000

Title

Figure 9A.3: 2024 baseline core Air Quality Objective assessment area annual mean $PM_{2.5}$ concentrations (µg/m^3)

Company	Drawn By	Chk/Approved	Drawn Date	Status
WSP	AS	KW	20/07/2026	FINAL

Location-Level-Sub Series/System-Identifier	Version
3R000-XX-GA-XXX-100053	1.0

Source file: EH-WSP-EICR-035

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Figure 9A.4: 2033 future baseline core Air Quality Objective assessment area annual mean NO_2 concentrations ($\mu g/m^3$)

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Core Air Quality Objective assessment area

Heathrow Boundary

NO_2 concentrations (µg/m^3)

- 5 - 10
- 10 - 15
- 15 - 20
- 20 - 25
- 25 - 30
- 30 - 35
- 35 - 40
- >= 40

0 250 500 1,000 1,500 2,000 2,500 3,000 Metres

Scale 1:50,000



Heathrow

© Heathrow Airport Limited	Scale 1:50,000
Project Name: Heathrow Expansion Project	Heathrow Project No.: 3R000

Title

Figure 9A.4: 2033 future baseline core Air Quality Objective assessment area annual mean NO_2 concentrations (µg/m^3)

Company	Drawn By	Chk/Approved	Drawn Date	Status
WSP	AS	KW	20/07/2026	FINAL

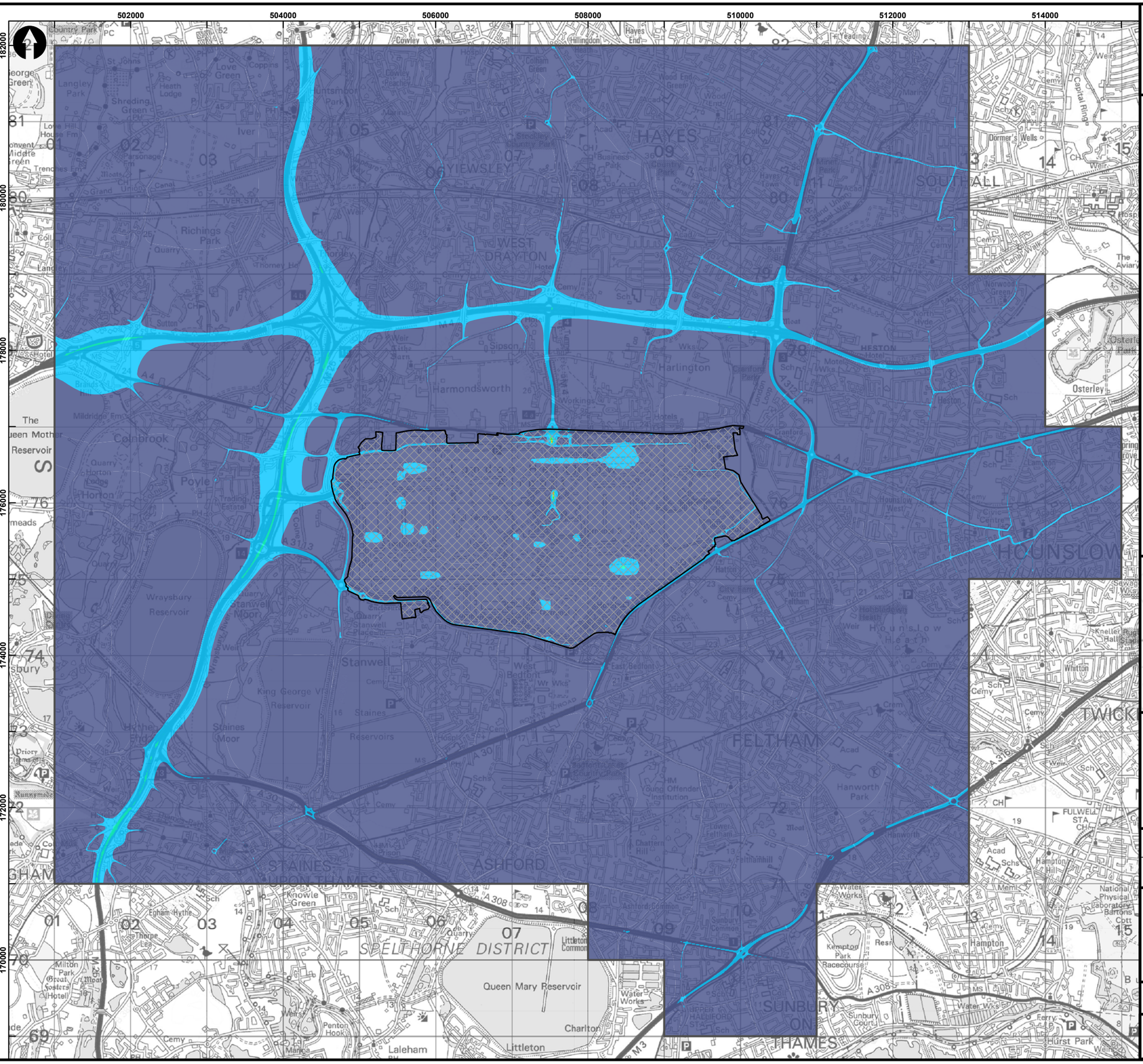
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Source file: EH-WSP-EICR-036

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Figure 9A.5: 2033 future baseline core Air Quality Objective assessment area annual mean PM_{10} concentrations ($\mu g/m^3$)

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Core Air Quality Objective assessment area

Heathrow Boundary

PM_{10} concentrations (µg/m^3)

- 10 - 15
- 15 - 20
- 20 - 25
- 25 - 30
- 30 - 35
- 35 - 40

0 250 500 1,000 1,500 2,000 2,500 3,000 Metres

Scale 1:50,000



Heathrow

© Heathrow Airport Limited	Scale 1:50,000
Project Name: Heathrow Expansion Project	Heathrow Project No.: 3R000

Title

Figure 9A.5: 2033 future baseline core Air Quality Objective assessment area annual mean PM_{10} concentrations (µg/m^3)

Company	Drawn By	Chk/Approved	Drawn Date	Status
WSP	AS	KW	20/07/2026	FINAL

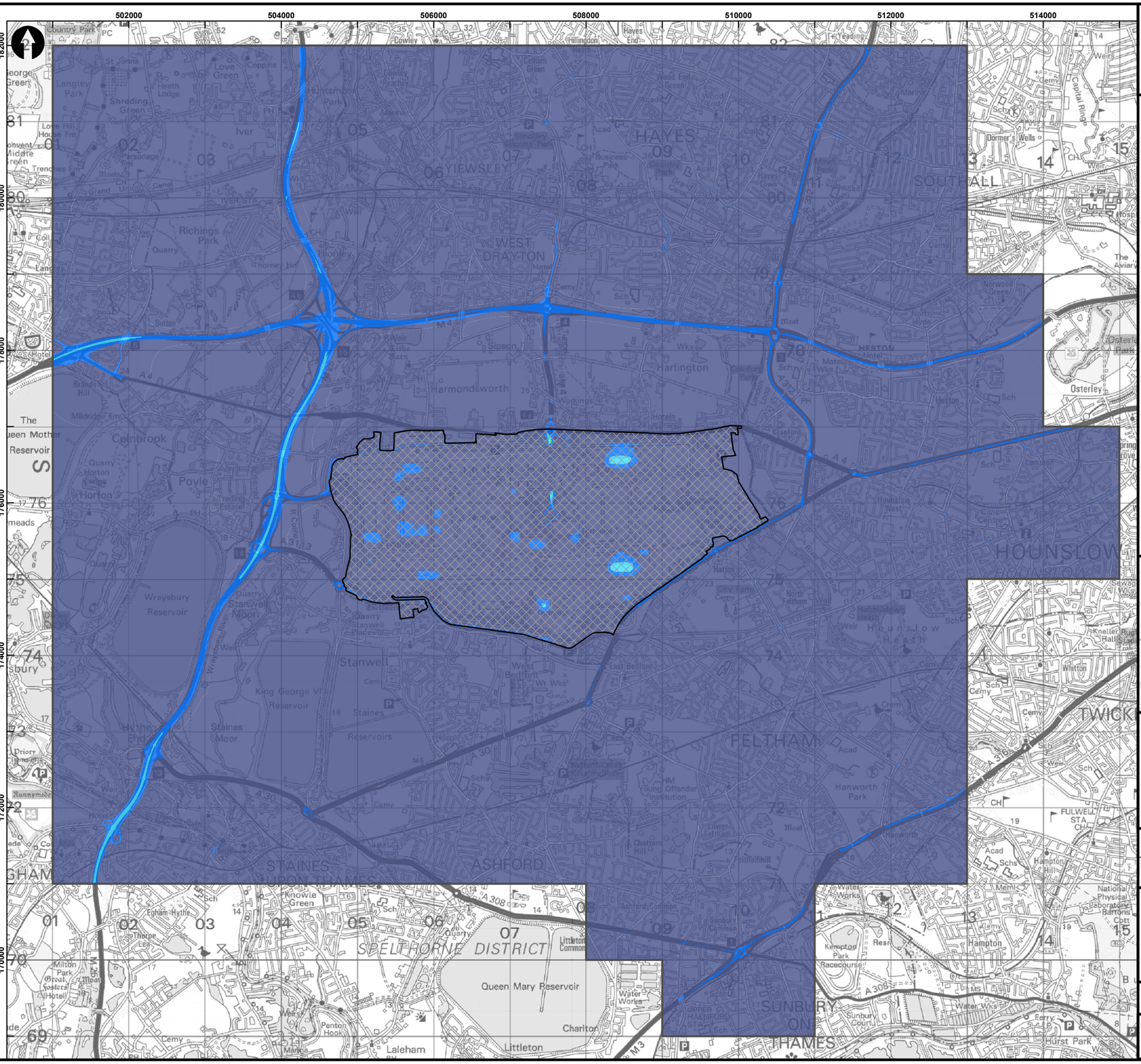
Location-Level-Sub Series/System-Identifier	Version
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Source file: EH-WSP-EICR-037

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Figure 9A.6: 2033 future baseline core Air Quality Objective assessment area annual mean $PM_{2.5}$ concentrations (µg/m^3)

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Core Air Quality Objective assessment area

Heathrow Boundary

$PM_{2.5}$ concentrations (µg/m^3)

- 6 - 8
- 8 - 10
- 10 - 12
- 12 - 14
- 14 - 16
- 16 - 18
- 18 - 20
- >= 20

0 250 500 1,000 1,500 2,000 2,500 3,000 Metres

Scale 1:50,000



Heathrow

© Heathrow Airport Limited

Scale	Project Name	Heathrow Project No.
1:50,000	Heathrow Expansion Project	3R000

Title

Figure 9A.6: 2033 future baseline core Air Quality Objective assessment area annual mean $PM_{2.5}$ concentrations (µg/m^3)

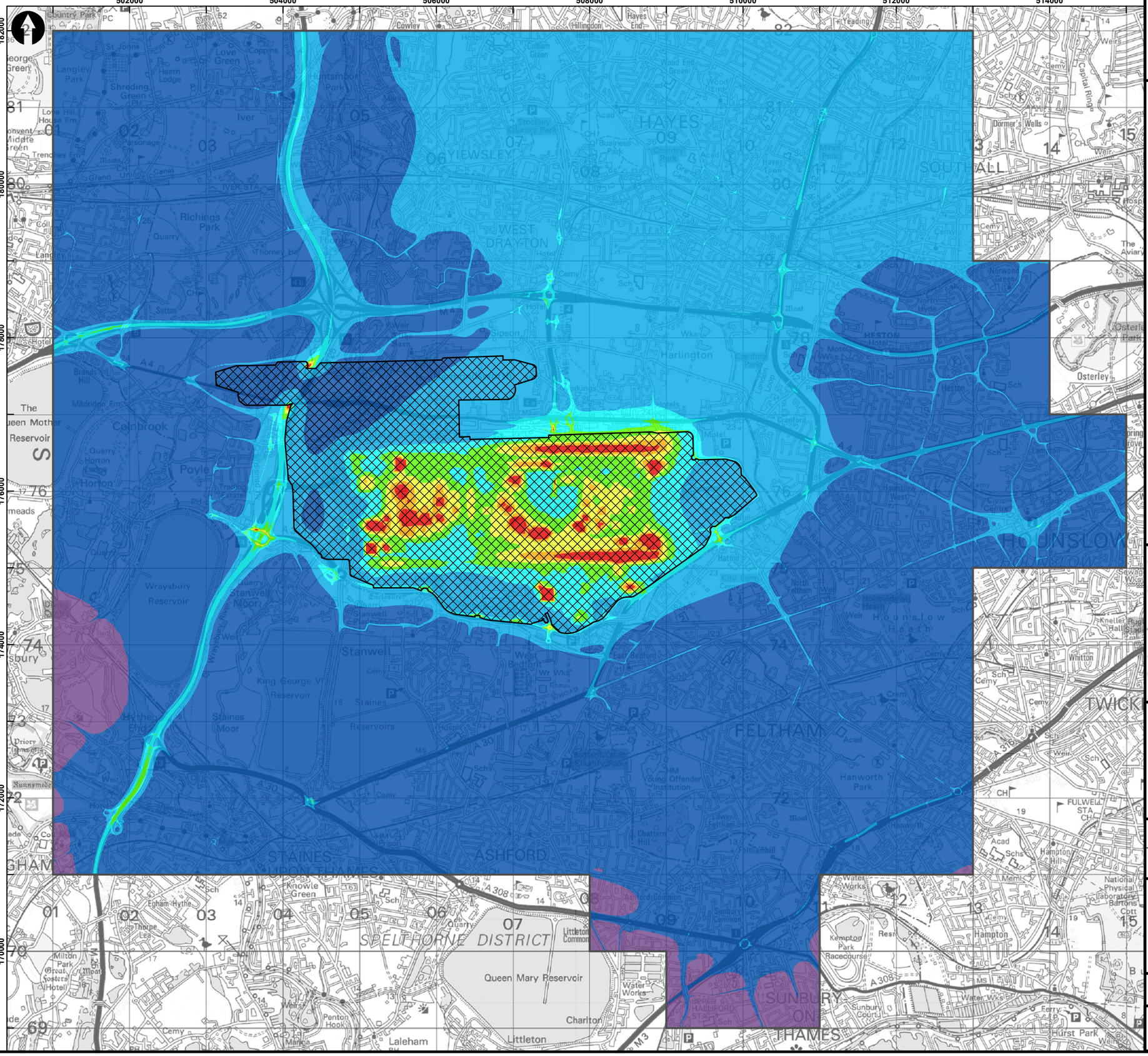
Company	Drawn By	Chk/Approved	Drawn Date	Status
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Location-Level-Sub Series/System-Identifier	Version
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Source file: EH-WSP-EICR-038

Figure 9A.7: 2033 with the Project core Air Quality Objective assessment area annual mean NO_2 concentrations ($\mu g/m^3$)

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Core Air Quality Objective assessment area

3rd Runway Infrastructure Extent

NO_2 concentrations (µg/m^3)

- 5 - 10
- 10 - 15
- 15 - 20
- 20 - 25
- 25 - 30
- 30 - 35
- 35 - 40
- >= 40

0 250 500 1,000 1,500 2,000 2,500 3,000 Metres

Scale 1:50,000



Heathrow

© Heathrow Airport Limited	Scale 1:50,000
Project Name: Heathrow Expansion Project	Heathrow Project No.: 3R000

Title

Figure 9A.7: 2033 with the Project core Air Quality Objective assessment area annual mean NO_2 concentrations (µg/m^3)

Company	Drawn By	Chk/Approved	Drawn Date	Status
WSP	AS	KW	20/07/2026	FINAL

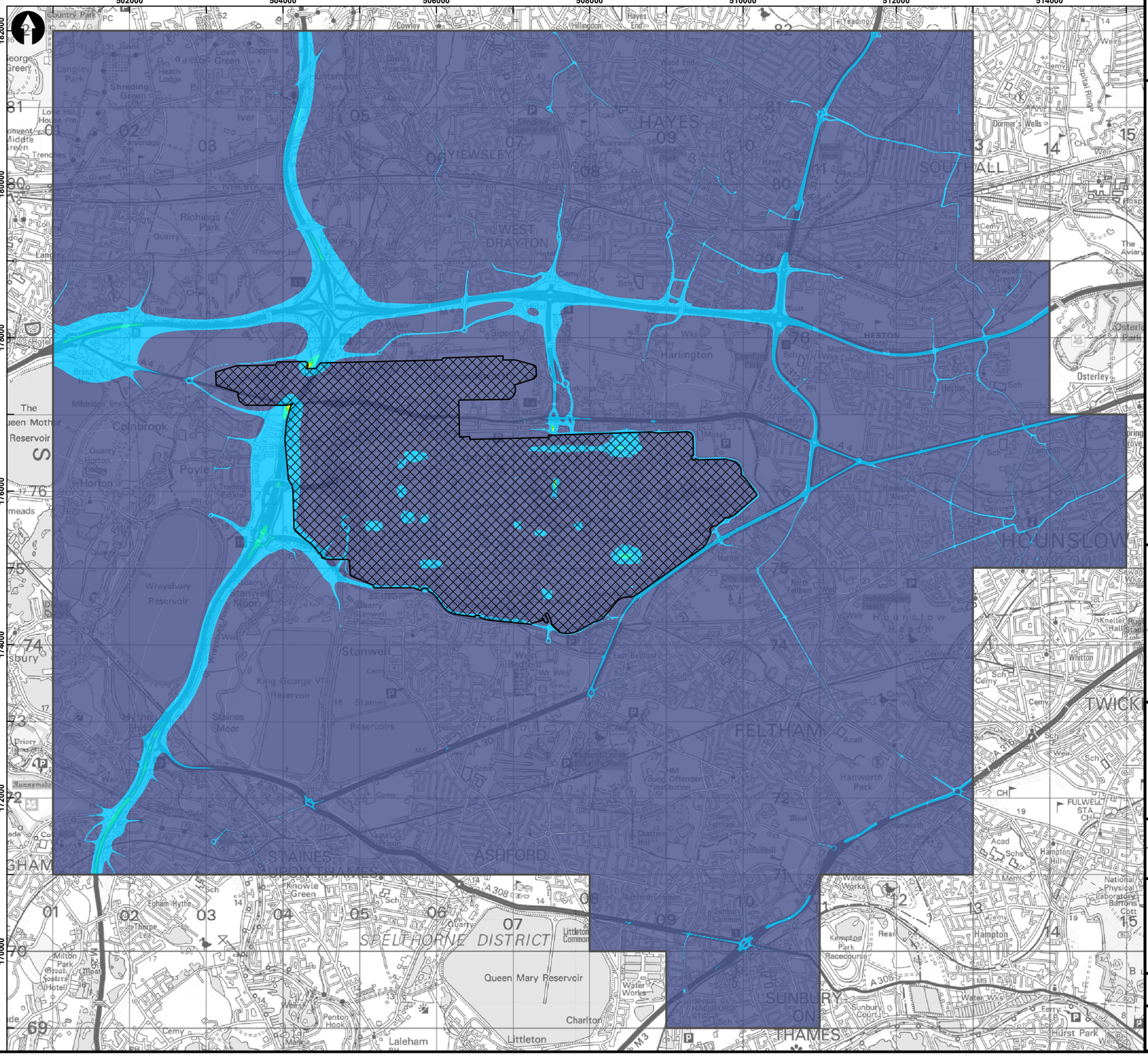
Location-Level-Sub Series/System-Identifier	Version
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Source file: EH-WSP-EICR-039

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Figure 9A.8: 2033 with the Project core Air Quality Objective assessment area annual mean PM_{10} concentrations ($\mu g/m^3$)

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Core Air Quality Objective assessment area

3rd Runway Infrastructure Extent

PM_{10} concentrations (µg/m^3)

- 10 - 15
- 15 - 20
- 20 - 25
- 25 - 30
- 30 - 35
- 35 - 40

0 250 500 1,000 1,500 2,000 2,500 3,000 Metres

Scale 1:50,000

Heathrow

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Scale 1:50,000	
Project Name: Heathrow Expansion Project	Heathrow Project No.: 3R000

Title

Figure 9A.8: 2033 with the Project core Air Quality Objective assessment area annual mean PM_{10} concentrations (µg/m^3)

Company	Drawn By	Chk/Approved	Drawn Date	Status
WSP	AS	KW	20/07/2026	FINAL

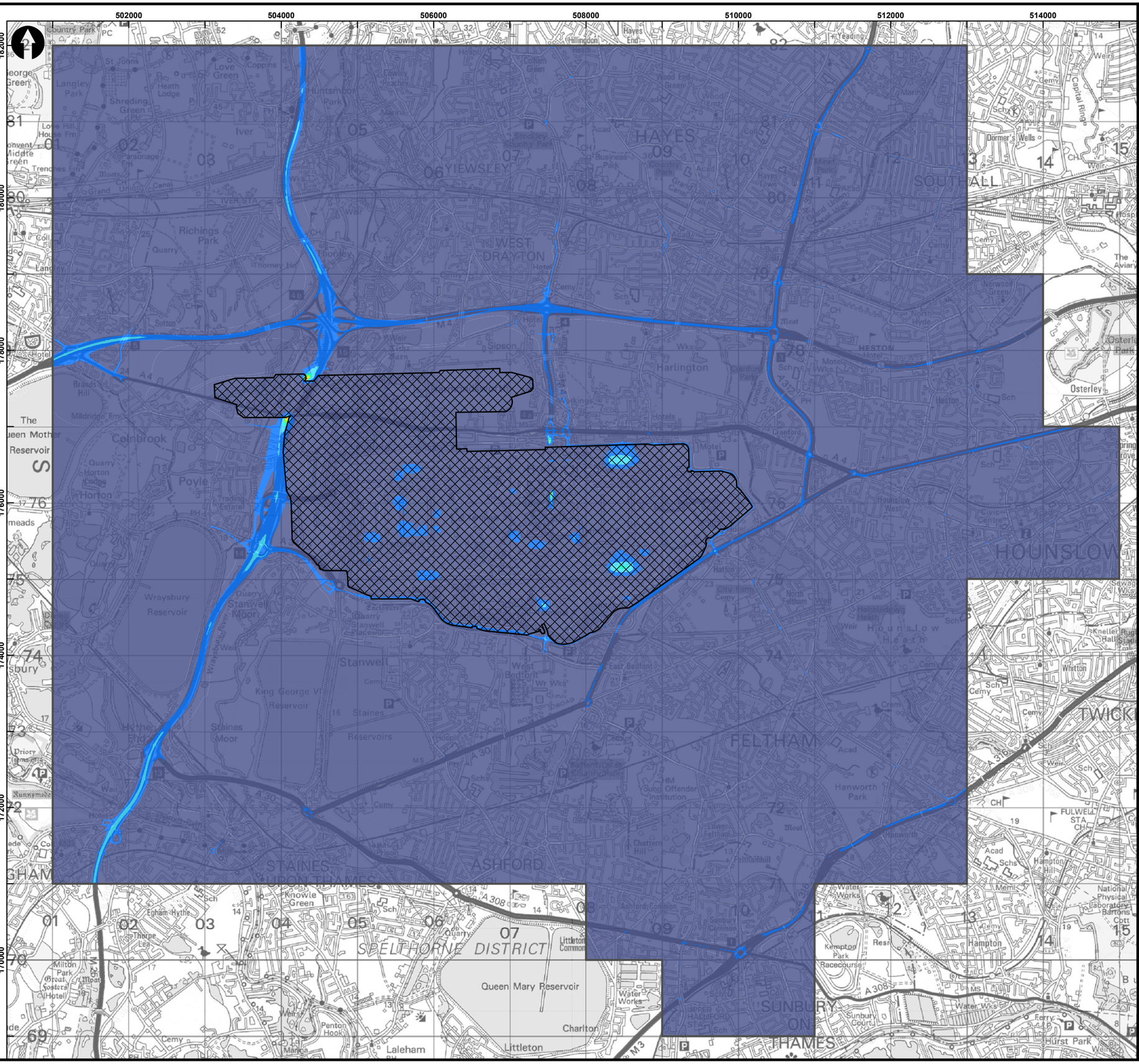
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Source file: EH-WSP-EICR-040

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Figure 9A.9: 2033 with the Project core Air Quality Objective assessment area annual mean $PM_{2.5}$ concentrations (µg/m^3)

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Core Air Quality Objective assessment area

3rd Runway Infrastructure Extent

$PM_{2.5}$ concentrations (µg/m^3)

- 6 - 8
- 8 - 10
- 10 - 12
- 12 - 14
- 14 - 16
- 16 - 18
- 18 - 20
- >= 20

0 250 500 1,000 1,500 2,000 2,500 3,000 Metres

Scale 1:50,000



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Project Name: Heathrow Expansion Project	Heathrow Project No.: 3R000

Title

Figure 9A.9: 2033 with the Project core Air Quality Objective assessment area annual mean $PM_{2.5}$ concentrations (µg/m^3)

Company	Drawn By	Chk/Approved	Drawn Date	Status
WSP	AS	KW	20/07/2026	FINAL

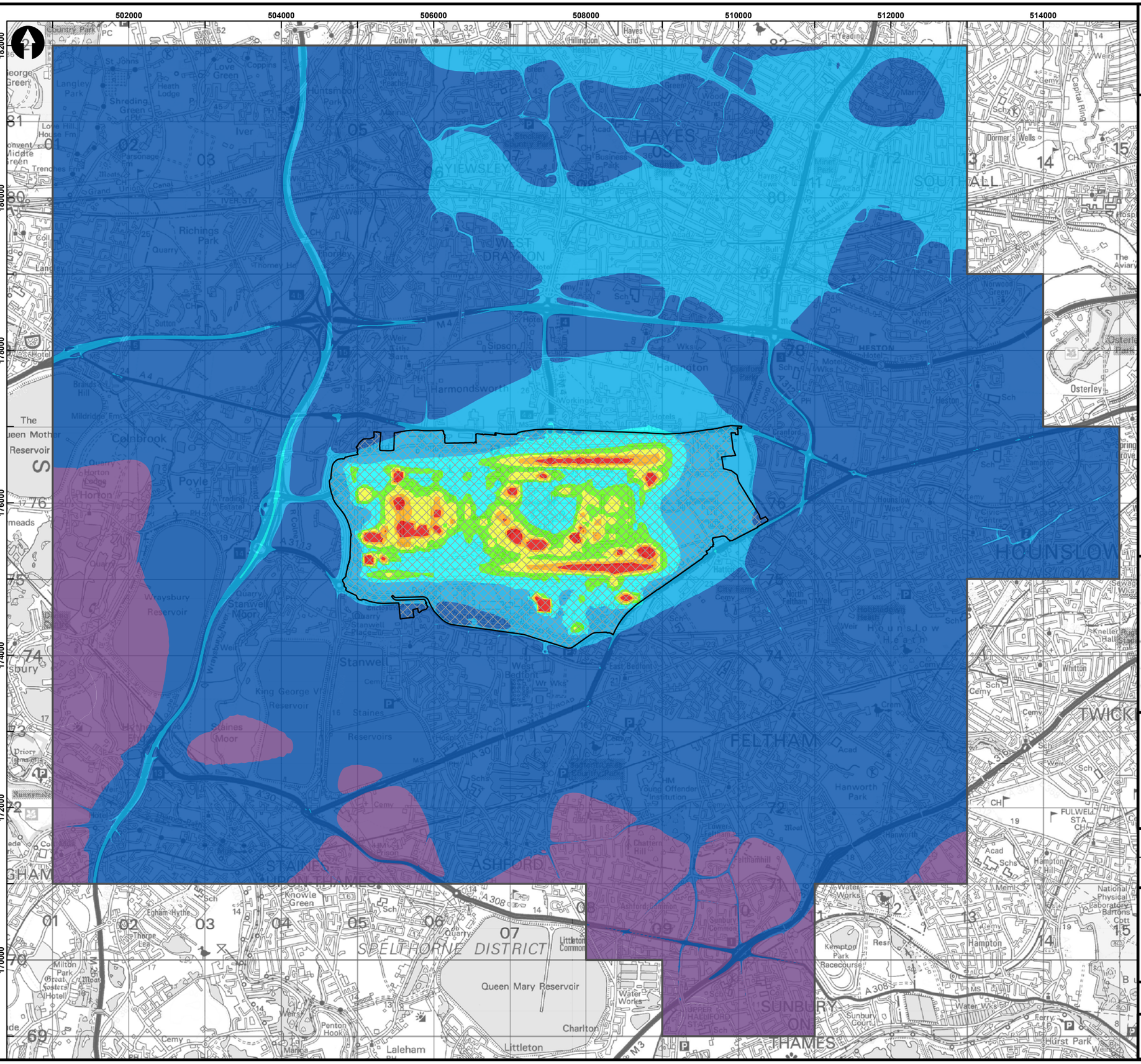
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Figure 9A.10: 2040 future baseline core Air Quality Objective assessment area annual mean NO_2 concentrations ($\mu g/m^3$)

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Core Air Quality Objective assessment area

Heathrow Boundary

NO_2 concentrations (µg/m^3)

- 5 - 10
- 10 - 15
- 15 - 20
- 20 - 25
- 25 - 30
- 30 - 35
- 35 - 40
- >= 40

0 250 500 1,000 1,500 2,000 2,500 3,000 Metres

Scale 1:50,000



Heathrow

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Scale	Project Name	Heathrow Project No.
1:50,000	Heathrow Expansion Project	3R000

Title

Figure 9A.10: 2040 future baseline core Air Quality Objective assessment area annual mean NO_2 concentrations (µg/m^3)

Company	Drawn By	Chk/Approved	Drawn Date	Status
WSP	AS	KW	20/07/2026	FINAL

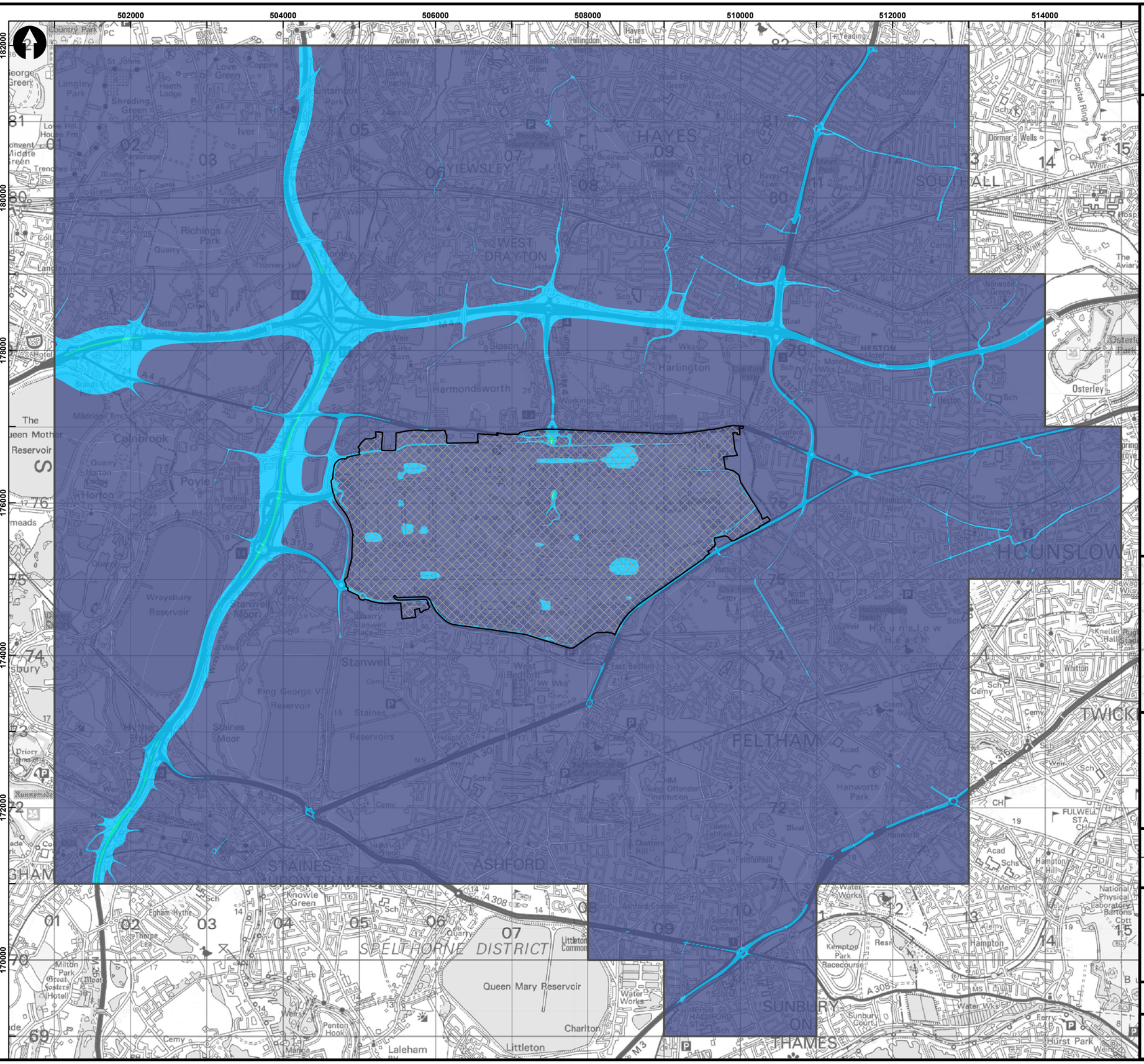
Location-Level-Sub Series/System-Identifier	Version
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Source file: EH-WSP-EICR-042

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Figure 9A.11: 2040 future baseline core Air Quality Objective assessment area annual mean PM_{10} concentrations (µg/m^3)

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Core Air Quality Objective assessment area

Heathrow Boundary

PM_{10} concentrations (µg/m^3)

- 10 - 15
- 15 - 20
- 20 - 25
- 25 - 30
- 30 - 35
- 35 - 40

0 250 500 1,000 1,500 2,000 2,500 3,000 Metres

Scale 1:50,000



Heathrow

© Heathrow Airport Limited	Scale 1:50,000
Project Name: Heathrow Expansion Project	Heathrow Project No.: 3R000

Title

Figure 9A.11: 2040 future baseline core Air Quality Objective assessment area annual mean PM_{10} concentrations (µg/m^3)

Company	Drawn By	Chk/Approved	Drawn Date	Status
WSP	AS	KW	20/07/2026	FINAL

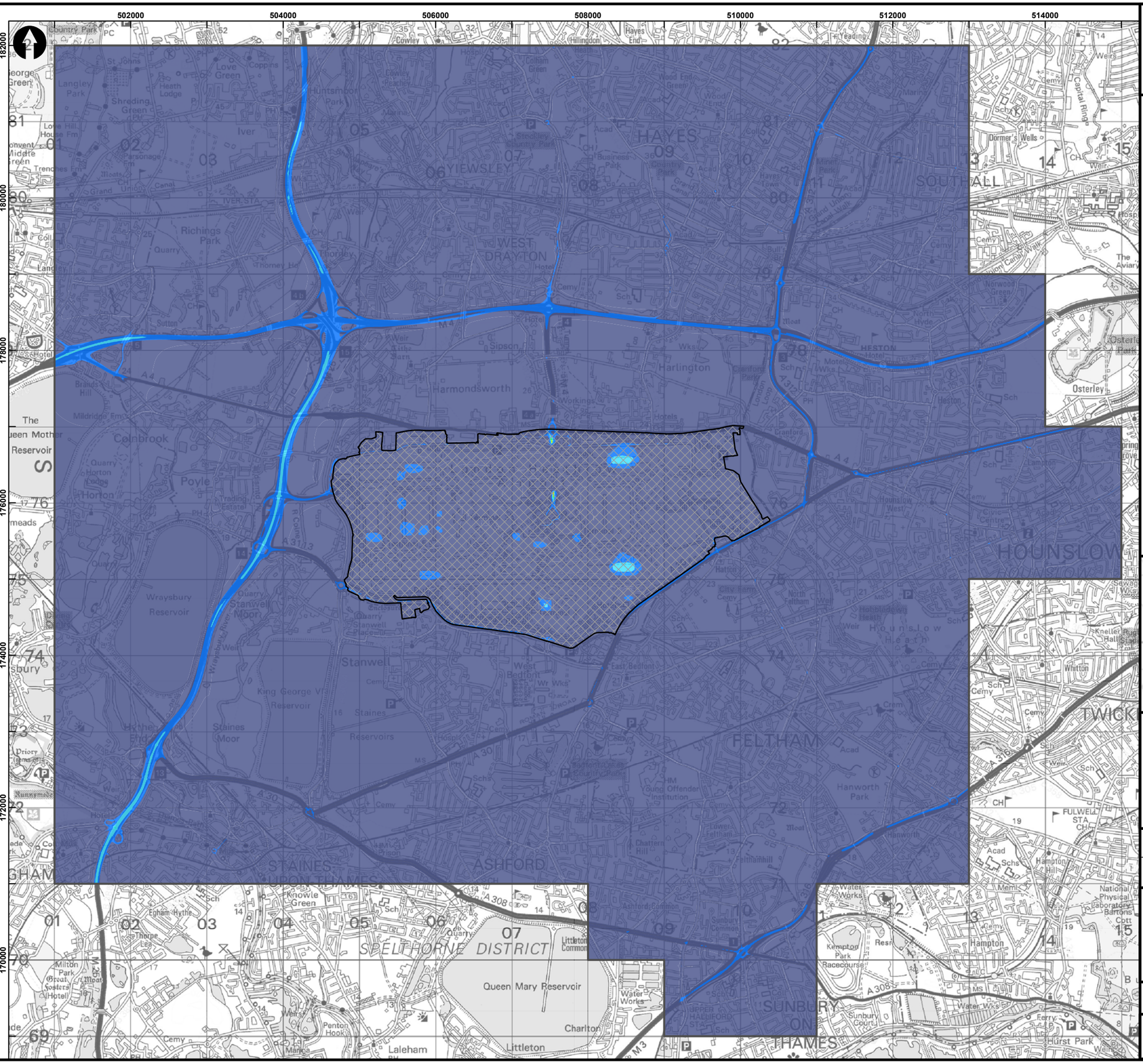
Location-Level-Sub Series/System-Identifier	Version
3R000-XX-GA-XXX-100033	1.0

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Figure 9A.12: 2040 future baseline core Air Quality Objective assessment area annual mean $PM_{2.5}$ concentrations (µg/m^3)

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Core Air Quality Objective assessment area

Heathrow Boundary

$PM_{2.5}$ concentrations ($\mu g/m^3$)

- 6 - 8
- 8 - 10
- 10 - 12
- 12 - 14
- 14 - 16
- 16 - 18
- 18 - 20
- >= 20

0 250 500 1,000 1,500 2,000 2,500 3,000 Metres

Scale 1:50,000



Heathrow

© Heathrow Airport Limited	Scale 1:50,000
Project Name: Heathrow Expansion Project	Heathrow Project No.: 3R000

Title

Figure 9A.12: 2040 future baseline core Air Quality Objective assessment area annual mean $PM_{2.5}$ concentrations ($\mu g/m^3$)

Company	Drawn By	Chk/Approved	Drawn Date	Status
WSP	AS	KW	20/07/2026	FINAL

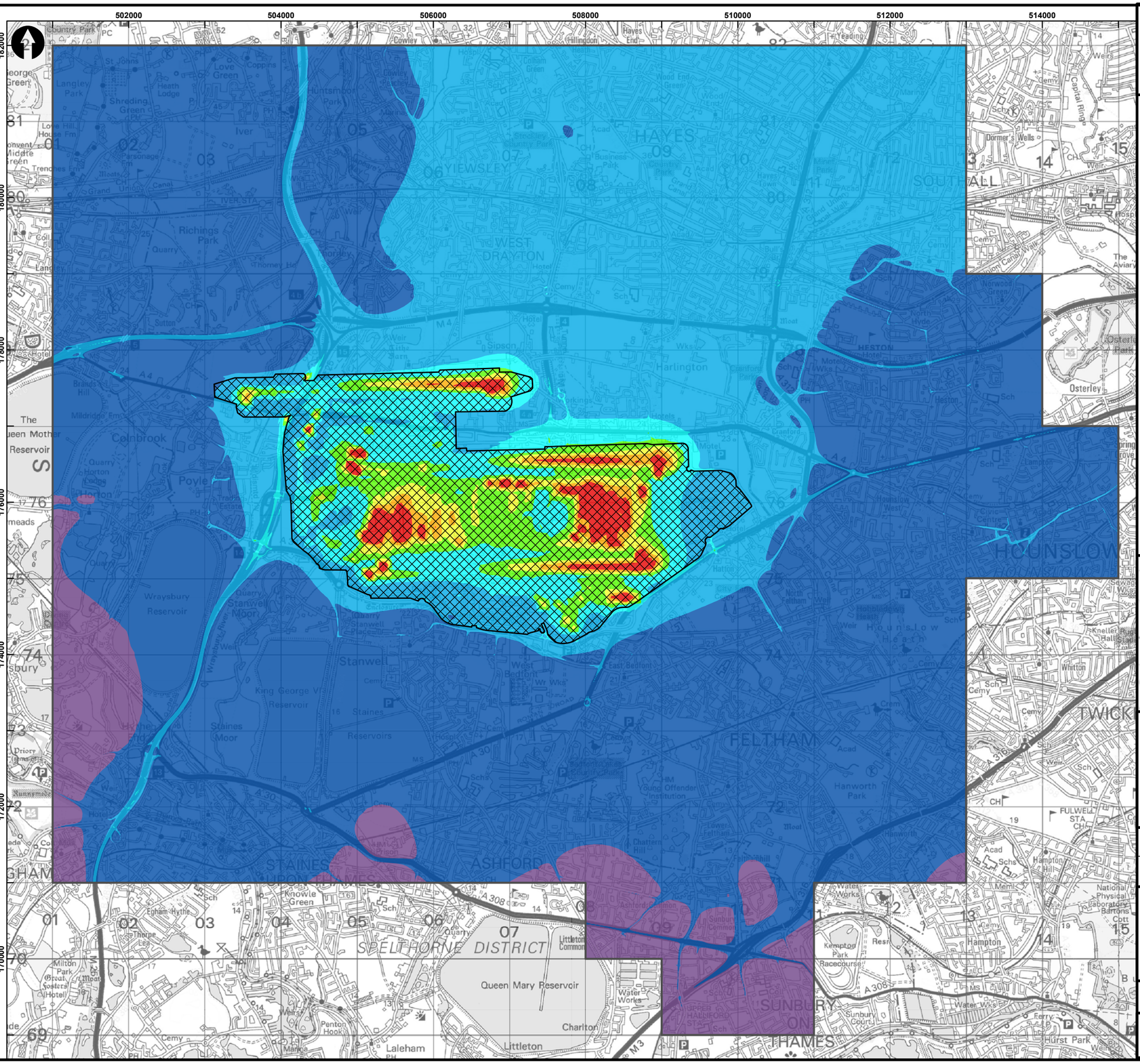
Location-Level-Sub Series/System-Identifier	Version
3R000-XX-GA-XXX-100034	1.0

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Figure 9A.13: 2040 with the Project core Air Quality Objective assessment area annual mean NO_2 concentrations (µg/m^3)

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Core Air Quality Objective assessment area

3rd Runway Infrastructure Extent

NO_2 concentrations (µg/m^3)

- 5 - 10
- 10 - 15
- 15 - 20
- 20 - 25
- 25 - 30
- 30 - 35
- 35 - 40
- >= 40

0 250 500 1,000 1,500 2,000 2,500 3,000 Metres

Scale 1:50,000



Heathrow

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Project Name: Heathrow Expansion Project	Heathrow Project No.: 3R000

Title

Figure 9A.13: 2040 with the Project core Air Quality Objective assessment area annual mean NO_2 concentrations (µg/m^3)

Company	Drawn By	Chk/Approved	Drawn Date	Status
WSP	AS	KW	20/07/2026	FINAL

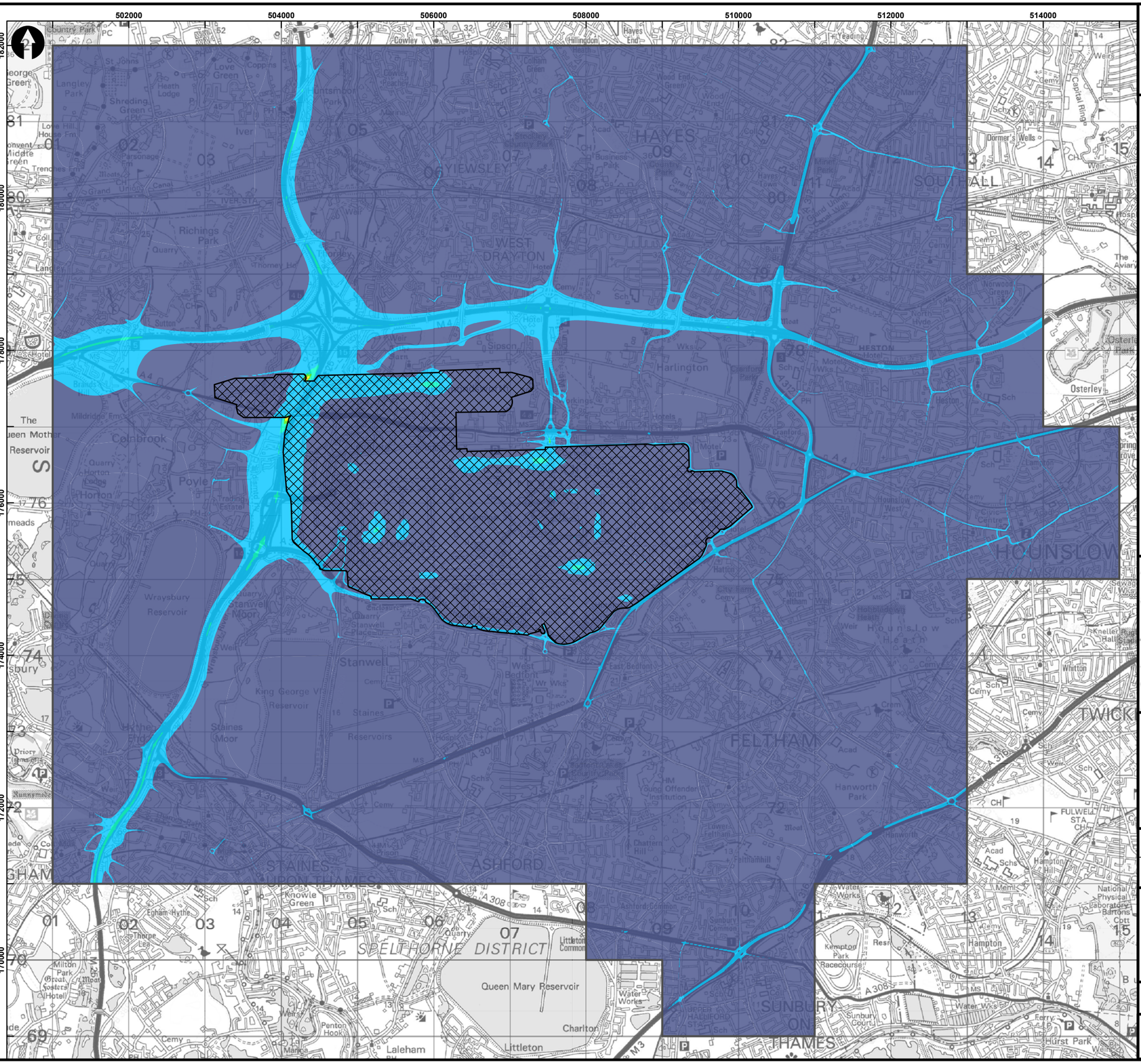
Location-Level-Sub Series/System-Identifier	Version
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Source file: EH-WSP-EICR-045

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Figure 9A.14: 2040 with the Project core Air Quality Objective assessment area annual mean PM_{10} concentrations ($\mu g/m^3$)

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Core Air Quality Objective assessment area

3rd Runway Infrastructure Extent

PM_{10} concentrations (µg/m^3)

- 10 - 15
- 15 - 20
- 20 - 25
- 25 - 30
- 30 - 35
- 35 - 40

0 250 500 1,000 1,500 2,000 2,500 3,000 Metres

Scale 1:50,000

Heathrow

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Project Name: Heathrow Expansion Project	Heathrow Project No.: 3R000

Title

Figure 9A.14: 2040 with the Project core Air Quality Objective assessment area annual mean PM_{10} concentrations (µg/m^3)

Company	Drawn By	Chk/Approved	Drawn Date	Status
WSP	AS	KW	20/07/2026	FINAL

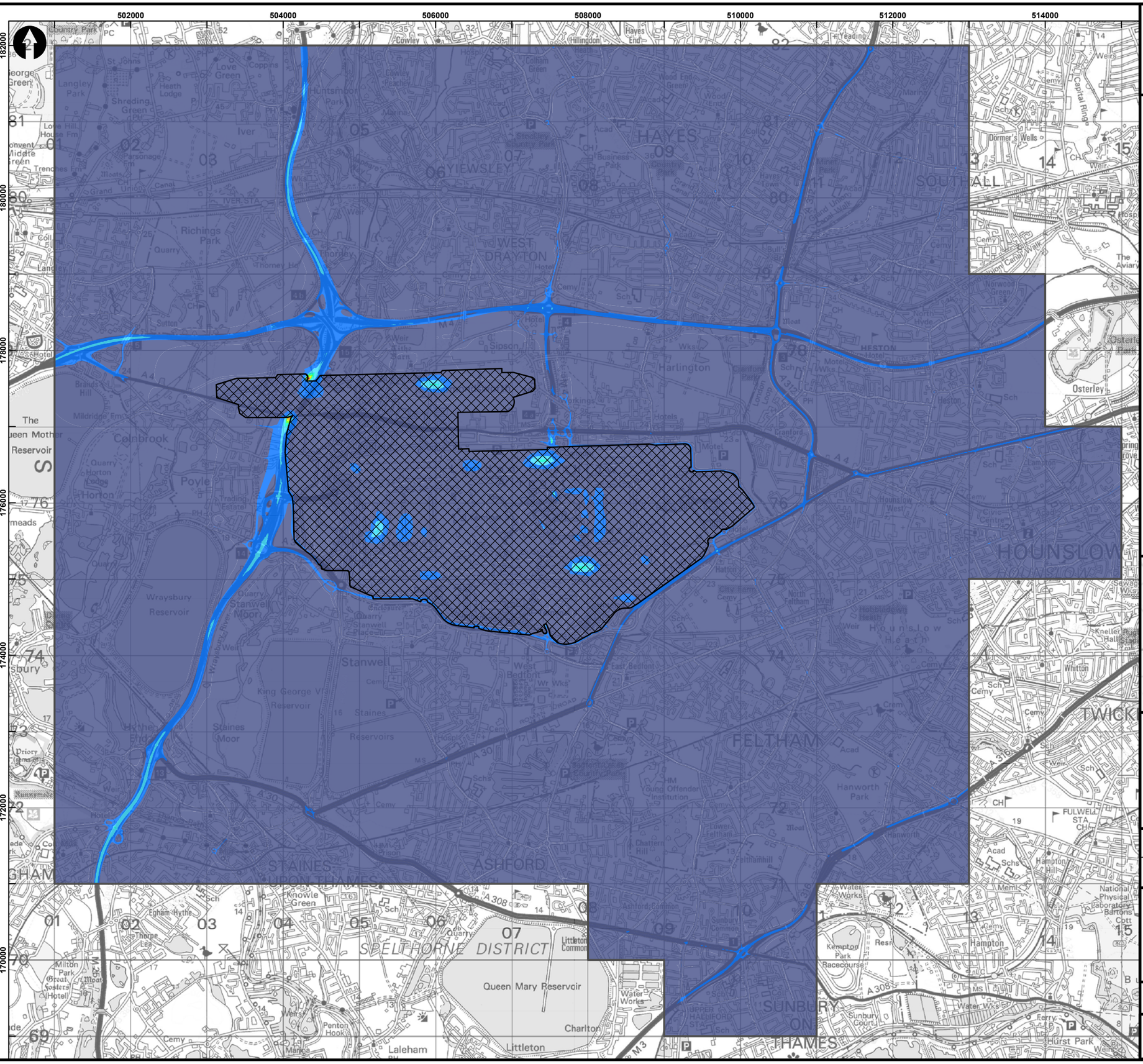
Location-Level-Sub Series/System-Identifier	Version
3R000-XX-GA-XXX-100036	1.0

Source file: EH-WSP-EICR-046

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Figure 9A.15: 2040 with the Project core Air Quality Objective assessment area annual mean $PM_{2.5}$ concentrations (µg/m^3)

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Core Air Quality Objective assessment area

3rd Runway Infrastructure Extent

$PM_{2.5}$ concentrations ($\mu g/m^3$)

- 6 - 8
- 8 - 10
- 10 - 12
- 12 - 14
- 14 - 16
- 16 - 18
- 18 - 20
- >= 20

0 250 500 1,000 1,500 2,000 2,500 3,000 Metres

Scale 1:50,000



Heathrow

© Heathrow Airport Limited	Scale 1:50,000
Project Name: Heathrow Expansion Project	Heathrow Project No.: 3R000

Title

Figure 9A.15: 2040 with the Project core Air Quality Objective assessment area annual mean $PM_{2.5}$ concentrations ($\mu g/m^3$)

Company	Drawn By	Chk/Approved	Drawn Date	Status
WSP	AS	KW	20/07/2026	FINAL

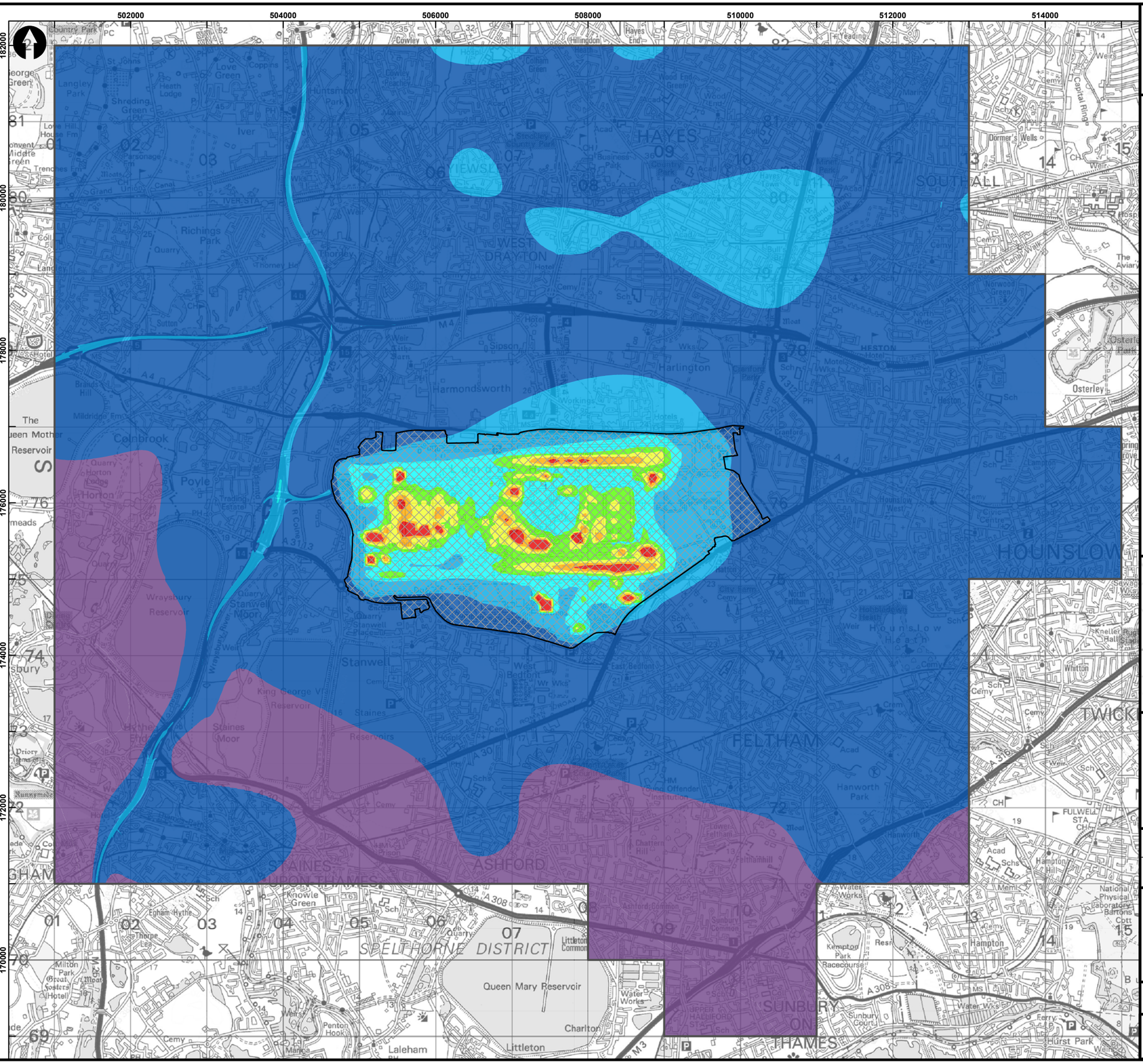
Location-Level-Sub Series/System-Identifier	Version
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Source file: EH-WSP-EICR-047

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Figure 9A.16: 2055 future baseline core Air Quality Objective assessment area annual mean NO_2 concentrations ($\mu g/m^3$)

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Core Air Quality Objective assessment area

Heathrow Boundary

NO_2 concentrations (µg/m^3)

- 5 - 10
- 10 - 15
- 15 - 20
- 20 - 25
- 25 - 30
- 30 - 35
- 35 - 40
- >= 40

0 250 500 1,000 1,500 2,000 2,500 3,000 Metres

Scale 1:50,000

Heathrow

© Heathrow Airport Limited	Scale 1:50,000
Project Name: Heathrow Expansion Project	Heathrow Project No.: 3R000

Title

Figure 9A.16: 2055 future baseline core Air Quality Objective assessment area annual mean NO_2 concentrations (µg/m^3)

Company	Drawn By	Chk/Approved	Drawn Date	Status
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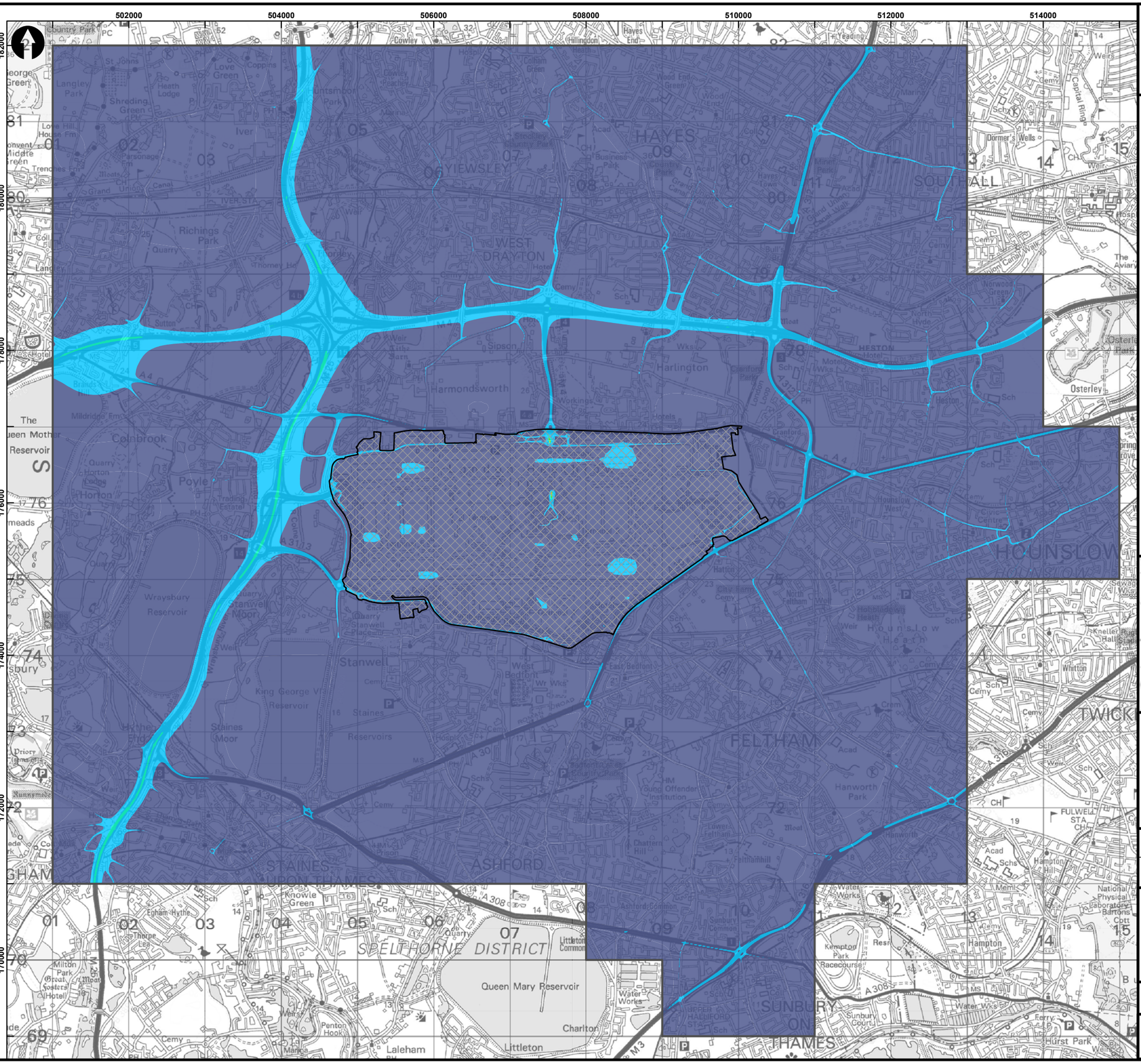
Location-Level-Sub Series/System-Identifier	Version
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Source file: EH-WSP-EICR-048

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Figure 9A.17: 2055 future baseline core Air Quality Objective assessment area annual mean PM_{10} concentrations ($\mu g/m^3$)

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Core Air Quality Objective assessment area

Heathrow Boundary

PM_{10} concentrations (µg/m^3)

- 10 - 15
- 15 - 20
- 20 - 25
- 25 - 30
- 30 - 35
- 35 - 40

0 250 500 1,000 1,500 2,000 2,500 3,000 Metres

Scale 1:50,000



Heathrow

© Heathrow Airport Limited	Scale 1:50,000
Project Name: Heathrow Expansion Project	Heathrow Project No.: 3R000

Title

Figure 9A.17: 2055 future baseline core Air Quality Objective assessment area annual mean PM_{10} concentrations (µg/m^3)

Company	Drawn By	Chk/Approved	Drawn Date	Status
WSP	AS	KW	20/07/2026	FINAL

Location-Level-Sub Series/System-Identifier	Version
3R000-XX-GA-XXX-100039	1.0

Source file: EH-WSP-EICR-049

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Figure 9A.18: 2055 future baseline core Air Quality Objective assessment area annual mean $PM_{2.5}$ concentrations (µg/m^3)

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Core Air Quality Objective assessment area

Heathrow Boundary

$PM_{2.5}$ concentrations (µg/m^3)

- 6 - 8
- 8 - 10
- 10 - 12
- 12 - 14
- 14 - 16
- 16 - 18
- 18 - 20
- >= 20

0 250 500 1,000 1,500 2,000 2,500 3,000 Metres

Scale 1:50,000



Heathrow

© Heathrow Airport Limited

Scale 1:50,000

Project Name
Heathrow Expansion Project

Heathrow Project No.
3R000

Title

Figure 9A.18: 2055 future baseline core Air Quality Objective assessment area annual mean $PM_{2.5}$ concentrations (µg/m^3)

Company	Drawn By	Chk/Approved	Drawn Date	Status
WSP	AS	KW	20/07/2026	FINAL

Location-Level-Sub Series/System-Identifier
3R000-XX-GA-XXX-100040

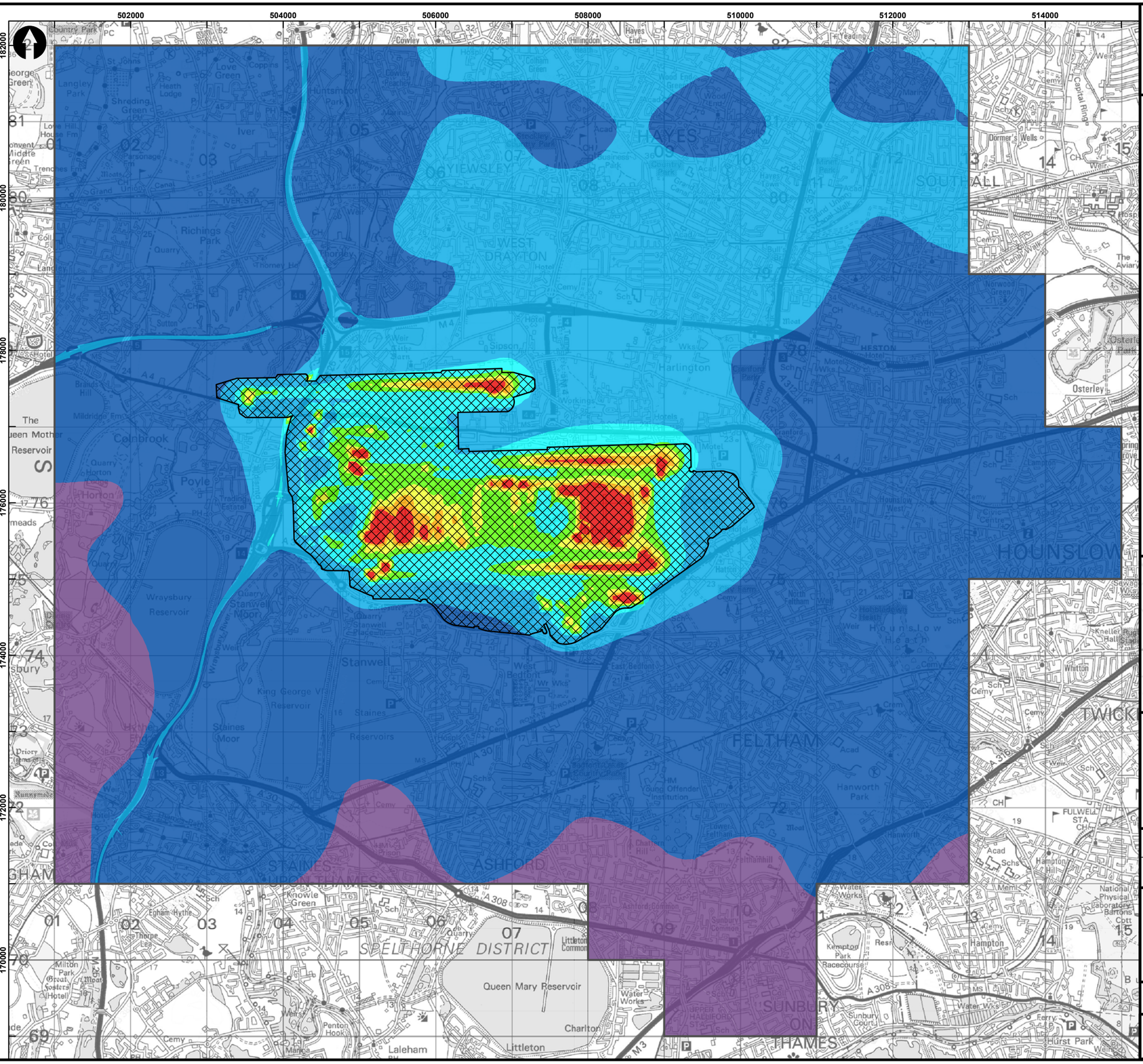
Version
1.0

Source file: EH-WSP-EICR-050

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Figure 9A.19: 2055 with the Project core Air Quality Objective assessment area annual mean NO_2 concentrations ($\mu g/m^3$)

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Scale	1:50,000
Project Name	Heathrow Expansion Project
Heathrow Project No.	3R000

Title

Figure 9A.19: 2055 with the Project core Air Quality Objective assessment area annual mean NO_2 concentrations (µg/m^3)

Company	Drawn By	Chk/Approved	Drawn Date	Status
WSP	AS	KW	20/07/2026	FINAL

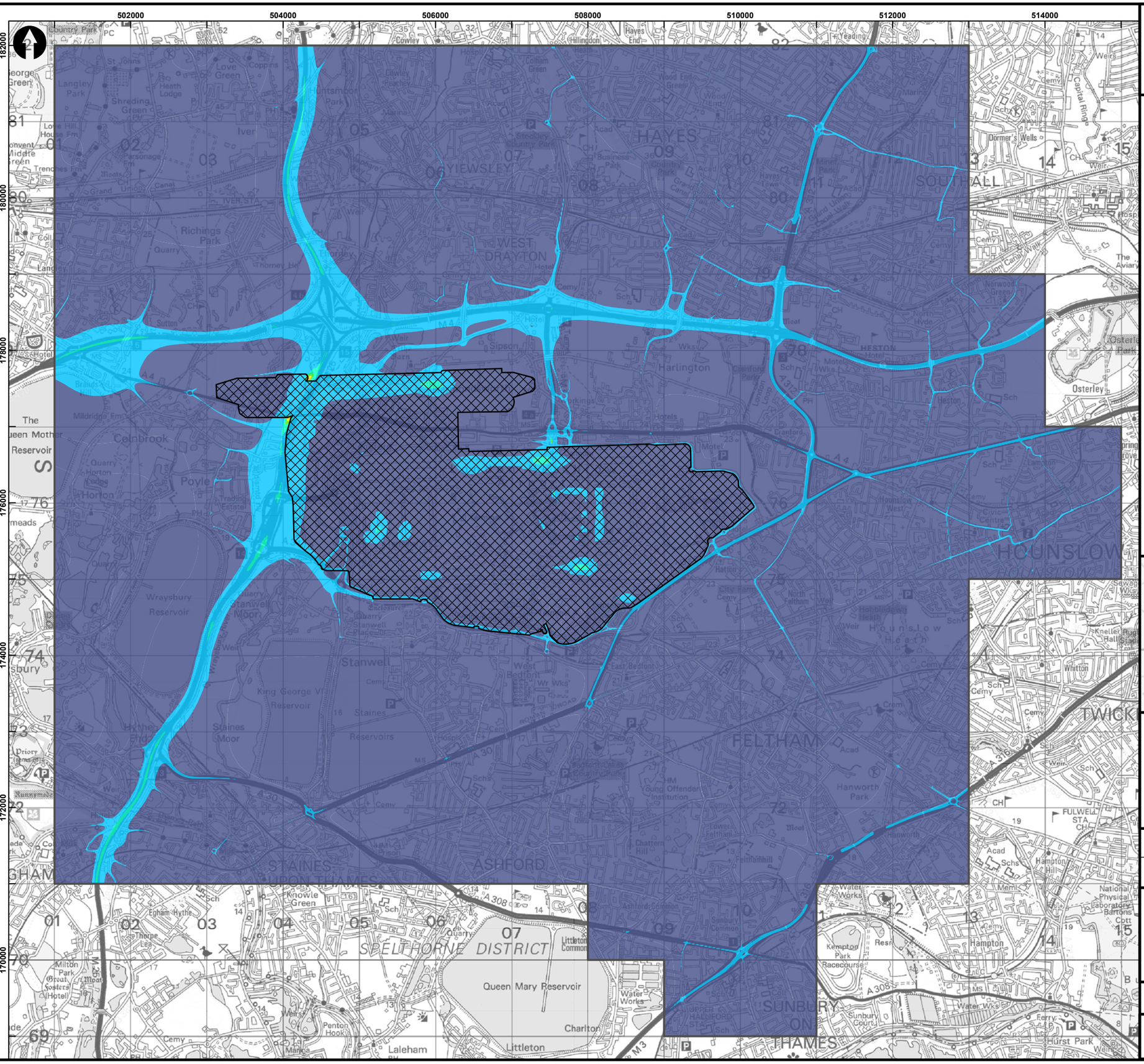
Location-Level-Sub Series/System-Identifier	Version
3R000-XX-GA-XXX-100041	1.0

Source file: EH-WSP-EICR-051

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Figure 9A.20: 2055 with the Project core Air Quality Objective assessment area annual mean PM_{10} concentrations ($\mu g/m^3$)

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OS Open Greyscale: Contains OS data © Crown Copyright and database right 2019

Core Air Quality Objective assessment area

3rd Runway Infrastructure Extent

PM_{10} concentrations (µg/m^3)

- 10 - 15
- 15 - 20
- 20 - 25
- 25 - 30
- 30 - 35
- 35 - 40

0 250 500 1,000 1,500 2,000 2,500 3,000 Metres

Scale 1:50,000



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© Heathrow Airport Limited	Scale 1:50,000
Project Name: Heathrow Expansion Project	Heathrow Project No.: 3R000

Title

Figure 9A.20: 2055 with the Project core Air Quality Objective assessment area annual mean PM_{10} concentrations (µg/m^3)

Company	Drawn By	Chk/Approved	Drawn Date	Status
WSP	AS	KW	20/07/2026	FINAL

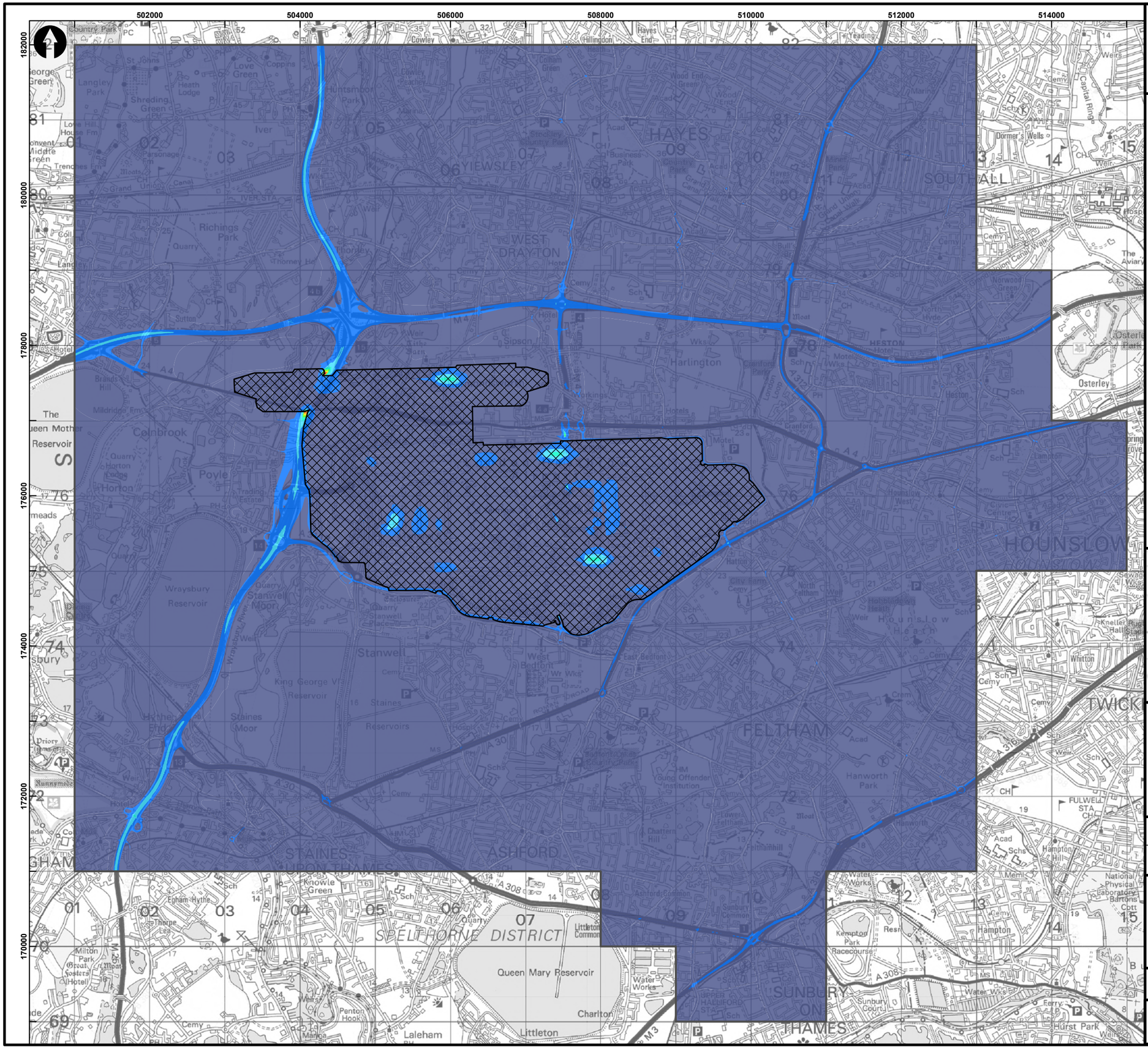
Location-Level-Sub Series/System-Identifier	Version
3R000-XX-GA-XXX-100043	1.0

Source file: EH-WSP-EICR-052

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Figure 9A.21: 2055 with the Project core Air Quality Objective assessment area annual mean $PM_{2.5}$ concentrations ($\mu g/m^3$)

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Core Air Quality Objective assessment area

3rd Runway Infrastructure Extent

$PM_{2.5}$ concentrations (µg/m^3)

- 6 - 8
- 8 - 10
- 10 - 12
- 12 - 14
- 14 - 16
- 16 - 18
- 18 - 20
- >= 20

0 250 500 1,000 1,500 2,000 2,500 3,000 Metres

Scale 1:50,000



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Project Name: Heathrow Expansion Project	Heathrow Project No.: 3R000

Title

Figure 9A.21: 2055 with the Project core Air Quality Objective assessment area annual mean $PM_{2.5}$ concentrations (µg/m^3)

Company	Drawn By	Chk/Approved	Drawn Date	Status
WSP	AS	KW	20/07/2026	FINAL

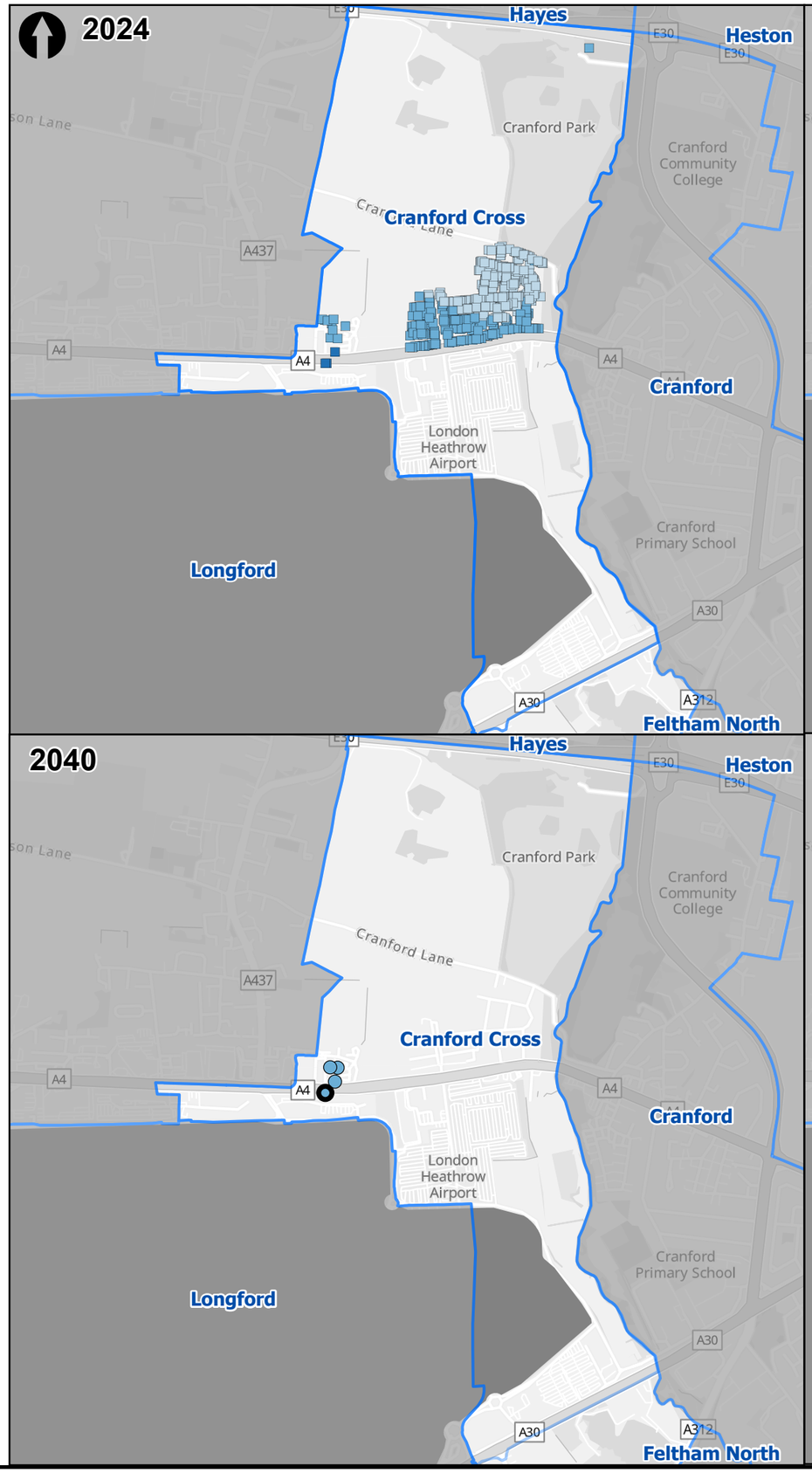
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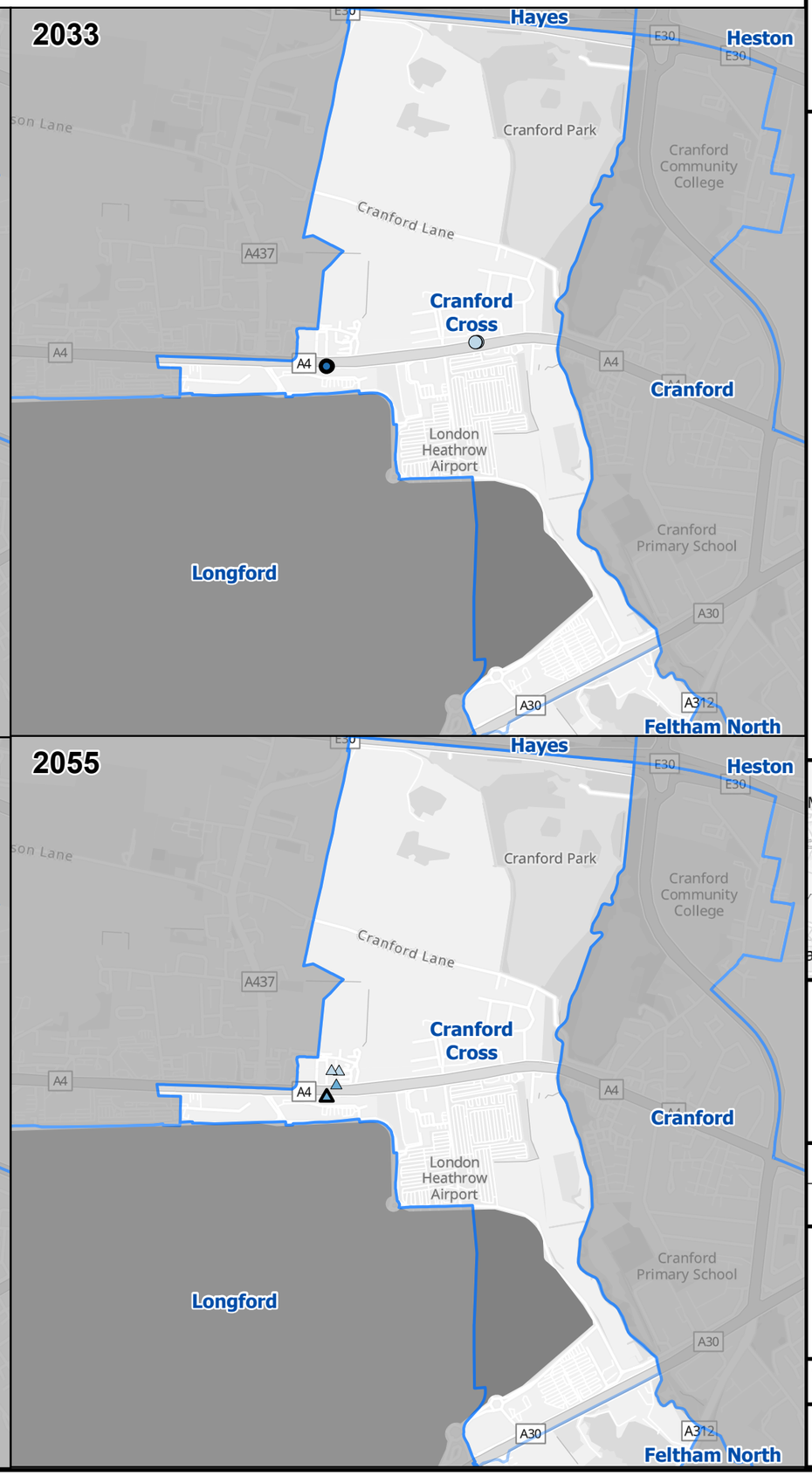
Source file: EH-WSP-EICR-053

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Figure 9A.22: Cranford Cross – Predicted annual mean NO_2 concentrations in 2024, locations of maximum predicted changes and location of maximum predicted concentration with the Project in 2033, 2040 and 2055 (µg/m^3)

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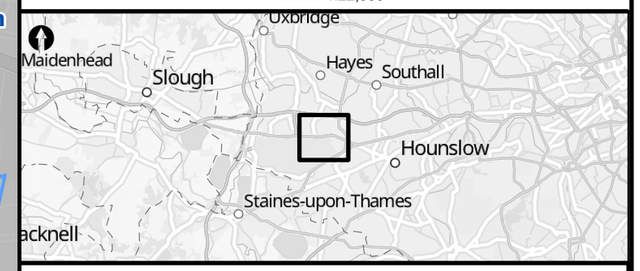


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- Community areas
- 3rd Runway Infrastructure Extent
- Baseline concentrations
- Negligible
- Slight adverse
- Moderate adverse
- Maximum concentration
- Below 15 ug/m^3
- 15-20 ug/m^3
- 20-25 ug/m^3
- 25 ug/m^3 and above

0 250 500 1,000 Metres

Scale 1:22,000



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Scale	
1:50,000	
Project Name	Heathrow Project No.
Heathrow Expansion Project	3R000

Title

Figure 9A.22: Cranford Cross - Predicted annual mean NO_2 concentrations in 2024, locations of maximum predicted changes and location of maximum predicted concentration with the Project in 2033, 2040 and 2055 (µg/m^3)

Company	Drawn By	Chk/Approved	Drawn Date	Status
WSP	AS	KW	20/07/2026	FINAL

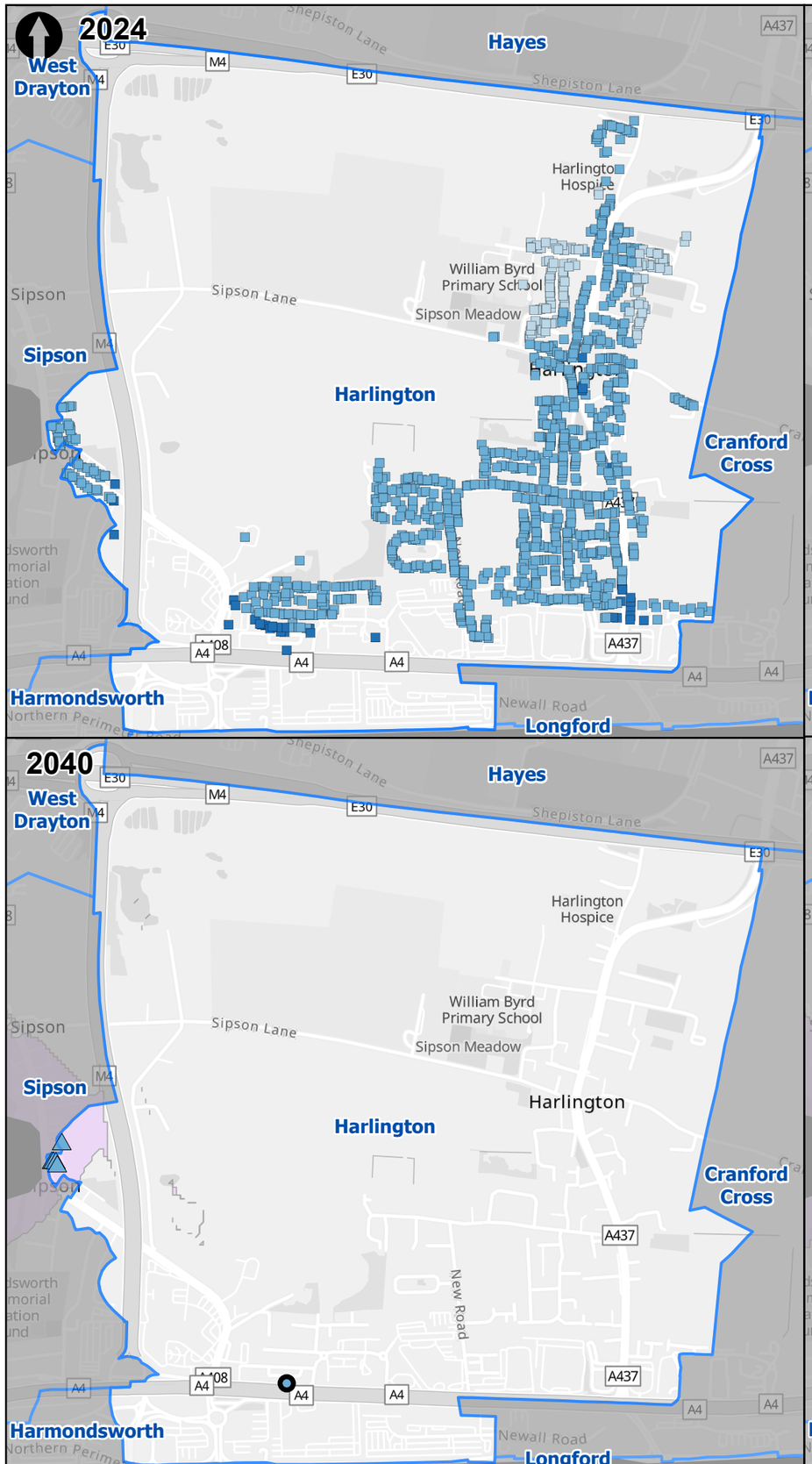
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3R000-XX-GA-XXX-100048	1.0

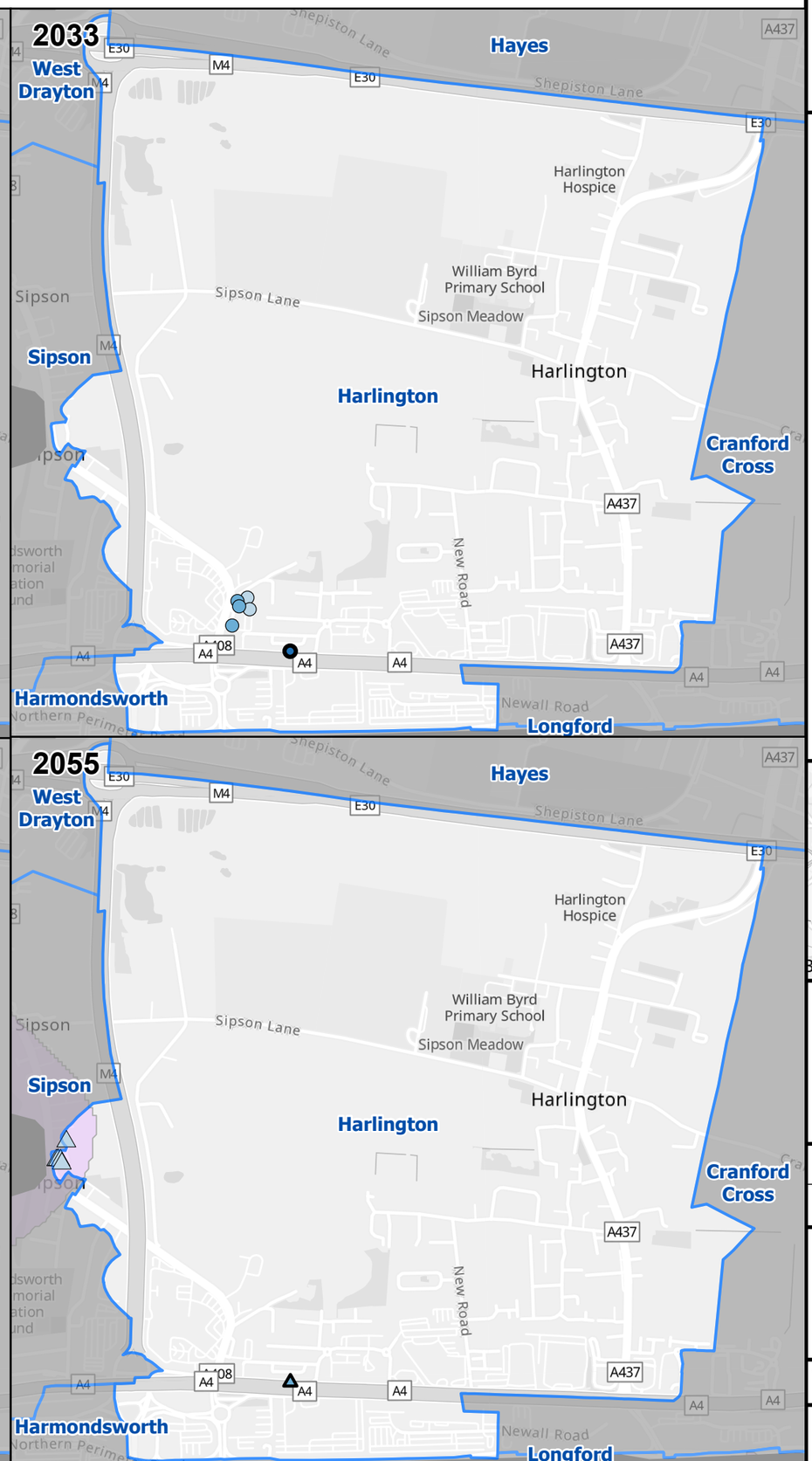
Source file: EH-WSP-EICR-054

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Figure 9A.23: Harlington – Predicted annual mean NO_2 concentrations in 2024, locations of maximum predicted changes and location of maximum predicted concentration with the Project in 2033, 2040 and 2055 (µg/m^3)

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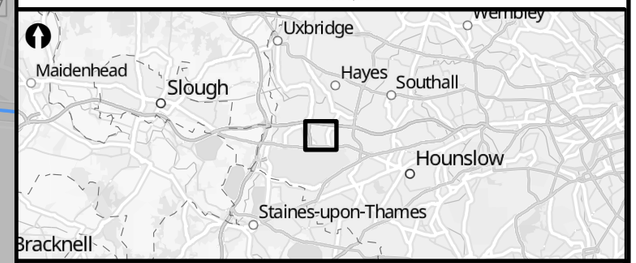


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- Community areas
- 3rd Runway Infrastructure Extent
- Baseline concentrations
- Negligible
- Slight adverse
- Moderate adverse
- Maximum concentration
- Below 15 ug/m^3
- 15-20 ug/m^3
- 20-25 ug/m^3
- 25 ug/m^3 and above
- Moderate Adverse

0 250 500 Metres

Scale 1:14,000



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Scale	Project Name	Heathrow Project No.
1:50,000	Heathrow Expansion Project	3R000

Title

Figure 9A.23: Harlington -
Predicted annual mean NO_2 concentrations in 2024, locations of maximum predicted changes and location of maximum predicted concentration with the Project in 2033, 2040 and 2055 (µg/m^3)

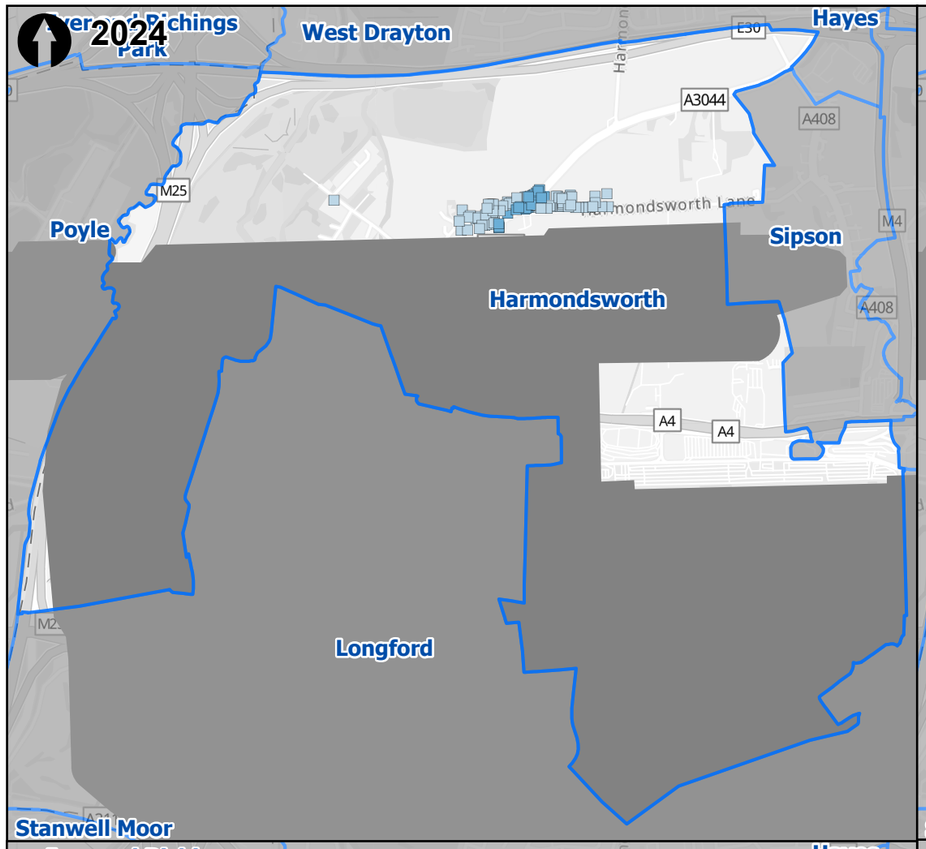
Company	Drawn By	Chk/Approved	Drawn Date	Status
WSP	AS	KW	20/07/2026	FINAL

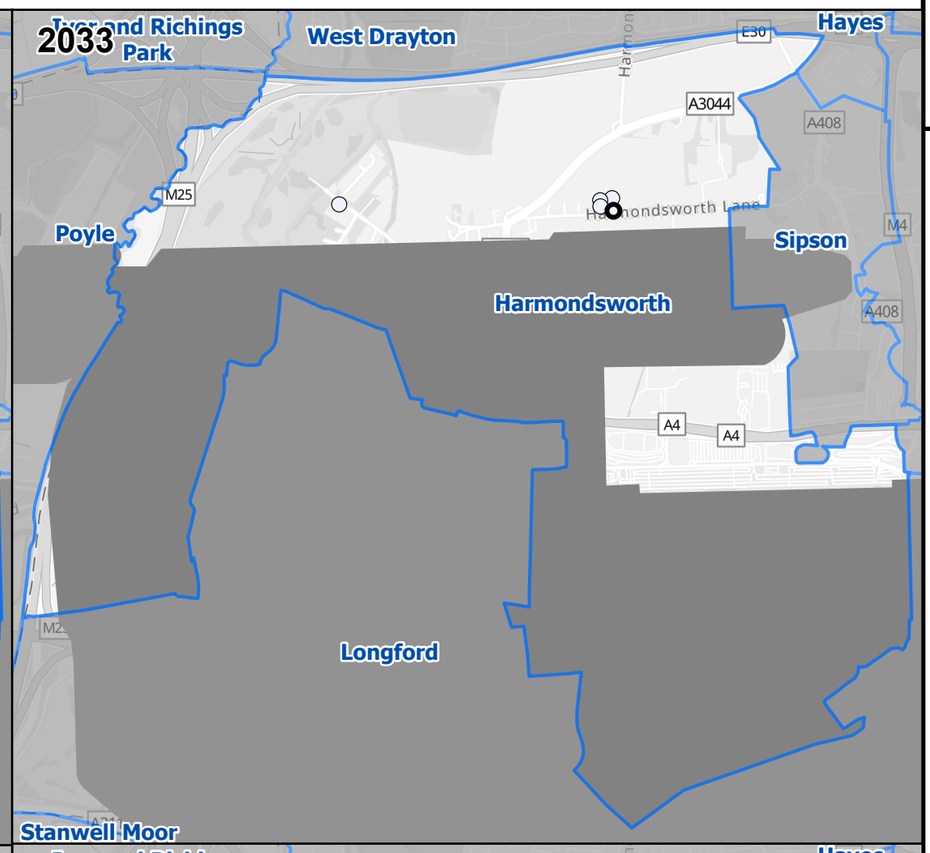
Location-Level-Sub Series/System-Identifier	Version
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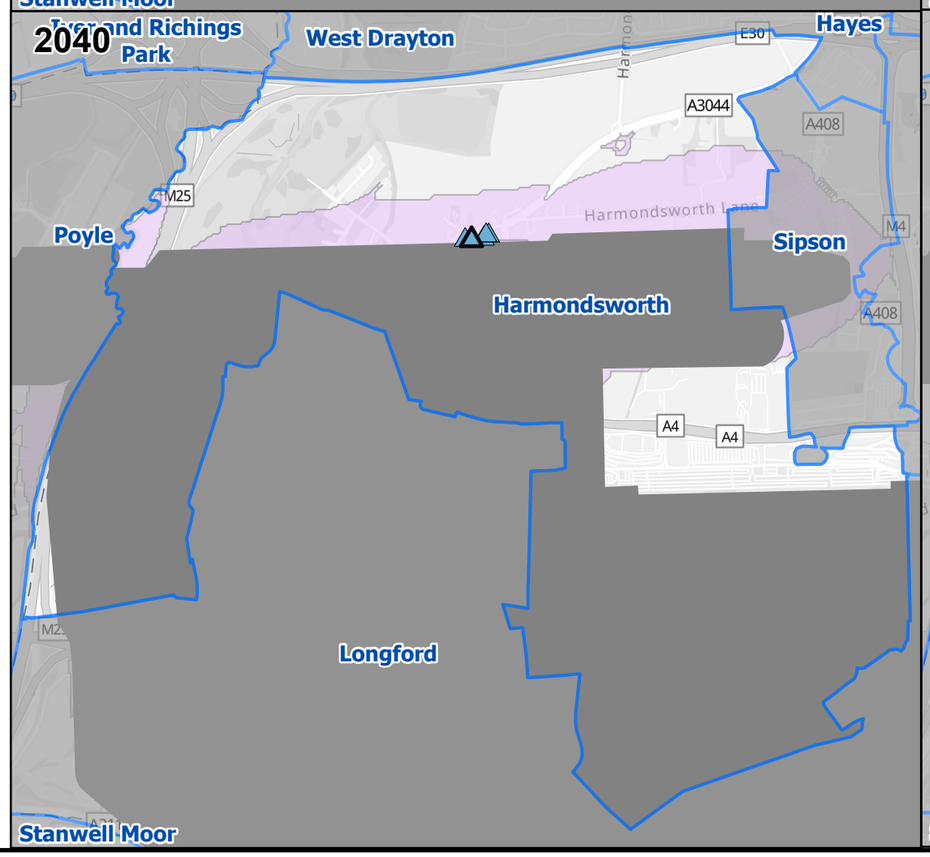
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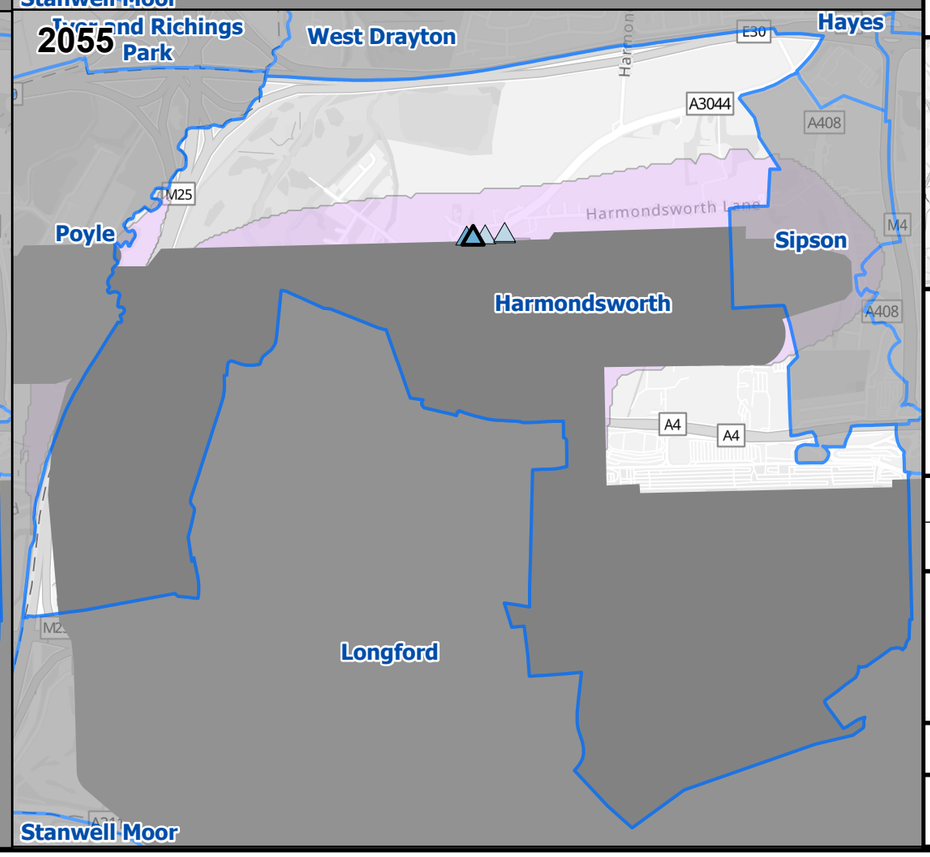
Figure 9A.24: Harmondsworth – Predicted annual mean NO_2 concentrations in 2024, locations of maximum predicted changes and location of maximum predicted concentration with the Project in 2033, 2040 and 2055 (µg/m^3)

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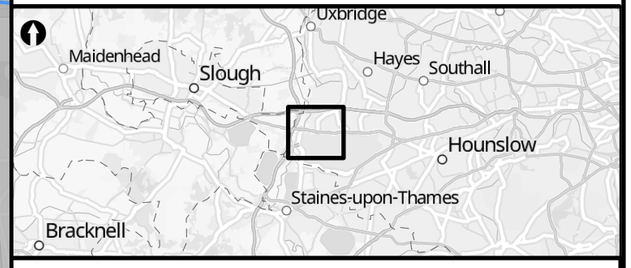


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- Community areas
- 3rd Runway Infrastructure Extent
- Baseline concentrations
- Negligible
- Slight adverse
- Moderate adverse
- Maximum concentration
- Below 15 ug/m^3
- 15-20 ug/m^3
- 20-25 ug/m^3
- 25 ug/m^3 and above
- Moderate Adverse

0 250 500 1,000 1,500 Metres

Scale 1:25,000



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Project Name: Heathrow Expansion Project	Heathrow Project No.: 3R000

Title

Figure 9A.24: Harmondsworth - Predicted annual mean NO_2 concentrations in 2024, locations of maximum predicted changes and location of maximum predicted concentration with the Project in 2033, 2040 and 2055 (µg/m^3)

Company	Drawn By	Chk/Approved	Drawn Date	Status
WSP	AS	KW	20/07/2026	FINAL

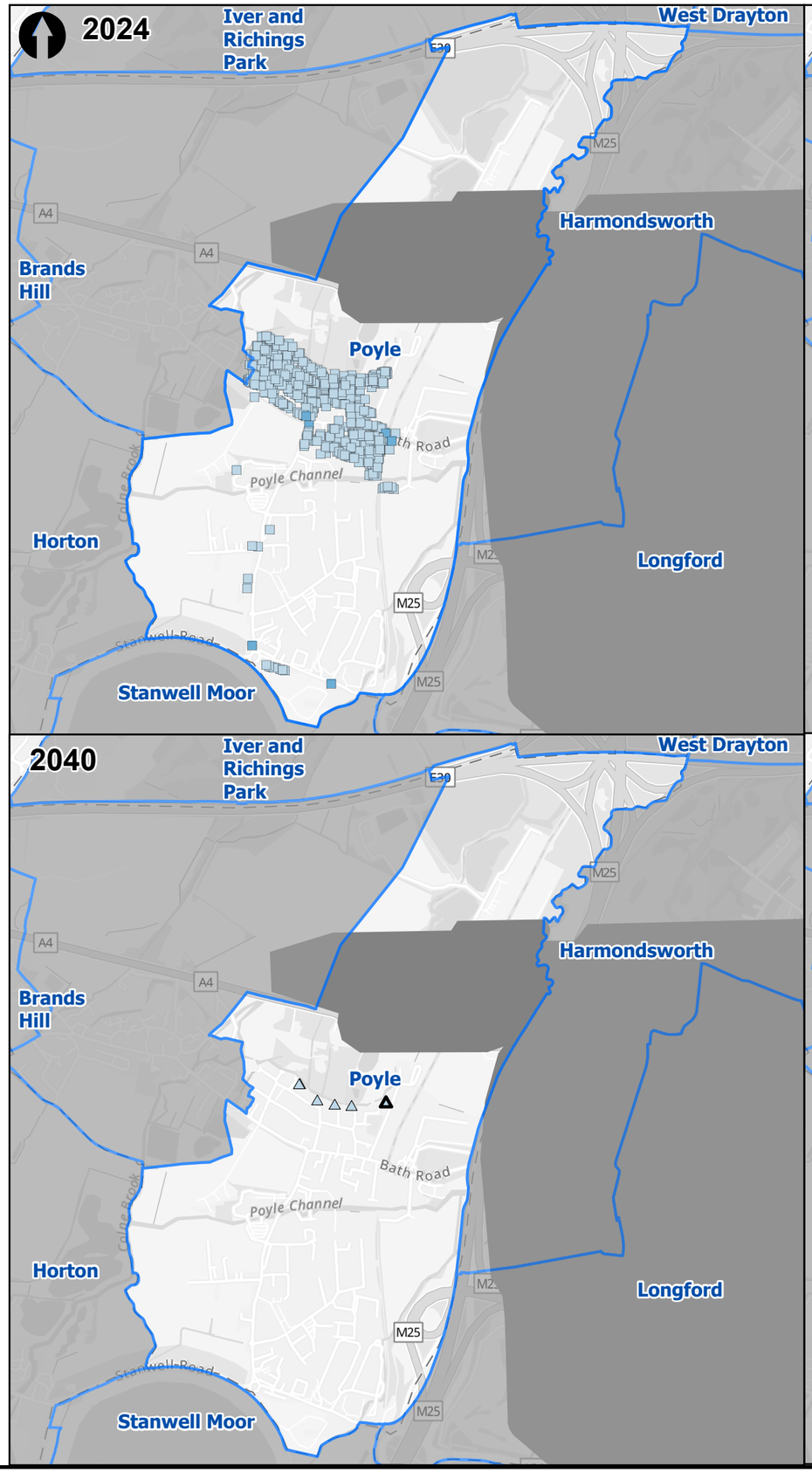
Location-Level-Sub Series/System-Identifier	Version
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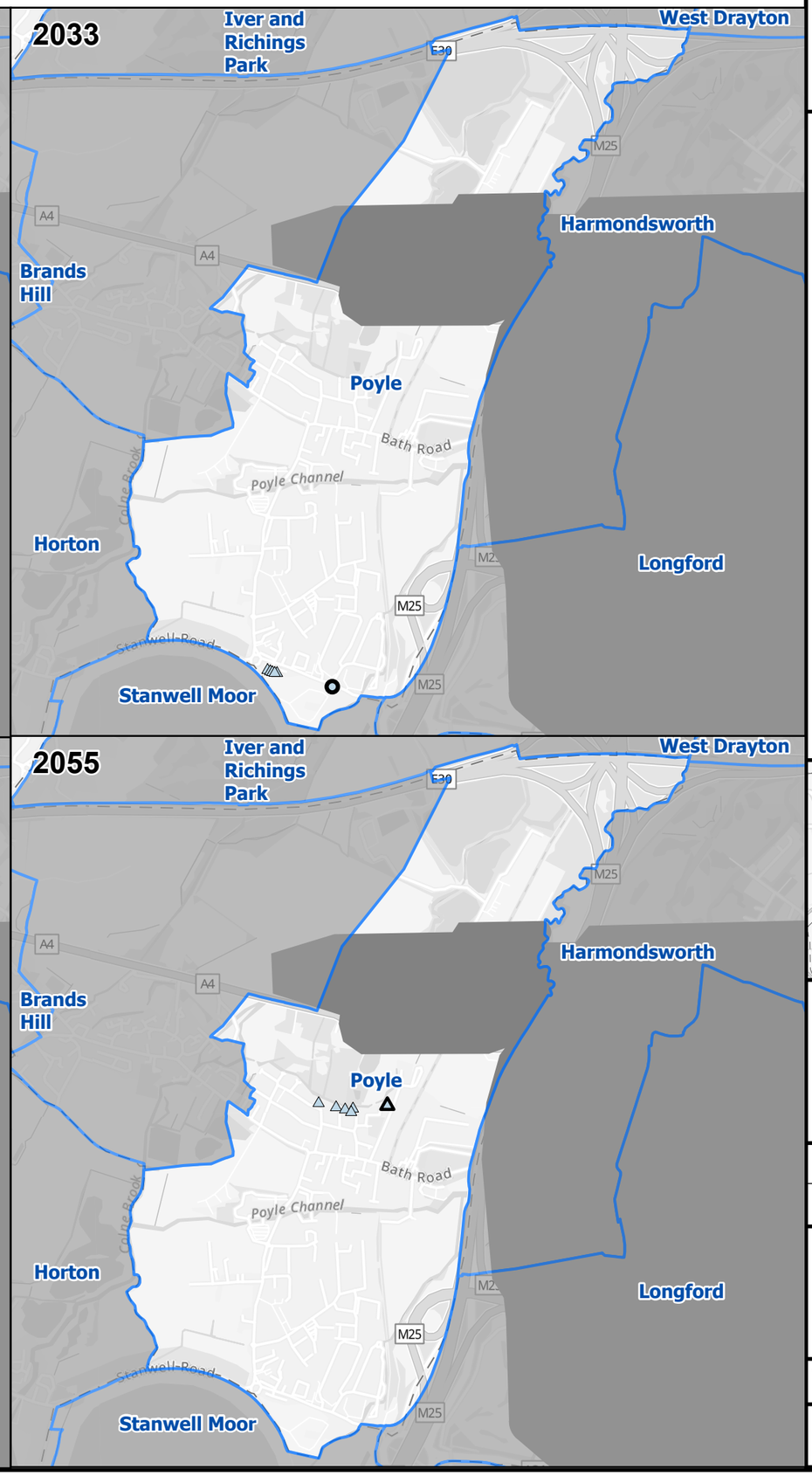
Source file: EH-WSP-EICR-054

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Figure 9A.25: Poyle – Predicted annual mean NO_2 concentrations in 2024, locations of maximum predicted changes and location of maximum predicted concentration with the Project in 2033, 2040 and 2055 (µg/m^3)

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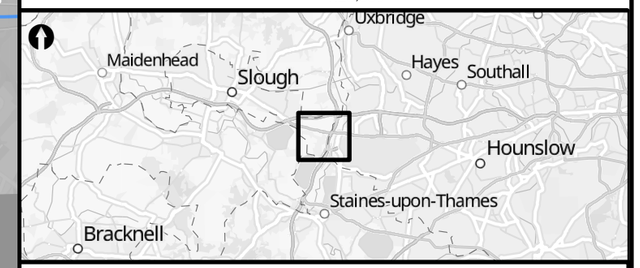


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- Community areas
- 3rd Runway Infrastructure Extent
- □ Baseline concentrations
- ○ Negligible
- △ Slight adverse
- △ Moderate adverse
- ○ Maximum concentration
- Below 15 ug/m^3
- 15-20 ug/m^3
- 20-25 ug/m^3
- 25 ug/m^3 and above

0 250 500 1,000 1,500 Metres

Scale 1:23,000



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Project Name: Heathrow Expansion Project	Heathrow Project No.: 3R000

Title

Figure 9A.25: Poyle -
Predicted annual mean NO_2 concentrations in 2024, locations of maximum predicted changes and location of maximum predicted concentration with the Project in 2033, 2040 and 2055 (µg/m^3)

Company	Drawn By	Chk/Approved	Drawn Date	Status
WSP	AS	KW	20/07/2026	FINAL

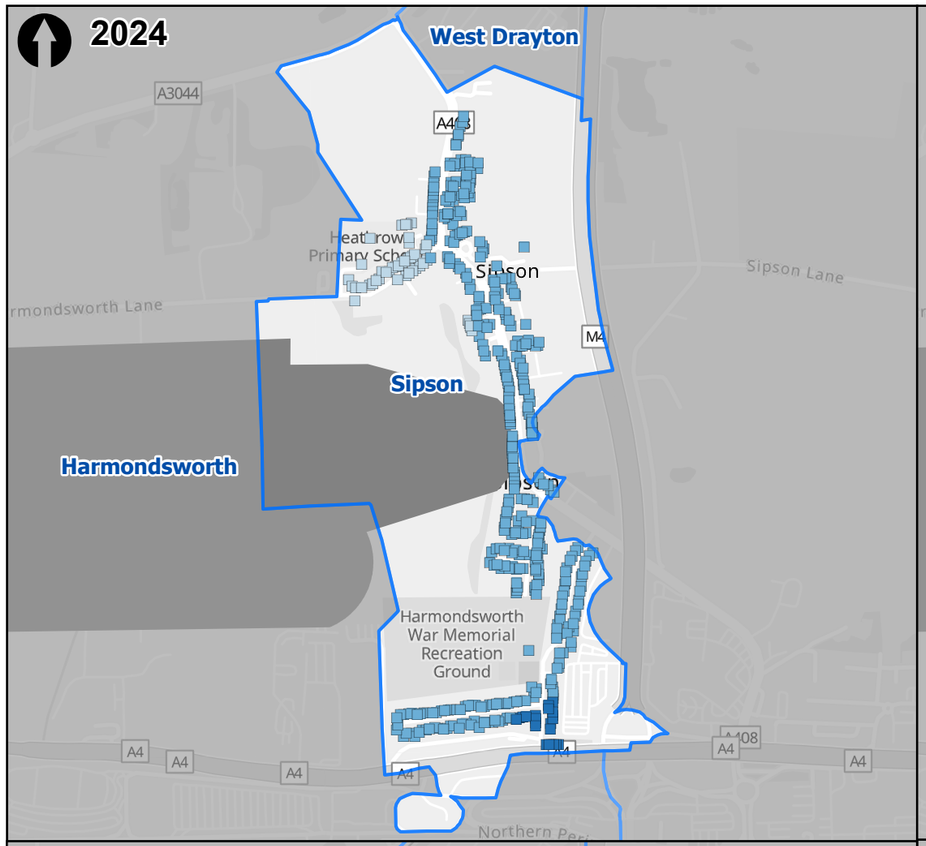
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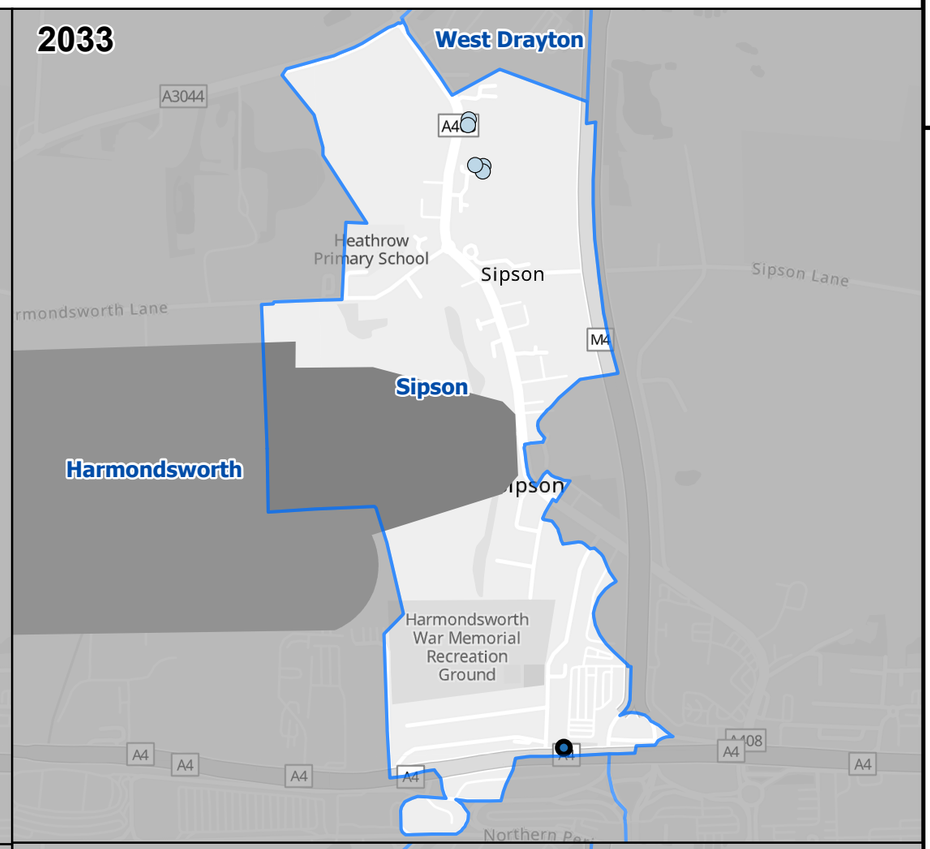
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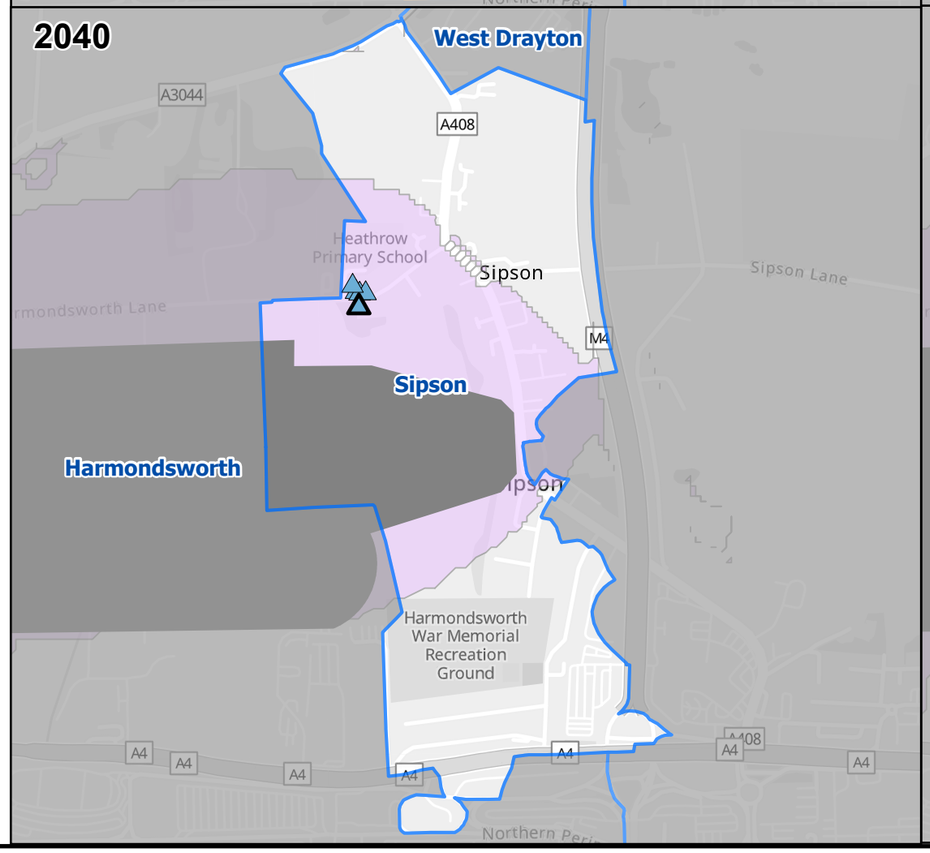
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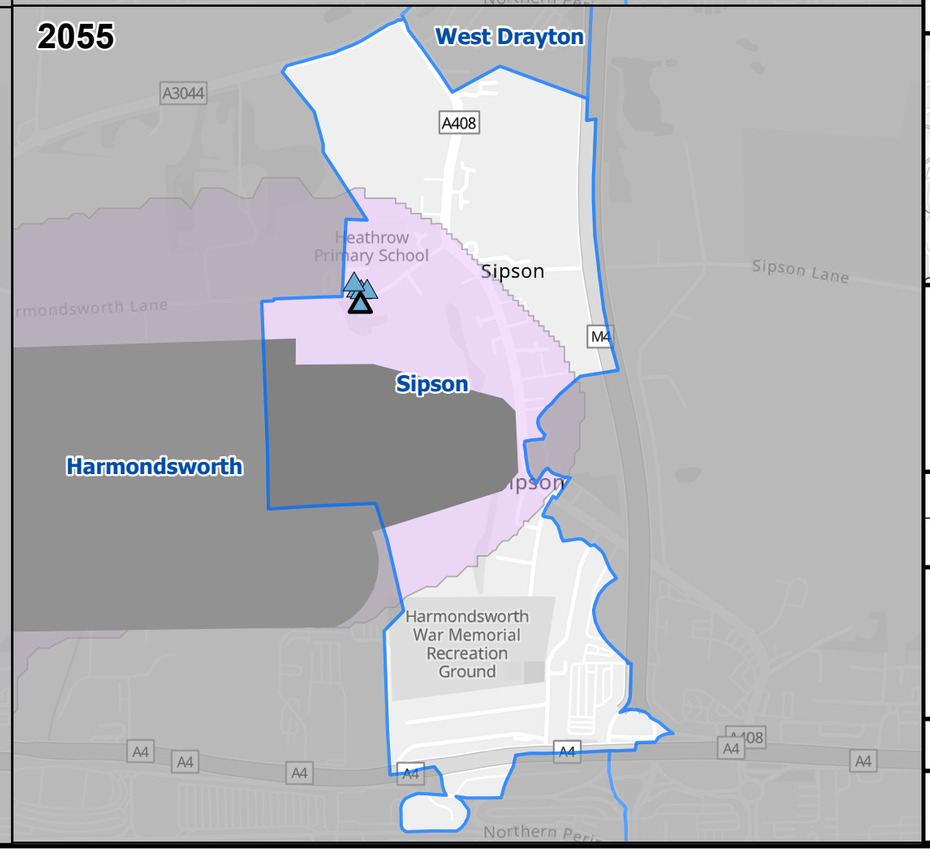
Figure 9A.26: Sipson – Predicted annual mean NO_2 concentrations in 2024, locations of maximum predicted changes and location of maximum predicted concentration with the Project in 2033, 2040 and 2055 (µg/m^3)

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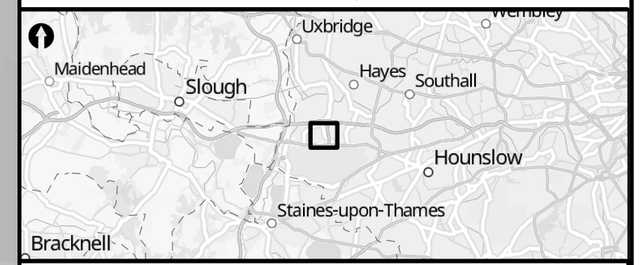


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- Community areas
- 3rd Runway Infrastructure Extent
- Baseline concentrations
- Negligible
- Slight adverse
- Moderate adverse
- Maximum concentration
- Below 15 ug/m^3
- 15-20 ug/m^3
- 20-25 ug/m^3
- 25 ug/m^3 and above
- Moderate Adverse

0 250 500 Metres

Scale 1:12,000



Heathrow

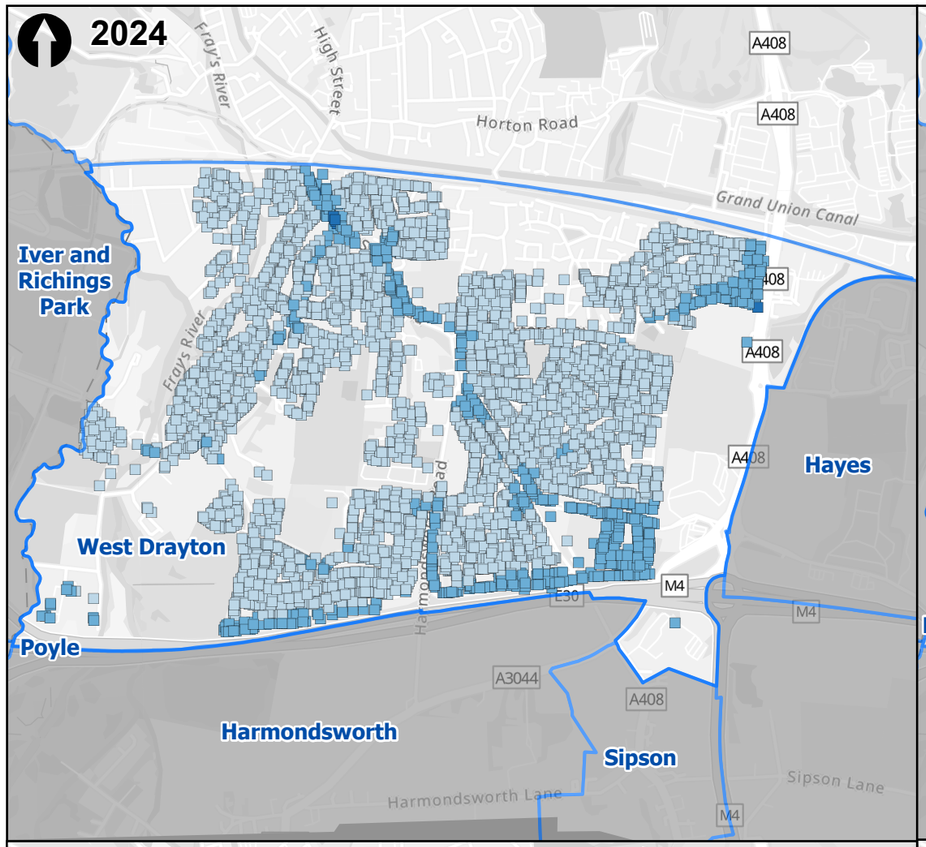
© Heathrow Airport Limited				Scale 1:50,000
Project Name: Heathrow Expansion Project				Heathrow Project No. 3R000
Title: Figure 9A.26: Sipson - Predicted annual mean NO_2 concentrations in 2024, locations of maximum predicted changes and location of maximum predicted concentration with the Project in 2033, 2040 and 2055 (µg/m^3)				
Company: WSP	Drawn By: AS	Chk/Approved: KW	Drawn Date: 20/07/2026	Status: FINAL
Location-Level-Sub Series/System-Identifier: 3R000-XX-GA-XXX-100063				Version: 1.0

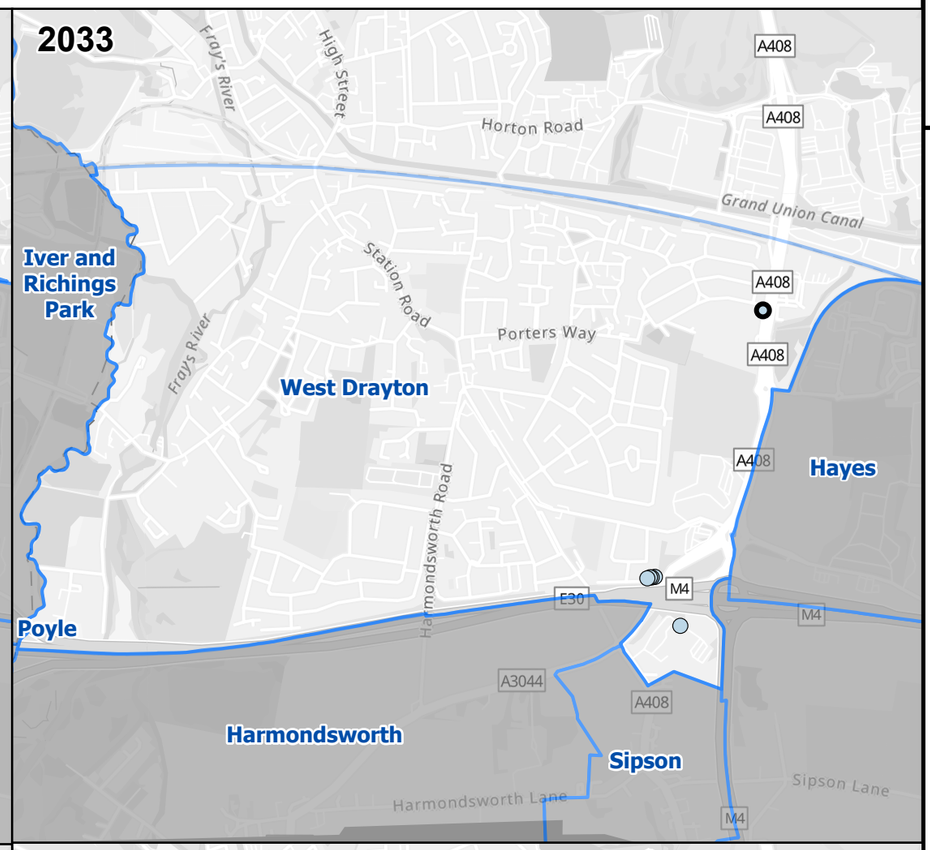
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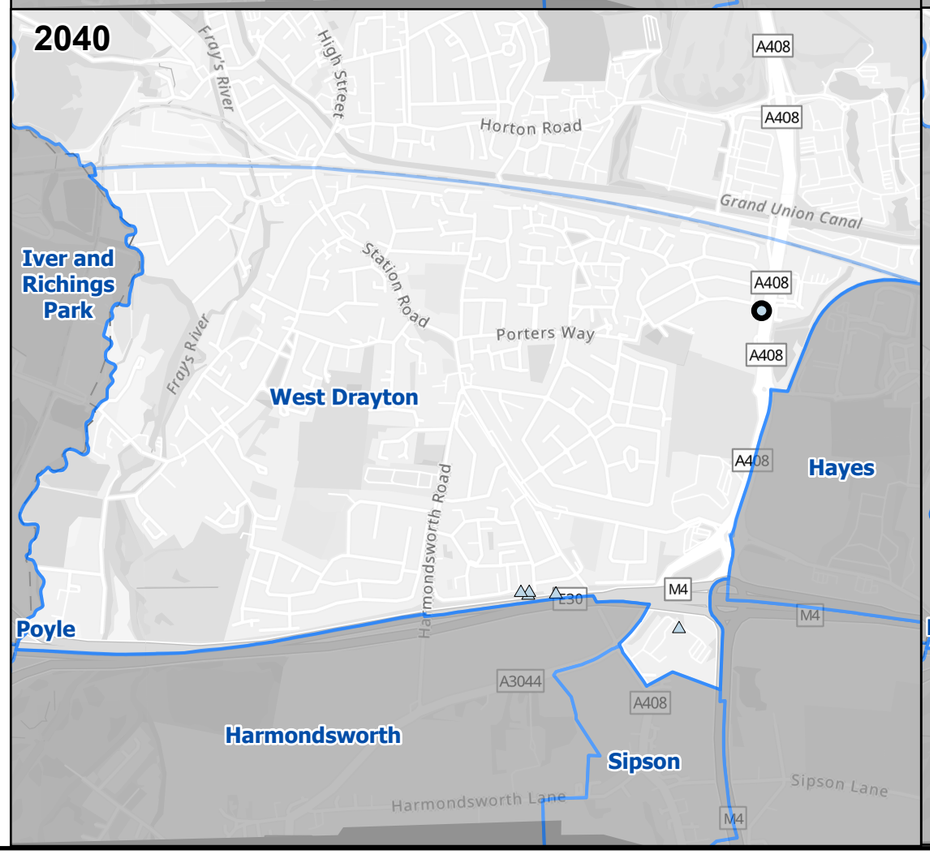
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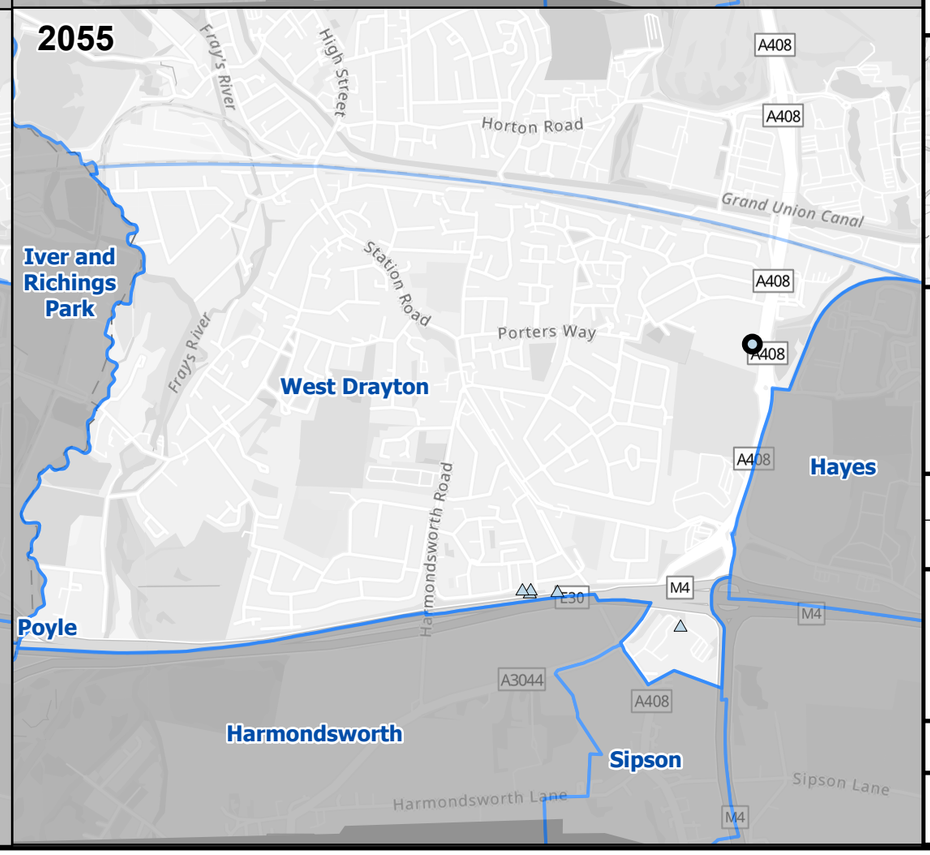
Figure 9A.27: West Drayton – Predicted annual mean NO_2 concentrations in 2024, locations of maximum predicted changes and location of maximum predicted concentration with the Project in 2033, 2040 and 2055 (µg/m^3)

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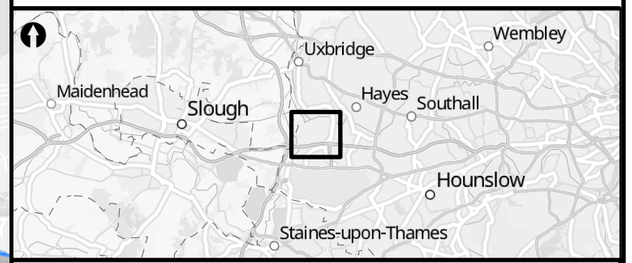


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- Community areas
- 3rd Runway Infrastructure Extent
- Baseline concentrations
- Negligible
- Slight adverse
- Moderate adverse
- Maximum concentration
- Below 15 ug/m^3
- 15-20 ug/m^3
- 20-25 ug/m^3
- 25 ug/m^3 and above

0 250 500 1,000 Metres

Scale 1:22,000



Heathrow

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Project Name: Heathrow Expansion Project	Heathrow Project No.: 3R000

Title

Figure 9A.27: West Drayton - Predicted annual mean NO_2 concentrations in 2024, locations of maximum predicted changes and location of maximum predicted concentration with the Project in 2033, 2040 and 2055 (µg/m^3)

Company	Drawn By	Chk/Approved	Drawn Date	Status
WSP	AS	KW	20/07/2026	FINAL

Location-Level-Sub Series/System-Identifier	Version
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Source file: EH-WSP-EICR-054

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