Heathrow

EXPANSION
CONSULTATION 2026

Environmental Information Consultation Document (EICD)

OCTOBER 2026

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Environmental Information Consultation Document (EICD)

Chapter 1, 2 and 3

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1. Setting the scene for consultation – environmental information

1.1 Introduction

1.1.1 This Environmental Information Consultation Document (EICD) forms part of a set of publicly accessible documents that support the 2026 Heathrow Expansion Consultation (referred to as the '2026 Public Consultation'). The 2026 Public Consultation is being undertaken as part of the pre-application stage of the Development Consent Order (DCO) process, which is required for Nationally Significant Infrastructure Projects (NSIPs).

1.1.2 The Planning and Infrastructure Act enacted at the end of 2025 indicates that consultation is non-statutory and therefore not a mandatory requirement for NSIPs. As such, this document is entitled the 'Environmental Information Consultation Document' as it supports this non-statutory consultation. This document is not a Preliminary Environmental Information Report (PEIR) as would have been prepared to support consultation prior to the 2025 Planning and Infrastructure Act in accordance with the requirements of The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017.

1.1.3 We are undertaking consultation regarding Heathrow expansion (referred to as the 'Project'). This EICD and the assessments it presents have been prepared by a team of environmental assessment specialists.

1.1.4 As noted within the Consultation Document, following the Airport Expansion Consultation (AEC) undertaken in 2019, we have reviewed and refined the details of the Project and are now consulting further on the proposals for airport expansion. We will continue to advance the proposals and environmental assessment, considering ongoing design evolution and the feedback received through the 2026 Public Consultation.

1.1.5 This EICD is supported by a **Glossary of terms**.

1.2 Purpose of this Environmental Information Consultation Document (EICD)

1.2.1 The purpose of this Environmental Information Consultation Document (EICD) is to help communities understand the environmental effects (both beneficial and adverse) of the Project over the course of its construction and operation. The information is provided to enable communities to provide us with feedback, and for this feedback to inform the ongoing design evolution. This EICD sets out details of the environmental assessment that has been undertaken at this point in the Development Consent Order (DCO) process.

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1.2.2 Further in the DCO process, as noted in **Section 1.3**, an Environmental Statement (ES) will be provided as part of the DCO application and will set out a detailed assessment of the environmental effects of the Project.

Relationship of this EICD with the consultation materials

1.2.3 This EICD focuses on the assessment and reporting of environmental effects. The assessments within this EICD take into account and are presented on the basis that certain environmental measures would be implemented as part of the Project. An environmental measure is something which ensures the design, construction and operation of the Project will be undertaken in such a way as to avoid, prevent or reduce, mitigate or, if possible, offset adverse environmental effects. Environmental measures are described as being 'embedded'. By being embedded, these measures are already incorporated into the plans, procedures and design of construction, built infrastructure, and operational management of the Project. **Figure 1.1** presents the titles of the set of consultation documents and their relationship to the EICD.

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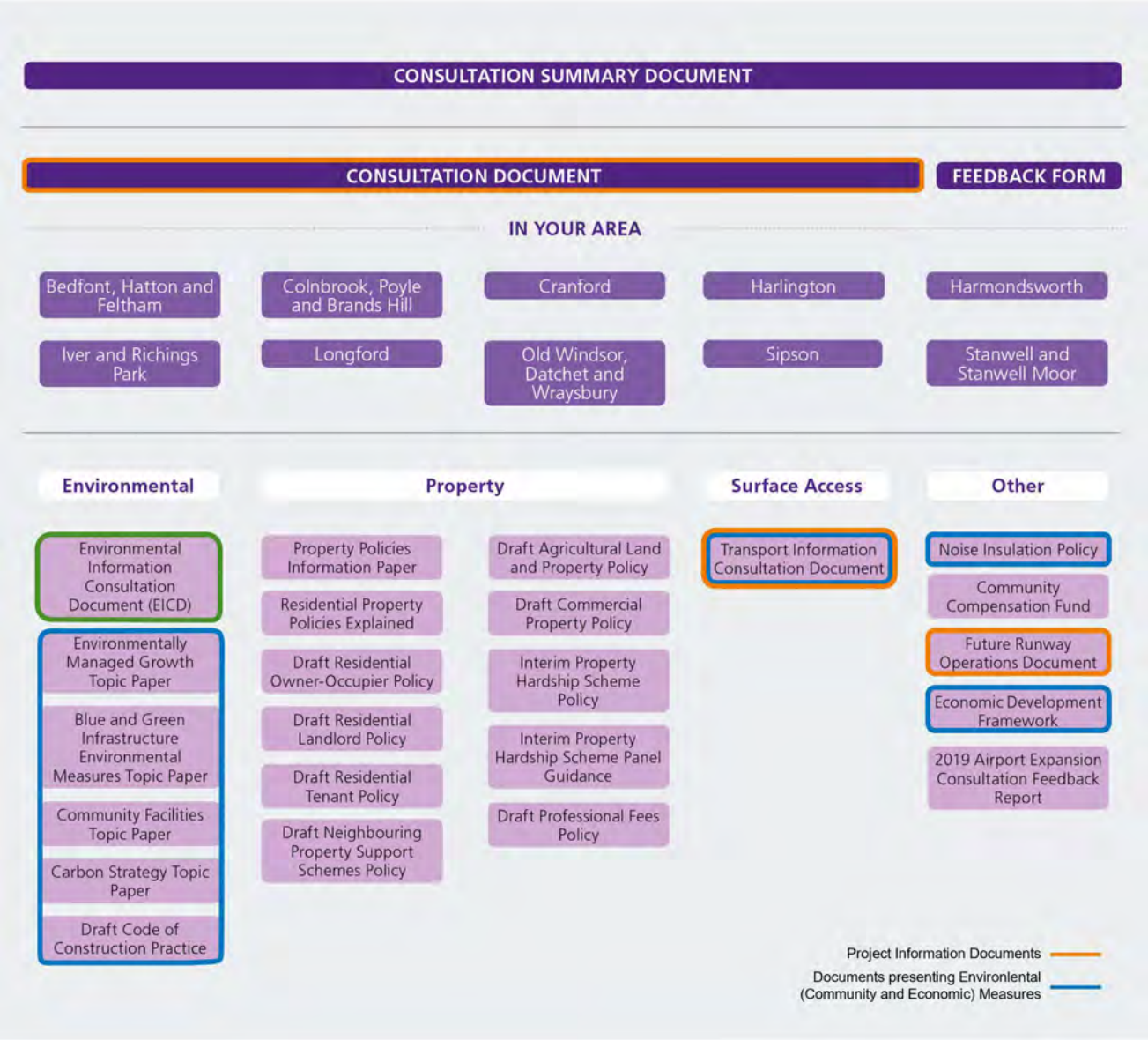
Figure 1.1: Summary of materials supporting consultation and their relationship with the EICD



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1.2.4 As shown by **Figure 1.1**, there are differing types of consultation documents that provide further information relevant to the aspects covered in this EICD, as follows:

- Project information documents – These documents describe what is proposed in terms of built infrastructure (such as the runway, terminal buildings, road realignments), how the Project will be constructed and how it will operate. They present information on which the assessments in this EICD are based, and a summary of the Project. The content of these documents is described in **Chapter 2: Description of the Project**, and they include:
  - **Consultation document**
  - **Future Runway Operations (FRO) document**
  - **Transport Information Consultation Document (TICD)**
- Environmental measures documents – These documents provide information on how the design, construction and operation of the Project would be undertaken to avoid, prevent or reduce, mitigate and, if possible, offset adverse environmental effects, and enhance beneficial effects. The EICD considers environmental measures within the assessments undertaken, and effects are assessed on the basis that environmental measures would be implemented as part of the Project. Where environmental measures are embedded within the design, approach to construction and operational management controls of the Project, they are also documented within the project information documents:
- **Noise Insulation Policy**
- **Economic Development Framework**
- **Environmentally Managed Growth Topic paper**
- **Blue and Green Infrastructure Measures Topic paper**
- **Community facilities Topic paper**
- **Code of Construction Practice**
- **TICD**

1.2.5 In addition to these documents, as indicated by **Figure 1.1**, a community compensation fund will be available and applicable where specific adverse environmental effects of the Project cannot be minimised, offset or mitigated by environmental measures.

1.3 Environmental Impact Assessment (EIA)

1.3.1 Environmental Impact Assessment (EIA) is a mandatory process which is being undertaken for the Project, as required by the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 [1] (referred to as the 'EIA Regulations') and supporting government guidance.

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1.3.2 The Planning Inspectorate (PINS) published a scoping opinion in relation to the Project in 2018. A Preliminary Environmental Information Report (PEIR) was then prepared and consulted on as part of the Airport Expansion Consultation (AEC) in 2019, in accordance with the EIA Regulations at the time. The PINS published a further scoping opinion in relation to the Project in 2025. This Environmental Information Consultation Document (EICD) does not reflect a stage of the EIA process and has been prepared to provide an updated summary of the environmental effects associated with the Project, to enable consultees to understand and provide feedback on the Project. An Environmental Statement (ES) will be provided as part of the Development Consent Order (DCO) application and will set out a detailed assessment of the environmental effects of the Project.

1.3.3 Further detail on the approach taken to the environmental assessments presented within this EICD is set out in **Chapter 3: The approach to environmental assessment** in the EICD and within **Chapters 5 to 18** of the environmental aspect chapters.

1.4 National policy

1.4.1 As set out within the consultation document, there are several government policy documents relevant to the Project.

1.4.2 The Airports National Policy Statement (ANPS) provides the primary basis for making decisions in relation to the application for development consent for the Project. It sets out planning policy relevant to the Project, including policies relating to environmental assessments and considerations in the context of the Development Consent Order (DCO) application. For example, the ANPS includes policies on establishing and enhancing green infrastructure and requires a noise insulation programme to be put in place. Ensuring consistency with these policy requirements has been a key consideration in the design development of the Project, including the environmental measures.

1.4.3 The Government recently concluded its consultation on proposed amendments to the 2018 ANPS, to be known once amended as the Heathrow Expansion National Policy Statement (HENPS). The Government is now considering consultation feedback, alongside the outcome of parliamentary scrutiny once concluded. Subject to parliamentary approval of the Government's final form of the proposed amendments, the amended form – which will then be known as the HENPS – is expected to be published by the end of 2026. In preparing our consultation materials, we have reviewed the proposed amendments to the ANPS and are continuing to consider the potential implications for our preferred scheme and accompanying assessments. Where relevant to the assessments, the requirements of the ANPS are referenced in this Environmental Information Consultation Document (EICD) together with any potential changes arising from the proposed ANPS amendments. We recognise that current policy in the ANPS is the starting point for the consideration of Heathrow expansion until the amendments have been finalised and published as the HENPS. Following publication, we will engage with relevant stakeholders on the policy amendments as part of our ongoing programme of pre-application engagement.

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1.4.4 In addition to the ANPS, the National Policy Statement for National Networks (NPSNN) applies to the Project. The NPSNN sets policy for nationally significant road and rail schemes. For Heathrow, it frames how any changes to the strategic road network, such as works to the M25, M4 and associated junctions, and rail connections should be assessed. It requires that development does not compromise the primary function, safety or performance of these networks.

1.4.5 Other policy at a national, regional and local level is referenced where relevant in the aspect chapters of this EICD, as well as relevant legislation and guidance.

1.5 What is consultation and engagement?

1.5.1 Consultation and engagement are distinct methods for gathering feedback and involving stakeholders in influencing project outcomes.

1.5.2 Consultation typically refers to the presentation of information to members of the community or members of the public, at a set point in time, to request and facilitate informed feedback.

1.5.3 Engagement, by contrast, involves more targeted, continuous interactions that are focused on specific technical matters. Engagement enables Heathrow to seek feedback on technical issues from statutory bodies, such as the Environment Agency or Historic England, and other stakeholders, including community organisations.

1.5.4 This Environmental Information Consultation Document (EICD) presents information to allow meaningful and constructive public consultation to take place. It is not intended to provide information at the level of detail that is needed for technical engagement, or that would be provided in the Environmental Statement (ES) submitted with the Development Consent Order (DCO) application.

1.5.5 We continue to undertake detailed technical engagement with the relevant statutory bodies and technical stakeholders, and this will continue throughout the pre-application stage of the DCO process.

1.6 Structure of this Environmental Information Consultation Document (EICD)

1.6.1 The structure of this Environmental Information Consultation Document (EICD) is outlined below:

- **Chapter 1: Setting the scene for consultation – environmental information**: This chapter introduces the EICD, explains how it relates to the other consultation materials, and summarises the key national policy documents applicable to the Project.
- **Chapter 2: Description of the Project:** This chapter provides a summary of the new infrastructure that is to be built, how it will be built, and how the expanded airport will operate.

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- **Chapter 3: The approach to environmental assessment:** This chapter explains how the environmental information in this EICD has been prepared, clarifies the meaning of the technical term 'significance' in assessing environmental effects, and sets out how **Chapters 5 to 18** should be understood. It also explains what an in-combination and cumulative effects assessment is and why this is required.
- **Chapter 4: People, place and Community Areas:** For some aspects – particularly health, air quality, noise, recreation and amenity, landscape and visual, and community – environmental effects are best presented at a community level. This chapter explains how community areas have been defined and described to facilitate this. It also provides baseline information on the economy and labour market across local authority areas.
- Environmental aspect chapters:
  - **Chapter 5: Socio-economics and employment**
  - **Chapter 6: Community**
  - **Chapter 7: Recreation and amenity**
  - **Chapter 8: Noise and vibration**
  - **Chapter 9: Air quality and odour**
  - **Chapter 10: Carbon (greenhouse gases)**
  - **Chapter 11: Health**
  - **Chapter 12: Biodiversity**
  - **Chapter 13: Water environment**
  - **Chapter 14: Historic environment**
  - **Chapter 15: Landscape and visual**
  - **Chapter 16: Land quality**
  - **Chapter 17: Waste and materials**
  - **Chapter 18: Climate resilience and adaptation**
  - **Chapter 19: Next steps and preparation of the Environmental Statement (ES)**

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2. Description of the Project

2.1 Introduction

2.1.1 This chapter provides a summary description of the Project upon which the assessment and environmental information presented within this Environmental Information Consultation Document (EICD) is based.

2.1.2 Principally, the Project comprises a new 3,500-metre third runway (the 'Northwest Runway'), including new taxiways for on-the-ground aircraft movement, to the northwest of the existing northern runway.

2.1.3 The Project also comprises an extension to the existing northern runway and works to facilitate on-the-ground aircraft movement. New and expanded terminal capacity, which includes new terminal buildings north and west of the existing Terminal 5 (T5) and the reconfiguration of the existing terminal (the latter described as 'T5 optimisation'). The proposals will also redevelop the Central Terminal Area (CTA), closing Terminal 3 (T3) and extending Terminal 2 (T2). Once completed, these measures could enable Heathrow to deliver around 756,000 Air Transport Movements per annum, serve 150 million passengers per annum and support increased cargo capacity.

2.1.4 To achieve this, the Project extends beyond the existing airport boundary. It includes major changes to surface transport, such as realigning a section between Junctions 14 and 15 of the M25 and putting a section into a tunnel beneath the new runway, and upgrades to the local road network. The River Colne and its tributaries would be diverted, with new flood storage areas created.

2.1.5 New energy, fuel and utility systems are included to support the larger airport, along with new cargo, maintenance and logistics facilities (described as airport supporting development*) and additional office space, hotels, parking (described as associated related development*).

2.1.6 The Project also includes green spaces and a continuous 'Active Green Loop' for recreation which will surround the airport. The Project incorporates a holistic and multifunctional approach to blue and green spaces that are re-provided or enhanced.

2.1.7 To make way for all these changes, some existing homes, businesses and community facilities will need to move, be replaced or be demolished.

2.1.8 A package of varying measures will be introduced for those affected, as indicated within the Land and Property acquisition and Compensation Policies.

2.1.9 Further description of the main physical components of Project infrastructure is presented in **Section 2.3.**

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2.2 The expanded airport boundary and the draft Order Limits

2.2.1 The Project would create a new operational airport boundary. Additional land is also required beyond this boundary, and 'Order Limits' will be defined for the purposes of the Development Consent Order (DCO) application. The Order Limits will represent the land required permanently for the operational airport and associated infrastructure, together with land required temporarily to facilitate construction activities. At this stage, the Order Limits are in draft and are presented by **Figure 2.1**.

2.2.2 Permanent land comprises the infrastructure required to operate the expanded airport, including the main Project components described in **Table 2.1** to **Table 2.6**. Temporary land is required to support construction activities and includes Construction Support Sites, temporary construction accesses, haul routes, utility diversions, earthworks, material stockpiling areas and other temporary works.

2.2.3 Where temporary land is no longer required following completion of the relevant construction activities, it would generally be restored to its previous use or an end use set out in the DCO Application (e.g. for biodiversity). In other locations, temporary construction areas would transition into their permanent operational function as part of the completed Project.

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

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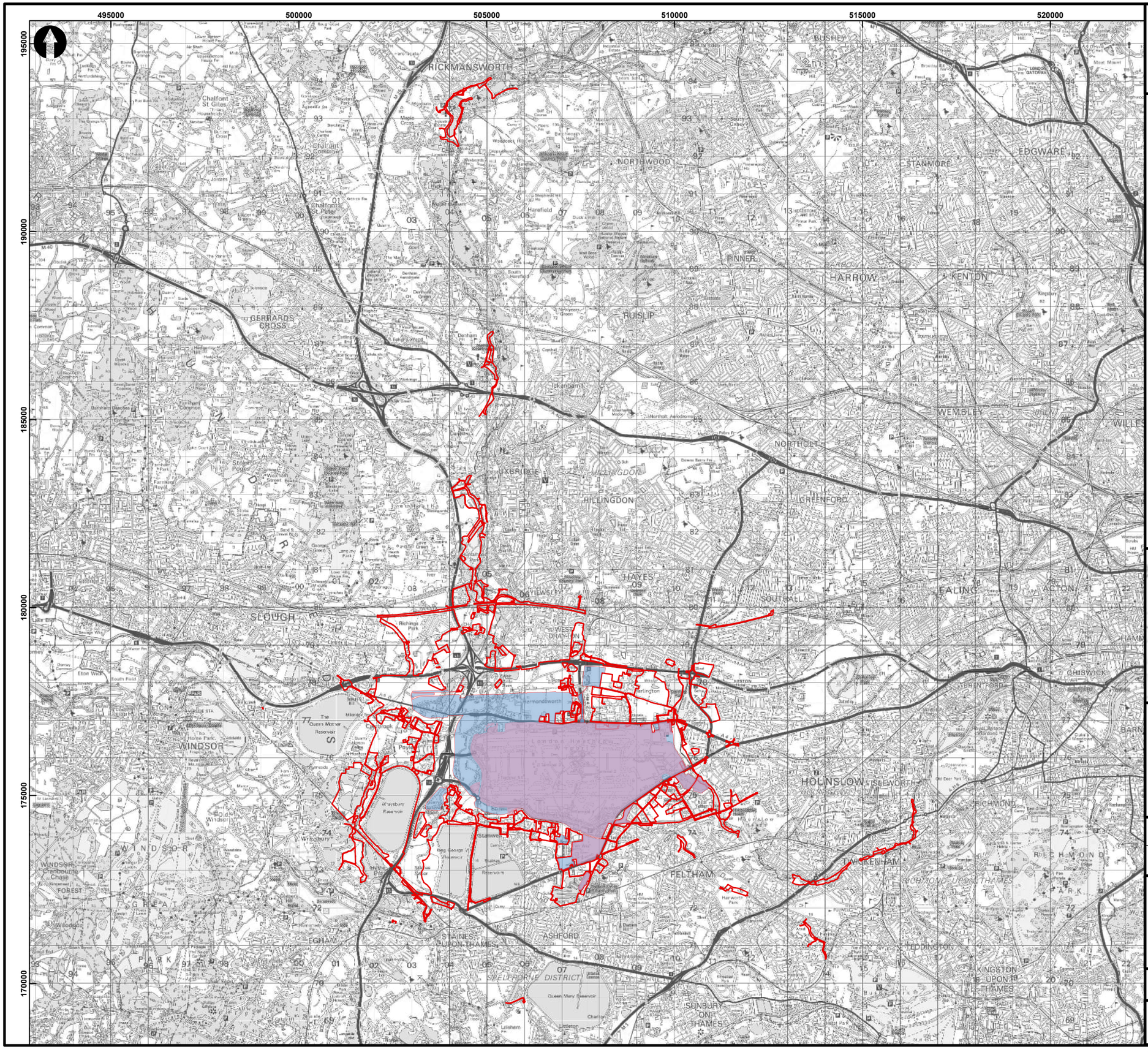

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- Draft DCO Order Limits
- Existing Airport Boundary
- Expanded Airport Boundary

0 500 1,000 2,000 3,000 4,000 5,000 6,000 Metres

Scale 1:100,000

Heathrow

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

Title

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

Company	Drawn By	Chk/Approved	Drawn Date	Status
WSP	LT	JB	04/09/2026	FINAL

Location-Level-Sub Series/System-Identifier	Version
3R000-XX-GA-XXX-100198	1.0

Source file: EH-WSP-EICR-109

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2.3 Main Project components

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

Table 2.1: Airport infrastructure

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

Table 2.2: Motorway and road developments

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

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

Table 2.3: Utilities

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

Table 2.4: Blue and Green infrastructure

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

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

Table 2.5: Airport supporting development

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

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

Table 2.6: Displaced uses

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

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

2.4 Construction approach and activities

Approach to construction

2.4.1 The construction of the Project would be undertaken through a coordinated and phased programme of works. The construction approach has been developed to enable the progressive delivery of the infrastructure required for the Project, while maintaining the continued operation of Heathrow Airport and seeking to minimise disruption to surrounding communities, businesses and transport networks.

2.4.2 The following principles, as stated in the Consultation Document, have been adopted to guide the approach to the construction of the Project:

- Plan construction activity to balance the need to deliver new airport infrastructure in time to meet airport growth, with an appropriate approach to mitigating and compensating local people whose homes and business will be affected by expansion.
- Carry out as much construction work as possible away from the immediate locality of Heathrow, making use of off-site manufacturing techniques and logistics hubs.
- Use rail for the transportation of as much construction material as possible, utilising a dedicated railhead for access to the airport.
- Carefully phase the construction works with supporting traffic management plans that will control the use of local roads by construction traffic.
- Establish a number of ‘construction support sites’ to help facilitate the construction works and manage traffic via dedicated routes within the site.
- Locate these construction support sites where they can effectively support the construction activities on land that subsequently becomes part of the expanded airport and where effects on neighbouring communities can be managed.
- Where sites are being used temporarily to support construction, select locations and uses that carefully consider effects on neighbours, with appropriate mitigation to manage those effects.

2.4.3 Construction activities would be managed further to the plans developed in accordance with the **CoCP** (a draft of which is provided as part of this consultation), which establishes the Project wide requirements for managing and controlling construction activities and their environmental effects.

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Construction support sites

2.4.4 Construction activities would be supported by a series of CSSs located throughout the draft Order Limits. CSSs have been selected to balance construction efficiency with the need to minimise effects on surrounding communities and maintain the continued safe and efficient operation of the existing Airport. They are generally located adjacent to the strategic road network and, where practicable, within areas identified for permanent development associated within the Project, thereby enabling construction activities to be coordinated whilst reducing construction traffic through residential areas. Together, the CSSs provide the operational, logistical and workforce facilities necessary to support construction activities, including the efficient coordination of people, plant, materials and equipment.

2.4.5 To ensure the new runway can be operational as soon as possible, 24-hour working, seven days a week, including Bank Holidays, will be required for activities will be required for activities directly related to ensuring that the Project can deliver an operational new runway as soon as possible. Such working hours would also be employed to prioritise the most intensive and disruptive construction works, to better manage and curtail the duration of their impacts. Further details of these activities are provided in Section 4.1 of the draft **Code of Construction Practice (CoCP)**.

2.4.6 The CSSs and their primary functions are summarised in **Table 2.7.**

Table 2.7: Construction Support Sites and Their Primary Function

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

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

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

Construction timeframe

2.4.8 Construction of the Project would be undertaken over approximately 25 years, during which the existing airport would remain operational while new infrastructure is progressively delivered and brought online.

2.4.9 Construction activities would change throughout the programme. Following grant of the Development consent Order activities would be focused on establishing CSS, and reprovision of facilities. Intensity would increase with the beginning with major enabling and civil engineering activities such as the river and road diversions and construction of the new runway before progressively transitioning towards terminal completion.

2.4.10 Construction activities would be undertaken within the draft Order Limits, and would be carefully planned and sequenced to enable the continued safe and efficient operation of the existing Airport. The principal types of construction activities are summarised in **Table 2.8**.

Principal construction activities

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

Table 2.8: Construction Activities

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

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

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

2.5 Operation of the expanded airport

2.5.1 The Project would enable Heathrow Airport to increase its operational capacity progressively as new infrastructure is completed and brought into use. The expanded Airport would therefore not become operational at a single point in time. Instead, additional capacity would be released at different stages as the infrastructure necessary to support increased aircraft movements, passenger numbers and cargo volumes becomes available.

2.5.2 For the purposes of this EICD, capacity release describes the point at which completed infrastructure, such as additional terminal capacity or the Northwest Runway, enables an increase in the operational capacity of the Airport. Construction and operation would therefore overlap for a considerable period, with parts of the Project becoming operational while construction of later infrastructure continues.

2.5.3 The operational characteristics relevant to the environmental information presented in this EICD are summarised below. Further information on the operation of the runway system is provided in the **Future Runway Operations document**, while further information on journeys to and from the expanded Airport is provided in the Transport Information Consultation Document.

Early Growth

2.5.4 Following the grant of development consent and before the Northwest Runway becomes operational, Heathrow proposes to make increased use of the existing two-runway airport. This is referred to as early growth.

2.5.5 Heathrow currently operates subject to an annual limit of 480,000 Air Traffic Movements (ATMs). The Project would enable up to an additional 25,000 ATMs per year to be introduced before the opening of the Northwest Runway. This additional capacity would be accommodated through more efficient use of the existing runways and supporting airport infrastructure.

2.5.6 Early growth forms part of the Project and has therefore been taken into account, where relevant, in the environmental information presented in this EICD. Where relevant in respect of emissions, the air quality; noise and carbon chapters identify the representative assessment years and scenarios used to assess early growth and subsequent operation of the expanded Airport.

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Aviation Operations

2.5.7 Once operational, the Northwest Runway would operate alongside Heathrow's existing northern and southern runways, creating a three-runway airport. The new runway would be connected to the existing and expanded airport facilities by new and modified taxiways, aprons and aircraft stand.

2.5.8 The increase in runway capacity would allow aircraft movements and passenger numbers to increase progressively as the infrastructure required to support that growth is completed. This would be accompanied by the progressive introduction of additional terminal capacity, including Terminal 5 West and Terminal 5 North, together with the expansion and intensification of Terminal 2 and the eventual closure of Terminal 3.

2.5.9 Operational activities would include aircraft arrivals and departures, taxiing and other aircraft ground movements, aircraft servicing and turnaround activities and the operation of supporting airfield infrastructure.

2.5.10 The environmental assessments presented in this EICD use representative operational scenarios and assessment years appropriate to each environmental topic. These reflect the progressive release of airport capacity and, where relevant, assumptions regarding aircraft movements, fleet composition, runway use and other operational characteristics.

Surface Access

2.5.11 Expansion of Heathrow would increase the number of journeys made to and from the Airport by passengers, employees, visitors, freight and servicing vehicles. These journeys would be made by a range of transport modes, including rail and other public transport, private vehicles, taxis and private hire vehicles, coaches, walking, wheeling and cycling.

2.5.12 The Project includes changes to the strategic and local highway network and airport access infrastructure required to support the expanded Airport. These include the M25 realignment and associated junction works, changes to the A4, A3044 and A3113, the Southern Road Tunnel and changes to internal and perimeter roads, as described in Section 1.3. Parking and other supporting facilities, including the Northern and Southern Parkways, would also be provided progressively as the Airport expands.

2.5.13 The approach to managing journeys associated with the expanded Airport, including those made by passengers, airport employees and freight, is described further in the Transport Information Consultation Document. This includes the emerging Surface Access Strategy and the measures proposed to support increased use of sustainable modes of transport and manage travel demand.

2.5.14 The specialist chapters of this EICD use the relevant surface access forecasts and representative assessment years when considering the environmental effects associated with operation of the Project.

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2.6 Environmental measures

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

Noise Insulation

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

Property Policies

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

Economic Development Framework

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

Transport Information Consultation Document

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

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Blue and Green Infrastructure

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

Environmentally Managed Growth

2.6.7 Environmentally Managed Growth (EMG) is the proposed framework for managing the growth of the expanded Airport within agreed environmental limits. The framework includes controls relating to environmental effects associated with airport growth, including a Noise Envelope intended to limit and, where possible, reduce aircraft noise effects.

2.6.8 The EMG proposals have informed the environmental information presented in this EICD where relevant. Further information on the proposed framework and its controls is provided in the **Environmentally Managed Growth Topic Paper**.

Community Facilities

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

Carbon Strategy

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

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3. The approach to environmental assessment

3.1 Introduction

3.1.1 As indicated in **Chapter 1: Setting the scene for consultation – environmental information**, the purpose of this Environmental Information Consultation Document (EICD) is to provide information to allow communities to understand the environmental effects of the Project over the course of its construction and operation. This information is presented to enable meaningful and constructive consultation, and for members of the public to provide an informed response as part of the 2026 Public Consultation.

3.1.2 This chapter of the EICD explains the overarching environmental assessment approach undertaken by each of the specialist environmental assessment teams to allow reporting of the environmental effects as presented in **Chapters 5 to 18**. To do so, this chapter introduces key concepts of the assessment approach and provides a guide for interpreting the information presented.

3.1.3 Responses to the 2019 Airport Expansion Consultation (AEC) included feedback on impact assessment methodologies that will be used to inform the assessments that will be set out in the Environmental Statement (ES), supporting the Development Consent Order (DCO) application. Such feedback is not relevant to the assessment approach taken to inform this EICD, which has been developed to inform an assessment that is robust yet accessible to the public.

3.2 Environmental aspects

3.2.1 **Chapters 5 to 18** of this Environmental Information Consultation Document (EICD) present the assessment of effects for environmental aspects. Use of the term 'aspect' aligns with the Environmental Impact Assessment (EIA) Regulations.

3.2.2 The EIA Regulations define the range of environmental aspects that must be considered, where applicable, through the EIA process. The aspects in this EICD broadly reflect those identified through EIA scoping and set out in the scoping opinions published by the Planning Inspectorate (PINS) in 2018 and 2025 [2][1] as having the potential for likely significant effects as a result of the Project.

3.2.3 Each environmental aspect (as presented in **Chapters 5 to 18**) has a bespoke assessment methodology based on relevant legislation, policy and guidance. This is summarised within each of the environmental aspect chapters. However, there are concepts which are relevant to all environmental aspects in this EICD such as the 'baseline', 'study area', 'environmental measures' and 'significance of effects'. These are explained further below.

[1] As indicated in **Chapter 1** the EIA process is a mandatory requirement of the DCO process and is being undertaken concurrently with 2026 Public Consultation as part of the DCO pre-application process.

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3.2.4 For the purposes of the 2026 Public Consultation, consideration of Traffic Network Users (TNU), an environmental aspect that will be included in the Environmental Statement (ES), is presented within the **Transport Information Consultation Document (TICD)**. The **TICD** presents the emerging surface access strategies and an assessment of the potential implications for transport network users of the Project.

3.2.5 Our approach to Project design ensures that resilience to major accidents and disasters have been incorporated from the outset through stringent health, safety, security and environment requirements.

3.2.6 Further details of the proposed approach to TNU and major accidents and disasters is set out in **Chapter 19: Next steps and preparation of the Environmental Statement (ES)**.

3.3 Establishing a baseline

3.3.1 To demonstrate how a project may influence (have an effect on) an environmental aspect, a comparison is made against the environmental conditions in circumstances where there is no project. This is described as the 'baseline'. Baseline information provides the reference point against which environmental changes resulting from the Project are assessed and any likely significant effects identified.

3.3.2 Each of the specialist environmental aspect assessment teams has established a baseline within a defined study area. These study areas have been determined based on the geographic extent of potential likely significant effects related to each aspect, and the sensitivity of receptors to any change in baseline conditions.

3.3.3 Receptors are the environmental features, resources or users that have the potential to be affected by the Project such as people, buildings, schools or environmental features e.g. a watercourse. Understanding the baseline helps to identify and define the receptors that are present within the study area, where they are located, and their condition, value and vulnerability to changes in existing environmental conditions.

3.3.4 Baseline environmental information has been collected using a combination of desk-based reviews of publicly available information, baseline field surveys, and insights obtained through consultation and engagement. Where relevant to the assessment, details of the applicability of baseline information is presented, for instance the date it was collected.

3.3.5 Relevant baseline information is incorporated into the assessments to characterise and explain the environmental effects of each aspect. For aspects where baseline data collection is ongoing, this is explained in the aspect chapters, along with any assumptions or limitations relevant to the assessment.

3.3.6 It is also necessary to define a future baseline. The future baseline represents the anticipated changes in environmental conditions that will occur in the absence of the Project. For example, with advances in automobile technologies and government policies, annual improvements to air quality conditions have been recorded to date in many areas including at Heathrow, and these are projected to continue into the

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future. Considering future environmental baseline scenarios therefore ensures that the reference point for the assessment reflects evolving conditions.

3.4 Environmental measures

3.4.1 We have undertaken a process of evaluation to inform the design evolution. This has incorporated environmental considerations from the outset, and in doing so has sought to 'design out' potentially adverse environmental effects, whether that be through the physical design of the infrastructure or management and control measures that would be implemented during the construction and operation of the Project. This evaluation, accounting for feedback from the Airport Expansion Consultation (AEC) and technical engagement, has informed the Project that is being presented for this 2026 Public Consultation.

3.4.2 The ongoing iterative assessment and design process has identified environmental measures that are being presented as part of this 2026 Public Consultation. As indicated within **Chapter 1**, these are set out in the environmental measures documents, **Chapter 2** and throughout this Environmental Information Consultation Document (EICD).

3.4.3 Environmental measures are measures built into the Project, such as physical design features or operating restrictions, to avoid, prevent, reduce or where possible offset any identified likely significant adverse effects on the environment. They can also be used to create or enhance positive environmental benefits.

3.4.4 The assessments within this EICD treat the identified environmental measures as embedded and inherent within the Project. This is consistent with the approach that will be undertaken in the Environmental Statement (ES). **Chapters 5 to 18** of this EICD do not itemise each of the environmental measures identified and incorporated into the assessment process. Instead, where this helps explain the assessment of effects, these measures are summarised or examples provided, with a signpost given to other consultation documents where the measures are described in more detail (such as the environmental measures documents). The assessment also makes clear where details of certain environmental measures are still being developed.

3.5 What is a significant environmental effect?

3.5.1 The assessment of environmental effects predicts changes in baseline conditions arising from the Project and evaluates whether such changes affect identified receptors in a way that is likely to be significant.

3.5.2 Likely significant effects (beneficial and adverse) are identified and described within each environmental aspect chapter. This Environmental Information Consultation Document (EICD) focuses on reporting likely significant effects.

3.5.3 The significance of an effect is determined by considering the combination of how important or sensitive a receptor is, and how big a change it will experience due to the Project.

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3.5.4 The way in which significance is assigned to an environmental effect varies by aspect. For example, the sensitivity or value of a biodiversity receptor is primarily determined according to the level of regulatory protection afforded to a habitat or species. The magnitude of an air quality effect is primarily related to applicable legislative thresholds for pollutant levels.

3.5.5 The size of the change that is expected due to the Project is measured against the current and future baselines (as they would be without the Project). The significance of an environmental effect is typically the product of the sensitivity/vulnerability or value of the receptor and the predicted magnitude (scale, duration, geographical extent, permanence) of the change.

3.5.6 For instance, a highly sensitive receptor may only experience a small change from the construction or operation of the Project, but given its sensitivity or vulnerability, the effect could be considered substantial enough for it to be deemed significant. Conversely, the change may be so extensive that even though the receptor is not very sensitive it could still be deemed a significant effect. In some instances, and as indicated in the relevant aspect chapters, there is recognised technical guidance on how significance should be calculated. Conclusions are also often informed by professional judgement.

3.5.7 In order to define significance, specialists drawing conclusions will use technical guidance that is typically provided by government departments such as the Department for Transport, or recognised professional industry bodies for a particular environmental aspect and the assessment approach to be taken. These could include the Chartered Institute of Ecology and Environmental Management or Institute of Air Quality Management. In some instances, this guidance requires ‘professional judgement’ to be used.

3.5.8 The term ‘professional judgement’ is commonly used in the context of Environmental Impact Assessment (EIA) to refer to the opinion of a technically competent and qualified expert who has appropriate experience to make an informed judgement using the information available.

3.5.9 For each environmental aspect chapter and indication of how the significance of effect has been drawn is provided. Unless indicated otherwise, the aspect chapters in the EICD use the same approach to define significance that will be undertaken within the Environmental Statement.

3.5.10 The Project and the environmental measures will be further refined prior to submission of the Development Consent Order (DCO) application. Therefore, the assessment in the EICD is based upon some assumptions and takes a precautionary approach.

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3.6 Approach to assessment results

3.6.1 Changes to the baseline will occur over the course of both the construction and operational activities of the Project.

3.6.2 As indicated within **Chapter 2: Description of the Project**, the Project will be delivered over a circa 25-year delivery period, where both construction and operational activities will occur at the same time as existing airport operations. As certain infrastructure is completed, including the new runway, further construction of new terminals will occur at the same time as newly expanded operations. These could result in increased passenger numbers and flights.

3.6.3 The assessment results are reported differently for each environmental aspect. Some aspect assessments report predicted effects at specific points in time, helping communities understand how the effects will change over the course of the approximately 25-year Project delivery period. Predicted effects for other aspects will not change over the Project delivery period and are only presented once. Either way, a reasonably likely 'worst-case' assessment approach has been followed. This ensures that the maximum potential adverse effects have been identified.

3.6.4 As explained in **Chapter 4: People, place and Community Areas**, some aspect chapters also report assessments by Community Area to help local communities understand how the Project will affect them. Other chapters report assessments to explain the likely significant effects on a specific receptor group, such as a particular species.

3.6.5 In some instances, and as identified within relevant aspect chapters, consideration has been given to what changes in the Project delivery period, as well as the pace of the airport's growth, might mean for the assessment of effects. This is described as sensitivity testing within the applicable chapters.

3.6.6 As indicated previously, the EICD presents an assessment at a point in time where the details of the Project proposals are still being developed in order to reflect consultation feedback. As such, when further details of the Project's construction delivery timeframe, infrastructure components and operation are confirmed, including environmental measures, further detailed assessment will be undertaken. This assessment will also include details of further baseline data collection, and with the refinements to assessment methodologies agreed with technical stakeholders. Therefore, the assessment results reported within the Environmental Statement (ES) ES will be derived from assessment methodologies that are more detailed meaning the results may be more precise than those reported within the EICD.

3.6.7 Nevertheless, the EICD does still present the same environmental effects, and temporal and geographic extent of these effects as will be presented in the ES. This is because a precautionary and conservative approach has been necessary, for instance in defining a 'reasonable worst case scenario'.

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3.7 Airspace design

3.7.1 The airspace design will be developed by a new body created by the Department for Transport and the Civil Aviation Authority (CAA); the UK Airspace Design Service (UKADS) which was established in May 2026. Accordingly, UKADS will be designing and delivering the airspace change for the South East of England, including the airspace change for our new runway and additional capacity, as part of the UK's Airspace Modernisation Strategy [1]. We will be a partner to UKADS, but no longer sponsor or lead the airspace design process.

3.7.2 Heathrow has engaged with UKADS to agree initial airspace parameters and scenarios to support the Project. For the purposes of the environmental assessment, these have led to a series of assumptions that relate to the geographical areas within which flight paths may be designed, referred to as design envelopes. It has been assumed that the flight paths could be located anywhere within these design envelopes. This assumption has informed the approach to the assessment of air noise, landscape and visual, biodiversity and health effects, which are all influenced, to some extent, by overflying aircraft.

3.8 Summary of Environmental aspect chapter reporting

3.8.1 The preceding sections of this chapter outline the overarching approach to the assessment of environmental effects undertaken for this Environmental Information Consultation Document (EICD). **Table 3.1** provides an overview of the environmental information included within each of the aspect chapters, and how the assessment of effects has been reported. However, there may be some divergence from this general approach within some environmental aspect chapters.

Table 3.1: Summary guide to environmental aspect chapters

Chapter subheading	Content summary
What is meant by 'environmental aspect'	Provides a description of what the assessment for each environmental aspect relates to. For example, 'land quality' is the term for an assessment of how the Project affects land contamination, ground stability, agricultural land quality, minerals safeguarding and geodiversity.
Why 'environmental aspect' might change	Outlines how the Project may affect each of the individual components of the aspect, for instance the activities or operational changes that could result in a change to baseline conditions.
Legislation, policy and guidance	References the key legislation, national, regional and local policy, and guidance relevant to each environmental aspect that influences the assessment and methodology. An exhaustive list is not presented.

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Chapter subheading	Content summary
Assessment summary	Explains the approach to the assessment and how conclusions have been drawn. This sets out any specific assumptions or limitations of the assessment undertaken.
Baseline	Summarises how the baseline has been established and any ongoing or future work to be undertaken. A dedicated section describing the baseline in detail is not typically presented, but details of the baseline are presented integral to the Assessment results section. This is so the reader does not need to move back and forth in the document to compare the baseline with the results presented
Assessment approach	Outlines how the assessment of environmental effects has been undertaken, e.g. whether any quantitative metrics have been used, what the assessment considers and any guidance that is followed. How significance has been defined is set out within this section. A separate subheading titled 'Environmental measures' is typically included which sets out the measures that have been included within the assessment.
Assessment results and summary of likely significant 'environmental aspect' effects	Presents the assessment of effects based on work completed to date, integrating relevant baseline information. This summarises those effects that are likely to be significant. The assessment explains which environmental measures have been considered in the assessment. Some aspects present effects across the Project as a whole, where those effects are spread out or broadly similar across locations. Others present effects by Community Area where the effects differ between places. In some cases, predicted effects are also presented for specific points in time across the Project delivery period, where they vary over time, or by receptor type such as surface waterbodies. The way in which the significance of effect has been determined is summarised within the relevant aspect chapters with the conclusion emboldened.
Next steps and preparation of the Environmental Statement (ES)	Outlines further baseline data collection, design, technical engagement and assessment work that will be undertaken to support the assessment that will be reported within the Environmental Statement (ES).

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3.9 In-combination and cumulative effects

3.9.1 An in-combination and cumulative effects assessment will be undertaken as part of the Environmental Impact Assessment (EIA) and presented within the Environmental Statement (ES), in line with the requirements of the EIA Regulations.

3.9.2 In-combination effects occur when a single receptor experiences more than one effect arising from Project activities. For example, a local resident may be affected by the combination of dust, noise and visual effects during construction, or traffic, recreation and air quality effects during operation. In isolation, these effects may not be significant, but when considered together, the overall result could be significant. Assessing in-combination effects provides a more holistic understanding of the overall impact on receptors. This can highlight the need for additional environmental measures and help protect receptors that may be particularly vulnerable to multiple environmental changes.

3.9.3 Cumulative environmental effects are those arising from the Project, upon for example local communities, which individually might not be significant but, when considered in addition to effects from other infrastructure or development projects that are likely to be built, could be significant. Assessing these effects is important because the Project will not occur in isolation. This helps ensure that environmental measures remain effective and proportionate to the combined impacts.

3.9.4 As the Project will be constructed over approximately 25 years, some overlap with other Nationally Significant Infrastructure Projects (NSIPs) in the South East is expected. Although overlapping construction activities (temporally and geographically) could give rise to cumulative environmental effects, significant cumulative effects are not anticipated on account of the robust nature of their respective Codes of Construction Practice, or similar. Furthermore, we will, where practicable, coordinate mitigation with independent local and wider strategic projects. We would do this through working groups to manage physical, schedule and/or operational interfaces and reduce cumulative effects, including those related to materials demand, workforce requirements, highway diversions and railway use.

3.9.5 Once operational, the expanded airport could potentially cause adverse cumulative environmental effects when added to the effects from other developments in the surrounding area. For example, there could be increased pressure on the local road network due to additional traffic generated by the Project together with that from other residential, commercial and industrial developments. If adverse cumulative effects are predicted to be greater, or different, from those assessed for the Project alone, additional environmental measures will be developed and implemented to reduce or manage these new effects. Accordingly, no significant adverse cumulative effects are anticipated.

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4. References

1. The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017, SI 2017/572. Available at: https://www.legislation.gov.uk/uksi/2017/572/contents [Accessed 5 June 2026].
2. EIA scoping and set out in the scoping opinions published by the Planning Inspectorate (PINS) in 2018 and 2025. Available at: https://national-infrastructure-consenting.planninginspectorate.gov.uk/projects/TR020003/documents

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5. Glossary of terms

Term/Acronym	Definition
Preliminary Environmental Information Report	Environmental information prepared at pre-application stage to inform consultation and engagement on the Development Consent Order (DCO) Project.
Active travel	Getting around by walking, cycling or wheeling rather than by car.
Agricultural land quality	The value of soils as an asset that provides important ecosystem services, including land which has the widest range and versatility for use, including for growing agricultural and horticultural crops.
Air noise	Noise associated with aircraft flying to and from the airport. Air noise includes take off as the aircraft accelerates along the runway (from the 'start of roll' on the runway) and landing as aircraft slow down on the runway (including of reverse thrust braking).
Air quality	The level of pollution in the air we breathe.
Airports National Policy Statement (ANPS)	The ANPS sets out the Government's policy on the need for new airport capacity in the Southeast of England, the Government's preferred location and scheme to deliver new capacity, and particular considerations relevant to a development consent application to which the ANPS relates. Currently being consulted on.
Airspace	The invisible infrastructure in the sky that helps aircraft operate safely. This includes the flight paths that aircraft use when taking off and landing, as well as holding patterns used by aircraft when waiting to land.
Airspace change	The process of redesigning flight routes or airspace structure, coordinated nationally, to better manage aircraft movements and their effects.
Airspace designs	The planned layout of flight paths and airspace structure used to organise how aircraft operate safely and efficiently.
Baseline	The existing environmental state against which future changes and impacts are assessed.
Biodiversity	All the habitats, plants, animals and associated ecosystems that could be affected by the construction and operation phases of development either negatively or positively.
Chartered Institute of Ecology and Environmental Management	The professional body representing ecologists and environmental managers, setting standards for professional practice and competence.
Civil Aviation Authority	The statutory body which oversees and regulates all aspects of civil aviation in the United Kingdom.
Climate change	The long-term shift in global or regional climate patterns. It is attributed directly or indirectly to human activity altering atmospheric composition, alongside natural variability, resulting in higher temperatures, rising sea levels and extreme weather.

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Term/Acronym	Definition
Code of Construction Practice (CoCP)	Code which sets out the standards and procedures to which developers and contractors must adhere when undertaking construction of major projects. This will assist with managing the environmental impacts and will identify the main responsibilities and requirements of developers and contractors in constructing their projects.
Community Area	Areas have been mapped to understand how baseline conditions vary between local communities and how effects may be experienced at a neighbourhood scale. These areas are comprised of administrative geographies such as wards and output areas (OAs) for which 2021 Census and ONS data is available. The Community Areas have been defined to reflect functional communities, patterns of connectivity and physical boundaries, while also having regard to local authority boundaries. They provide a consistent local geography through which variations in demographic profile, deprivation, health, labour market conditions and place characteristics can be described and compared.
Compensation	Measures provided to offset residual adverse effects that cannot be avoided or mitigated.
Consultation	Refers to the presentation of environmental information to members of the public, at a set point in time, to request and facilitate an informed response that can influence Project outcomes
Contamination	The presence of hazardous substances in or under the ground, or in water bodies. It occurs when human activities leave a legacy of pollution (such as from old industrial sites, landfills or chemical spills) that poses an unacceptable risk to health or the environment.
Cumulative effects	The combined impact of multiple developments or activities over time, considering both direct and indirect effects on the environment. These are assessed to understand the overall influence beyond individual developments.
Development Consent Order (DCO) application	An application for consent to undertake a Nationally Significant Infrastructure Project made to the Planning Inspectorate who will consider the application and make a recommendation to the Secretary of State, who will decide on whether development consent should be granted for the Project.
Development Consent Order (DCO)	This is the means of obtaining consent for developments categorised as Nationally Significant Infrastructure Projects, under the Planning Act 2008. This is the means of obtaining permission consent for developments categorised as Nationally Significant Infrastructure Projects, under the Planning Act 2008.
Economic Development Framework (EDF)	The Economic Development Framework in the UK is a strategic approach aimed at promoting economic growth and poverty reduction. It emphasizes the importance of institutions that encourage private investment, stable business conditions and responsible governance.

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Term/Acronym	Definition
Economy	The system of production, employment and consumption within a defined geographic area.
Effect	Term used to express the consequence of an impact (expressed as the 'significance of effect') which is determined by correlating the magnitude of the impact to the importance, or sensitivity, of the receptor or resource in accordance with defined significance criteria. For example, land clearing during construction results in habitat loss (impact), the effect of which is the significance of the habitat loss on the ecological resource.
Engagement	Refers to targeted, continuous interactions with key stakeholders that are focused on specific environmental technical issues and can result in such stakeholders actively participating in directing Project outcomes.
Environment Agency	The Environment Agency is a non-departmental public body in the UK, established in 1996, responsible for protecting and enhancing the environment and promoting sustainable development, operating under the Environment Act 1995.
Environmental aspects	Distinct environmental components or topics, such as air quality, biodiversity or human health, which may be affected by the Project
Environmental Impact Assessment (EIA)	The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017. The EIA regulations require that the effects of a project, where these are likely to have a significant effect on the environment, are considered in the decision-making process for the Project. A statutory process is followed to identify, describe and assess the likely significant environmental effects of certain types of development before a decision is made on whether to grant consent.
Environmental Information Consultation Document (EICD)	A report prepared to present environmental information for consultation at pre-application stage of the Project.
Environmental measures	Environmental measures proposed in an Environmental Impact Assessment are designed to limit or remove any significant adverse environmental effects of a development.
Proposed environmental measures	Refers to interventions (such as physical design features or operating restrictions) that are proposed to avoid, prevent, reduce or, if possible, offset any identified adverse effects on the environment.
Environmental Statement (ES)	The written output presenting the full findings of the Environmental Impact Assessment.
Environmentally Managed Growth (EMG)	Provides a framework for managing growth within agreed environmental limits. It sets out the process for monitoring, reporting and mitigating environmental effects with associated independent scrutiny.
Evaluation	A systematic review of environmental information, constraints and alternatives used to guide how a project is designed and developed.

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Term/Acronym	Definition
Flood storage	A structure that holds floodwater during times of flood and returns it to a river at a controlled rate, once the flood peak has passed.
Freight forwarding	The specialist logistics services that manage, coordinate and facilitate the movement of air cargo through the airport.
Future baseline	The predicted environmental conditions at a specified future point in time, assuming all committed developments and trends are implemented. It provides the reference scenario against which the impacts of proposed projects are assessed.
Future Runway Operations (FRO)	A document outlining Future Runway Operations (FRO) and the reasons for the proposals, including how future use of runways would provide predictable periods of respite from aircraft noise, manage night flights and how other operational measures could help reduce and mitigate noise impacts.
Geodiversity	The range of rocks, minerals, fossils, soils and landforms that underlie and determine the character of our natural landscape and environment. Locations in which important geodiversity is found are afforded protection against development and, outside of statutorily protected land such as Sites of Special Scientific Interest (SSSIs), are designated at a regional and local level (known as Regionally Important Geological Sites, RIGS and Locally Important Geological Sites, LIGS).
Green Loop	A continuous, predominantly recreational route within the Active Green Network that connects communities, workplaces, public open spaces, biodiversity sites and cultural locations via a network of existing and new footpaths, cycleways and bridleways, enhancing connectivity around the airport while supporting active travel and mitigating Green Belt impacts.
Greenhouse gases	A group of seven gases reported under international climate agreements due to their capacity to trap heat in the Earth's atmosphere. These gases arise from human activities and so are the focus of efforts to reduce their release and so minimise future impacts of a warming climate.
Growth	The increase in airport activities in term of passenger numbers and aircraft movements.
Habitat	The place or environment in which a plant or animal naturally or normally lives.
Heathrow Expansion National Policy Statement (HENPS)	Provides the basis for decision making on any development consent application for a new Northwest Runway at Heathrow Airport.
Historic environment	All aspects of the environment resulting from the interaction between people and places through time, including all surviving physical remains of past human activity, whether visible, buried or submerged, and landscape and planted or managed flora.

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Term/Acronym	Definition
In-combination effects	Effects that occur when two or more environmental impacts interact, potentially amplifying or mitigating overall significance. Also referred to as Effect Interactions.
Labour market	The supply of and demand for labour, including people in employment and those seeking work.
Land contamination	Land which may have been affected by substances such as metals, oils and asbestos as a result of its current or past uses, waste disposal or accidental leaks and spills.
Land quality	A term used to cover several different components: land contamination; ground stability; agricultural land quality (including soils); minerals safeguarding, and geodiversity.
Landscape	The combination of natural and built elements that make up the character of an area. It includes landform, vegetation, rivers and waterbodies, settlement pattern, roads, infrastructure and open spaces.
Minerals safeguarding	A term used to describe the process of protecting important non-renewable natural resources (such as sand and gravel, clay and building stones) from development which would prevent their current or future extraction and processing to be used in the construction industry.
Mitigation	Measures designed to avoid, reduce or manage the impacts of a project. These may include measures identified through the Environmental Impact Assessment, as well as measures required through statutory obligations, planning requirements or other project commitments.
Nationally Significant Infrastructure Projects * (NSIP)	Nationally Significant Infrastructure Projects (NSIP) are major infrastructure developments in England and Wales that are required to be consented under the Planning Act 2008. These include proposals for power plants, large renewable energy projects, new airports and airport extensions.
Noise	Unwanted, unpleasant or disruptive sound. Noise can interfere with activities, affect health and detract from the character and enjoyment of places.
Noise insulation	Measures to reduce the transmission of external noise into a building by improving the sound insulation performance of the building elements such as windows, roofs and doors.
Odour	A smell - essentially the sensation you experience 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).
Planning Inspectorate (PINS)	The Planning Inspectorate (PINS) deals with planning appeals, national infrastructure planning applications, examinations of local plans and other planning-related and specialist casework in England and Wales.

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Term/Acronym	Definition
Pre-application stage	The phase of a project before a formal application for development consent is submitted, when design, environmental assessment, and consultation and engagement take place.
Precautionary approach	Assumption of a likely significant effect in the absence of sufficient evidence to rule it out.
Preferred scheme	Proposed layout and development plan that sets out how the airport would expand and operate in the future as part of Heathrow expansion. It brings together all major design elements required to deliver the third runway and associated infrastructure, showing how the airport would be configured, built and phased over time.
Receptors	A component of the environment or a group of people that may be affected by the Development Consent Order (DCO) Project.
Recreational routes	Public Rights of Way (PRoW) including public footpaths, bridleways, restricted byways and byways open to all traffic (BOATs), permissive footpaths, national trails, permitted access land, locally promoted walking routes and cycle routes.
Sensitivity	The vulnerability or value of an environmental receptor, which in combination with magnitude, determines whether an environmental effect is significant.
Significance (of effect)	A professional judgement on whether an effect is important in Environmental Impact Assessment (EIA) terms, based on the sensitivity of the receptor and the level of change.
Significant effect	An environmental effect that will be considered by the Government when coming to a decision on whether the Development Consent Order (DCO) Project should be granted consent. It can be positive or negative and is determined by considering the combination of the sensitivity of an environmental receptor, and the magnitude of change it would experience because of the DCO Project.
Stakeholder	Any person or organisation with an interest in the Project who can either affect, or be affected by, the policies, objectives and outcome.
Study areas	Study areas define the geographic scope in which environmental effects are considered. The study area should be appropriate to the scale of the Project's impacts and identify the most relevant geographic population.
Surface access strategy	Sets out how access to Heathrow by all travel modes will be managed.
The Project	The overarching Heathrow expansion. A structured, timebound programme of work designed to deliver specific planned improvements to Heathrow's capacity, infrastructure and operational capability.
Transport Network Users (TNU)	People who use the surface transport networks that serve and surround Heathrow. This includes people travelling to and from Heathrow by land-based transport from across the UK, which is sometimes referred to as surface access. It also includes people using the transport network to access local services, homes, schools, businesses or leisure facilities.

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Term/Acronym	Definition
	Transport network users comprise of people who are walking, wheeling, cycling and horse riding on Public Rights of Way (PRoW)*, footways and cycleways; people travelling on public transport, such as rail, underground, bus or coach services, and people travelling in private vehicles.
UK Airspace Design Service (UKADS)	A single national body established in May 2026 to responsible for the design and coordination of flightpaths at airports in the southeast of England as part of the Government's airspace modernisation strategy, including the detailed airspace design for the Project.
Vulnerability	Propensity or predisposition of a receptor to be adversely affected by a climate hazard.

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Environmental Information Consultation Document (EICD)

Chapter 4: People, place and Community Areas

OCTOBER 2026

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4. People, place and Community Areas

4.1 Introduction

4.1.1 As indicated within **Chapter 1: Setting the scene for consultation – environmental information**, this chapter sets out how the 23 Community Areas have been defined and reported against for the following environmental aspects in this Environmental Consultation Information Document (EICD):

- **Chapter 5: Socio-economics and employment**
- **Chapter 6: Community**
- **Chapter 7: Recreation and amenity**
- **Chapter 8: Noise and vibration**
- **Chapter 9: Air quality and odour**
- **Chapter 11: Health**
- **Chapter 17: Landscape and visual**

4.1.2 Further details of the environmental aspects, and the purpose and approach to the EICD, are set out in **Chapter 1** and **Chapter 3: The approach to assessment in the EICD**. In addition, a baseline characterisation of each community area is included to support the assessments presented in the socioeconomics and employment, community and health aspect chapters.

4.1.3 It has been prepared to bring together relevant baseline information for these aspects in one place, providing a consistent understanding of local conditions and community characteristics, and helping to reduce duplication across the relevant aspect chapters.

4.1.4 This chapter describes the study areas used by the socio-economics and employment, community and health aspect chapters. It also introduces the Community Areas used for reporting of likely significant effects of the community aspect.

4.1.5 The Community Areas have been developed to provide a consistent local geography for describing baseline conditions and reporting likely significant effects in relevant aspect chapters. Their development has been informed by local authority boundaries, the characteristics of individual settlements and neighbourhoods, patterns of connectivity and an understanding of how communities identify with and use places around the existing Airport.

4.1.6 The Community Areas have also been reviewed alongside the consultation materials prepared for the 2026 Public Consultation to support, where reasonably practicable, a consistent place-based approach to identifying the study areas.

4.1.7 However, the Community Areas do not align exactly with all consultation geographies used. This is because some baseline information (for example, more detailed health

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data) is only available for larger statistical areas known as Middle Super Output Areas (MSOAs). These areas are used to publish local statistics and do not always reflect community or neighbourhood boundaries.

4.1.8 The baseline information presented in this chapter supports the 2026 Public Consultation by setting out our current understanding of local communities, including key socio-economic and health characteristics. It provides context for the assessment in the relevant aspect chapters and helps to explain the local conditions that may influence how the effects of Heathrow expansion are experienced.

4.1.9 This chapter draws on a range of publicly available datasets, principally the 2021 Census [1] Office for National Statistics (ONS) data, together with other relevant sources including the Business Register and Employment Survey (BRES) [2], the Annual Population Survey (APS) [3], claimant count and labour market statistics, and the Indices of Multiple Deprivation (IMD) [4]. Health information presented in this chapter is derived from relevant Census health indicators and variables.

4.1.10 Following the 2026 Public Consultation, the baseline and study areas will be reviewed and refined, as appropriate, with regard to feedback received through consultation. This will inform the assessment presented within the Environmental Statement (ES).

4.2 Study areas

4.2.1 The potential effects of the Project may be experienced differently depending on the area. Some effects are most relevant at a local community level, particularly in areas neighbouring the existing airport. Others need to be considered across wider geographies, such as local authority or regional areas.

4.2.2 To reflect this, specific geographic areas ('study areas') are defined for the assessment of 'community', 'socio-economics', and 'human health'. These study areas are as follows:

- An Inner Study Area (ISA) comprising 23 Community Areas
- A Core Study Area (CSA) comprising nine local authority areas[1]

4.2.3 Broader geographies are also used as comparators, where relevant, to help describe and interpret baseline conditions. These include, at a regional level, London and the South East of England, and the United Kingdom (UK) or England at the national level. These comparator geographies are not study areas for the purposes of identifying likely significant effects.

4.2.4 The ISA provides the principal geography for the assessment of community and human health conditions in the areas surrounding the existing airport. It is divided into 23 Community Areas, as shown in **Figure 4.1**, which form the basis for understanding how baseline conditions vary between local communities and how effects may be experienced at a neighbourhood scale. The Community Areas have

[1] The Study Areas reflect local authority and administrative boundaries in place at the time of preparing this EICR. If local authority boundaries change in the future, including through local government reorganisation, the baseline and assessment geographies may be reviewed as appropriate for the ES.

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been defined using wards and Output Areas (OAs), which are small Census areas used by the Office for National Statistics (ONS) to publish local population data.

4.2.5 The Community Areas provide a consistent local geography through which variations in demographic profile, deprivation, health, labour market conditions and place characteristics can be described and compared.

Figure 4.1: Inner Study Area: Community Area boundaries

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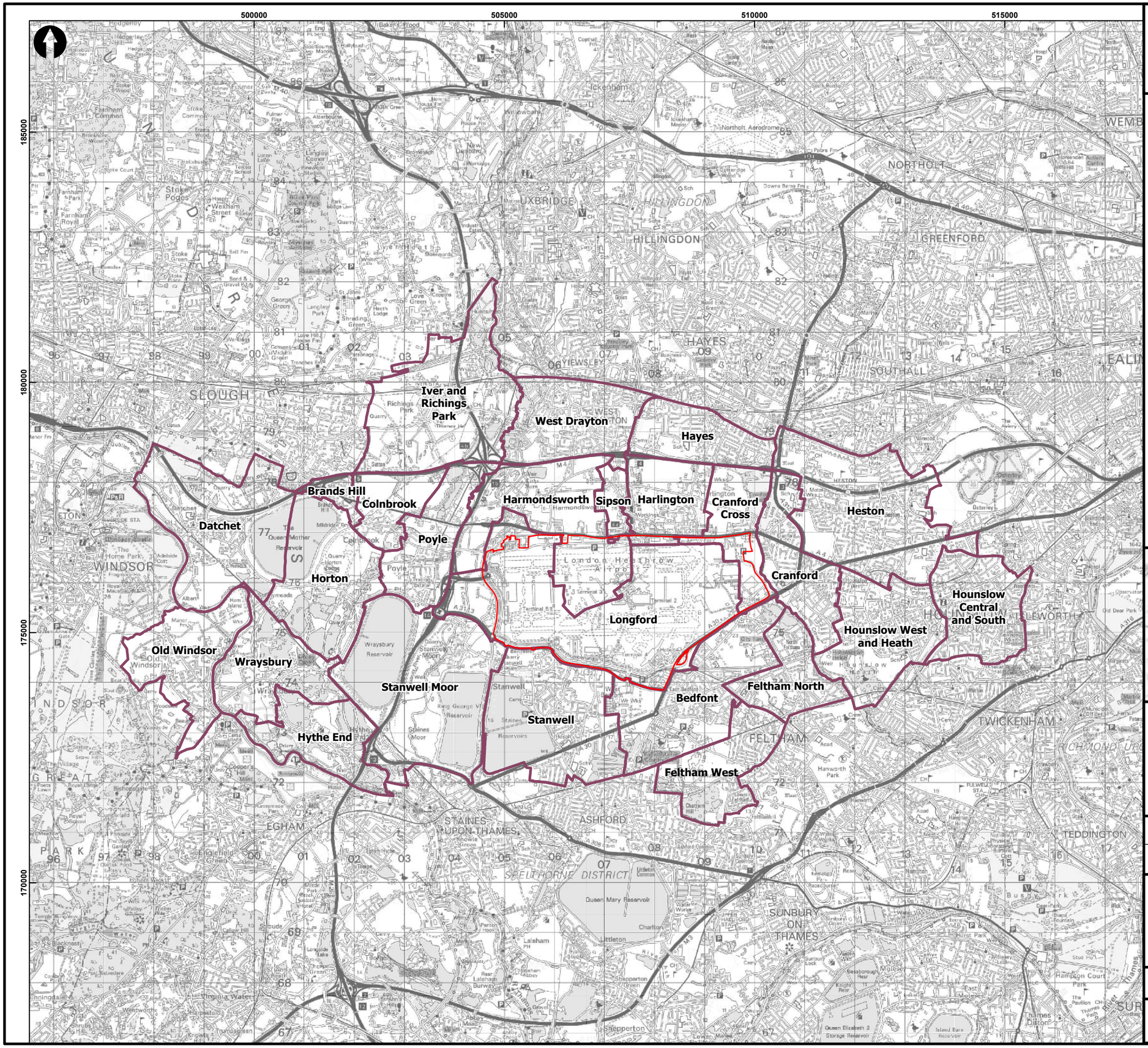

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Ordnance Survey AC0000808122
OS Open Greyscale: Contains OS data © Crown Copyright and database right 2019

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Community Study Areas

0 375 750 1,500 2,250 3,000 3,750 4,500
Metres

Scale 1:75,000

Heathrow

© Heathrow Airport Limited	Scale 1:75,000
Project Name Heathrow Expansion Project	Heathrow Project No. 3R000

Title

Figure 4.1 Inner Study Area: Community Area boundaries

Company	Drawn By	Chk/Approved	Drawn Date	Status
WSP	LT	AB	29/07/2026	FINAL

Location-Level-Sub Series/System-Identifier	Version
3R000-XX-GA-XXX-100074	1.0

Source file: EH-WSP-EICR-076

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4.2.6 The CSA provides the principal geography for the assessment of socio-economics and employment. It has been defined to capture the labour market most relevant to the socio-economic effects of the Project and comprises the following nine local authority areas:

- Buckinghamshire Council
- London Borough of Ealing
- London Borough of Hillingdon
- London Borough of Hounslow
- Elmbridge Borough Council
- Runnymede Borough Council
- Slough Borough Council
- Spelthorne Borough Council
- Royal Borough of Windsor and Maidenhead

Figure 4.2: Core Study Area: LPA boundaries[2]

[2] As Buckinghamshire is a unitary authority the full extent of the LPA is included in the CSA, however there will be areas close to the Airport that will be more affected than Buckinghamshire areas north-west to the airport.

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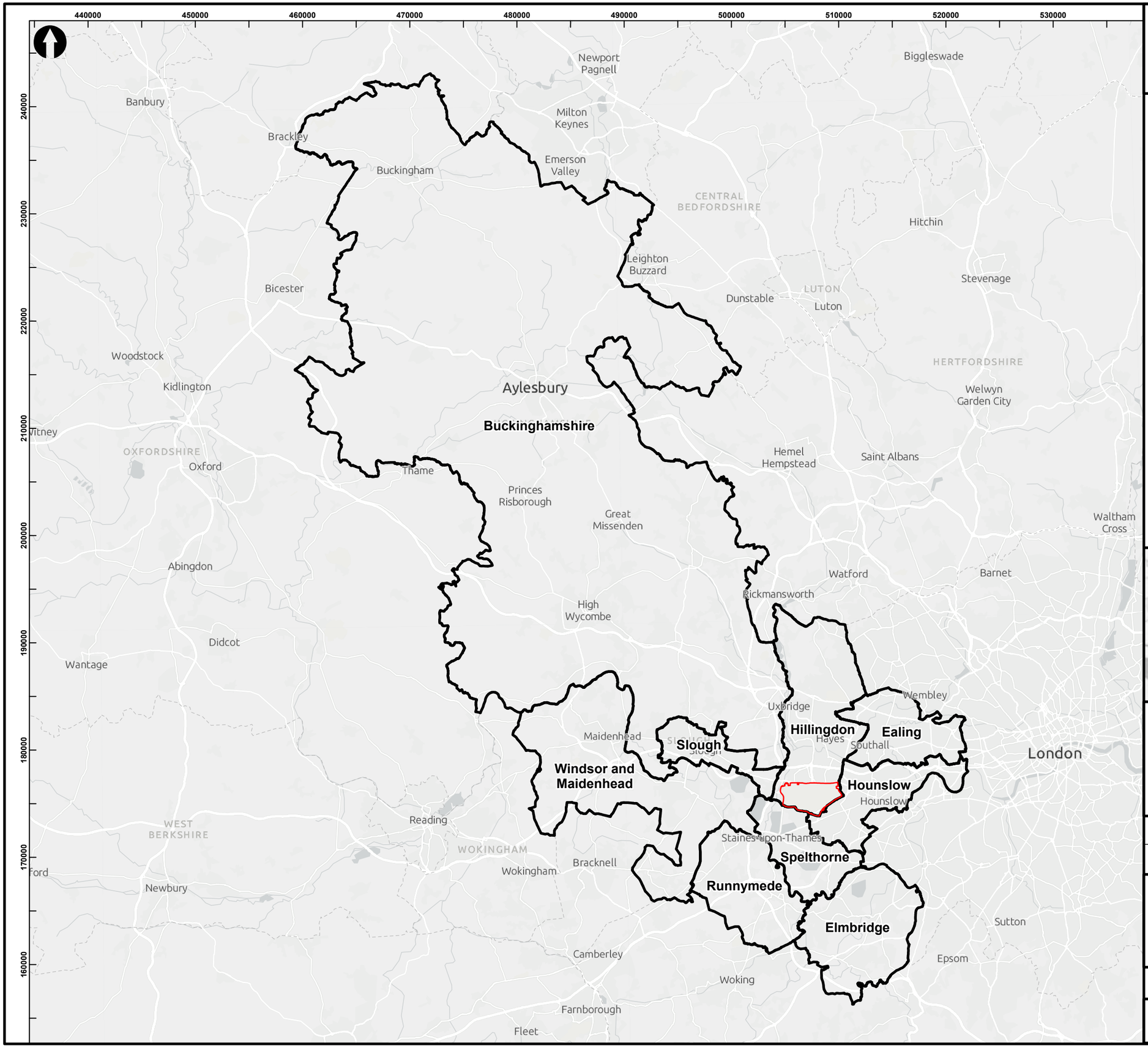

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OS Open Greyscale: Contains OS data © Crown Copyright and database right 2019

Heathrow Airport

Core Study Area

0 2,500 5,000 10,000 15,000 20,000
Metres

Scale 1:350,000

Heathrow

© Heathrow Airport Limited	Scale 1:350,000
Project Name: Heathrow Expansion Project	Heathrow Project No.: 3R000

Title

Figure 4.2 Core Study Area: LPA boundaries

Company	Drawn By	Chk/Approved	Drawn Date	Status
WSP	LT	AB	29/07/2026	FINAL

Location-Level-Sub Series/System-Identifier	Version
3R000-XX-GA-XXX-100076	1.0

Source file: EH-WSP-EICR-077

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4.2.8 Regional and national comparator geographies are used, where relevant, to place local socio-economic, employment and health characteristics in context. These comprise London, the South East of England, the UK, and England where data is not available at UK level.

4.3 Socio-economics and employment baseline

Introduction

4.3.1 This section establishes the baseline for the assessment of socio-economics and employment effects presented in **Chapter 5**.

4.3.2 It describes the economic, labour market and employment characteristics of the Core Study Area (CSA), including the size and profile of the resident workforce, labour market conditions, skills and qualifications, employment structure and the business base.

4.3.3 The socio-economics assessment is undertaken in relation to the CSA, which represents the labour market most relevant to the socio-economic and employment effects of the Project. Regional and national comparator geographies are also used, where relevant, to place local conditions in context.

4.3.4 The purpose of this section is to provide a clear understanding of the existing economic conditions in which the Project would be delivered and operated. This baseline is used to inform the subsequent assessment of effects on employment, labour supply, skills, businesses and wider economic activity.

4.3.5 Following the 2026 Public Consultation, the baseline will be reviewed and updated, where appropriate, to inform the assessment presented in the Environmental Statement (ES).

The economy

Employment

4.3.6 The Business Register and Employment Survey (BRES) is the Office for National Statistics' (ONS) source of employment estimates by detailed geography and industry, updated annually. The most recent BRES data from 2024 shows that the CSA has 1,084,000 jobs, with the highest absolute employment in Buckinghamshire (246,000), followed by Hillingdon (196,500) and Hounslow (164,000).

Table 4.1: Total employment within the CSA in 2024, BRES 2024

Area	Total Jobs (2024)
Ealing	130,500
Hillingdon	196,500
Hounslow	164,000

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Area	Total Jobs (2024)
Buckinghamshire	246,000
Elmbridge	65,500
Runnymede	57,500
Slough	80,000
Spelthorne	39,500
Windsor and Maidenhead	104,500
CSA	1,084,000
London	5,886,500
South East	4,413,500
England and Wales	29,761,500

4.3.7 In the CSA, the dominant sector is business administration and support services, accounting for 11% of total jobs in the area (119,500 jobs). This is higher than the proportion in London (10%) and above the South East (8%) and England and Wales (9%) averages.

4.3.8 Health-related employment represents 10% of total jobs in the CSA (112,000 jobs), which is below the proportions at regional and national levels – London (11%), South East (13%), and England and Wales (14%).

4.3.9 Transport and storage jobs also account for 10% in the CSA, which is higher than the rates in London, the South East, and England and Wales (4%, 5% and 5%, respectively), reflecting the concentration of transport and logistics activity associated with the existing airport.

4.3.10 Employment in professional, scientific and technical activities accounts for 9% of jobs in the CSA (100,000 jobs). This share is notably lower than London (14%) but aligns closely with the South East and national averages (both 9%).

Table 4.2: Employment by industry, BRES 2024

Industry	CSA	London	South East	England and Wales
Business administration and support services	119,500 (11%)	576,500 (10%)	361,000 (8%)	2,557,000 (9%)
Health	112,000 (10%)	628,500 (11%)	591,500 (13%)	4,063,000 (14%)
Transport and storage	109,800 (10%)	240,500 (4%)	215,500 (5%)	1,479,000 (5%)
Professional, scientific and technical	100,000 (9%)	836,500 (14%)	411,500 (9%)	2,815,500 (9%)
Education	86,300 (8%)	409,000 (7%)	421,000 (10%)	2,492,000 (8%)

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Industry	CSA	London	South East	England and Wales
Retail	81,600 (8%)	416,000 (7%)	381,500 (9%)	2,436,000 (8%)
Accommodation and food services	81,000 (7%)	449,000 (8%)	340,500 (8%)	2,283,000 (8%)
Information and communication	70,800 (7%)	555,000 (9%)	242,000 (5%)	1,357,000 (5%)
Wholesale	66,300 (6%)	171,000 (3%)	192,000 (4%)	1,088,500 (4%)
Construction	55,500 (5%)	205,500 (3%)	248,500 (6%)	1,495,000 (5%)
Other	201,100 (19%)	1,398,500 (24%)	1,008,500 (23%)	7,695,000 (26%)

4.3.11 **Table 4.3** shows the distribution of construction jobs by sub-sector across the CSA, London, the South East, and England and Wales. In both the CSA and London, the largest share of construction employment is in construction of residential and non-residential buildings, accounting for 32% of construction jobs. This is higher than the South East and national averages of 27%.

4.3.12 Another major construction sub-sector in the CSA is electrical, plumbing and other construction installation activities, which also accounts for 32% of construction employment (17,400 jobs). This is higher than its share in London (22%) but lower than its share in both the South East (35%) and England and Wales (30%), where this sub-sector is the largest component of construction employment.

4.3.13 The CSA has a smaller proportion of construction jobs in construction of roads and railways than all other spatial scales.

Table 4.3: Employment in construction, BRES 2024

Industry	CSA	London	South East	England and Wales
Construction of residential and non-residential buildings	17,500 (32%)	65,500 (32%)	67,000 (27%)	407,500 (27%)
Electrical, plumbing and other construction installation activities	17,400 (32%)	45,000 (22%)	87,000 (35%)	442,000 (30%)
Building completion and finishing	7,550 (14%)	28,000 (14%)	30,500 (12%)	218,500 (15%)
Development of building projects	4,550 (8%)	37,500 (18%)	11,000 (4%)	106,500 (7%)
Other specialised construction activities not elsewhere classified	3,655 (7%)	8,500 (4%)	22,000 (9%)	129,000 (9%)
Construction of other civil engineering projects	2,750 (5%)	10,500 (5%)	12,500 (5%)	98,000 (7%)

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Industry	CSA	London	South East	England and Wales
Construction of roads and railways	950 (2%)	8,500 (4%)	10,500 (4%)	58,500 (4%)
Demolition and site preparation	750 (1%)	1,000 (0%)	5,500 (2%)	20,500 (1%)
Construction of utility projects	200 (0%)	1,150 (1%)	2,500 (1%)	14,500 (1%)

Businesses

4.3.14 UK Business Count data is compiled from the Inter-Departmental Business Register, which records the number of enterprises that are live at a reference date in March each year. The data is broken down by employment size band, detailed industry and legal status. An enterprise is defined as the smallest combination of legal units with a certain degree of autonomy within an enterprise group.

4.3.15 **Table 4.4** sets out the number of businesses across all industries, as well as specifically within the construction and transport and storage sectors, for the CSA, London, the South East and the UK.

4.3.16 There are 109,300 businesses in the CSA, of which 16,100 are construction businesses, accounting for 15% of all businesses. This proportion is higher than London (12%) and the UK overall (14%), but slightly lower than the South East (16%).

4.3.17 The CSA has 5,700 transport and storage businesses, representing 5% of all businesses. This share is higher than in London (3%), the South East (4%) and the UK (4%), highlighting the CSA's strong presence in logistics and distribution.

Table 4.4: Business counts (enterprises 2025), ONS 2025

UK Business Counts, 2025	CSA	London	South East	UK
Total businesses	109,300	538,300	404,900	2,734,600
Construction businesses	16,100 (15%)	62,200 (12%)	63,300 (16%)	384,800 (14%)
Transport and storage businesses	5,700 (5%)	16,900 (3%)	14,700 (4%)	114,400 (4%)

4.3.18 **Table 4.5** shows that the majority of construction businesses in the CSA are micro-sized enterprises, employing up to nine people. Specifically, 96.4% of construction businesses in the CSA (16,100 businesses) fall into this category, which is broadly consistent with London (96.6%), the South East (95.6%) and the UK overall (94.8%).

4.3.19 Small businesses (10 to 49 employees) account for 3.2% of construction businesses in the CSA, while medium-sized businesses (50 to 249 employees) represent 0.3% and large businesses (250+ employees) make up just 0.1%. This distribution

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highlights the dominance of micro-enterprises in the construction sector both locally and nationally.

Table 4.5: Construction businesses split by size, ONS 2025

Size	CSA	London	South East	UK
Micro (0 to 9)	15,470 (96.4%)	60,040 (96.6%)	60,490 (95.6%)	364,710 (94.8%)
Small (10 to 49)	510 (3.2%)	1,860 (3.0%)	2,490 (3.9%)	17,730 (4.6%)
Medium-sized (50 to 249)	50 (0.3%)	220 (0.3%)	260 (0.4%)	2,090 (0.5%)
Large (250+)	10 (0.1%)	50 (0.1%)	40 (0.1%)	310 (0.1%)
Total	16,100	62,200	63,300	384,800

Gross Value Added (GVA)

4.3.20 **Table 4.6** shows that the CSA has an estimated total Gross Value Added (GVA) of £97.4 billion. Of this, £7.0 billion is generated by the construction industry, which represents 7% of the CSA's total GVA. This proportion is similar in the South East (7%) and higher than in London (4%) and the UK overall (6%).

4.3.21 The transport and storage sector contributes £6.5 billion to the CSA's GVA, also accounting for 7% of the total. This share is more than double the proportion in London, the South East and the UK, where transport and storage represents only 3% of GVA.

4.3.22 The GVA data shows that transport and storage contributes a larger proportion of economic output in the CSA than in the comparator areas, while construction is broadly comparable with the South East and the UK.

Table 4.6: GVA (billions), ONS 2023

Area	Total GVA (£bn)	Construction GVA (£bn)	Transport and storage GVA (£bn)
CSA	£97.4	£7.0 (7%)	£6.5 (7%)
London	£577.1	£22.6 (4%)	£16.7 (3%)
South East	£354.5	£24.0 (7%)	£12.5 (4%)
UK	£2,464.6	£154.1 (6%)	£83.9 (3%)

Business rates

4.3.23 In 2025/26, £27.5bn of business rates was collected in England (after allowing for the cost of collection), of which £1.4bn (5%) was collected in the CSA.

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Table 4.7: Business rates, Ministry of Housing, Communities and Local Government (MHCLG): National non-domestic rates in England, Valuation Office Agency (VOA) 2025/26

	CSA	England
Business rates 2025/2026	£1.4bn	£26.4bn
Share of national level	5%	100%

People and the labour market

Introduction

4.3.24 The people and labour market baseline draws on data from the Census and, where appropriate, the Annual Population Survey (APS). According to the ONS:

"The census is a survey of all households and communal establishments in England and Wales, conducted every 10 years. It collects information on people and housing to produce official population estimates used for planning and statistical purposes." [5]

"The Annual Population Survey (APS) is a continuous household survey, based on data from the Labour Force Survey (LFS) and additional sample boosts, providing estimates of key social and labour market variables. With a sample of around 320,000 respondents, APS supports small area estimation, but results are subject to sampling variability and periodic ONS quality review." [6]

4.3.25 Census data is generally more reliable, as it aims to capture all people and households in England and Wales.

4.3.26 Where relevant, 2021 Census data is therefore complemented by 2025 APS data to provide a more current and representative assessment of labour market conditions.

Population and age structure

4.3.27 In the 2021 Census, the CSA had approximately 2,156,100 people, with 65% aged between 16-64. This is below the London rate (69%), but higher than in the South East (62%) and England and Wales (63%).

4.3.28 Ealing and Hounslow recorded the highest proportion of residents aged between 16 and 64 (both 68%), while Buckinghamshire and Elmbridge had the lowest (61%).

Table 4.8: Population and age structure, Census 2021

Area	Total population	0 to 15	16 to 64	65+
Ealing	367,100	71,700 (20%)	250,900 (68%)	44,500 (12%)
Hillingdon	305,900	64,000 (21%)	200,700 (66%)	41,200 (13%)
Hounslow	288,200	59,500 (21%)	194,700 (68%)	33,900 (12%)
Buckinghamshire	553,100	109,700 (20%)	339,700 (61%)	103,700 (19%)
Elmbridge	138,800	30,000 (22%)	84,000 (61%)	24,800 (18%)

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Area	Total population	0 to 15	16 to 64	65+
Runnymede	88,100	15,400 (17%)	57,600 (65%)	15,200 (17%)
Slough	158,500	39,600 (25%)	103,600 (65%)	15,300 (10%)
Spelthorne	103,000	19,600 (19%)	64,800 (63%)	18,600 (18%)
Windsor and Maidenhead	153,500	29,800 (19%)	95,400 (62%)	28,300 (18%)
CSA	2,156,100	439,300 (20%)	1,391,300 (65%)	325,500 (15%)
London	8,799,700	1,695,700 (19%)	6,060,600 (69%)	1,043,400 (12%)
South East	9,278,100	1,723,500 (19%)	5,750,300 (62%)	1,804,300 (19%)
England and Wales	59,597,500	11,031,200 (19%)	37,503,000 (63%)	11,063,300 (19%)

Economic activity

4.3.29 The Census provides a snapshot of economic activity on a single day in 2021, during the COVID-19 pandemic. Lockdowns, furlough and widespread homeworking at that time may have skewed results, particularly for economic activity indicators.

4.3.30 In the 2021 Census, the CSA recorded an economic activity rate of 65%, comprising 61% residents in employment and 4% unemployed. This is below the rate in London (66%), but above those in the South East (62%) and England and Wales (61%).

4.3.31 **Table 4.9** presents a breakdown by local authority. Runnymede recorded the lowest economic activity rate (62%), while Slough recorded the highest (67%).

4.3.32 According to the 2021 Census, London Local Planning Authorities (LPAs) and Slough also recorded higher rates of unemployment than other areas in the CSA.

Table 4.9: Economic activity of residents aged 16 and over, Census 2021

Area	Economically active (16+)	Economically inactive (16+)	In employment (16+)	Unemployed (16+)
Ealing	190,300 (64%)	105,100 (36%)	175,000 (59%)	15,300 (5%)
Hillingdon	154,400 (64%)	87,400 (36%)	142,800 (59%)	11,600 (5%)
Hounslow	150,600 (66%)	78,100 (34%)	138,800 (61%)	11,800 (5%)
Buckinghamshire	285,500 (64%)	157,900 (36%)	273,200 (62%)	12,300 (3%)
Elmbridge	70,000 (64%)	38,800 (36%)	67,000 (62%)	3,000 (3%)
Runnymede	45,100 (62%)	27,600 (38%)	42,500 (58%)	2,600 (4%)
Slough	79,700 (67%)	39,200 (33%)	73,700 (62%)	6,000 (5%)
Spelthorne	54,600 (65%)	28,800 (35%)	51,500 (62%)	3,000 (4%)

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Area	Economically active (16+)	Economically inactive (16+)	In employment (16+)	Unemployed (16+)
Windsor and Maidenhead	80,100 (65%)	43,600 (35%)	76,300 (62%)	3,800 (3%)
CSA	1,110,300 (65%)	606,500 (35%)	1,040,800 (61%)	69,500 (4%)
London	4,703,700 (66%)	2,400,300 (34%)	4,360,100 (61%)	343,600 (5%)
South East	4,701,500 (62%)	2,853,000 (38%)	4,471,800 (59%)	229,800 (3%)
England and Wales	29,448,900 (61%)	19,117,500 (39%)	27,773,700 (57%)	1,675,200 (3%)

4.3.33 The APS provides more recent data, unaffected by the COVID-19 constraints.

4.3.34 APS data for the year to March 2025 (**Table 4.10**) indicates that approximately 1,145,700 residents aged 16 and over in the CSA (69%) were economically active, with around 1,100,800 (66%) in employment.

4.3.35 Economic activity and employment rates were highest in Ealing (77% and 72%, respectively) and lowest in Spelthorne (56% and 55%).

4.3.36 **Table 4.10** shows that approximately 44,900 residents aged 16 and over in the CSA were unemployed (3%), higher than the South East and national levels (both at 2%), but lower than in London (4%).

4.3.37 Where APS unemployment data was unavailable at local authority level, figures were estimated by subtracting employment from the economically active population. These values are marked with an asterisk (*) and should be treated as indicative estimates rather than official APS outputs.

Table 4.10: Economic activity of residents aged 16+, APS April 2024 to March 2025

Area	Economically active	Economically inactive	In employment	Unemployed
Ealing	198,700 (77%)	60,300 (23%)	187,300 (72%)	11,400 (4%)
Hillingdon	177,200 (72%)	70,600 (28%)	170,200 (69%)	7,000 (3%)
Hounslow	141,700 (64%)	79,600 (36%)	139,200 (63%)	N/A
Buckinghamshire	301,700 (71%)	123,200 (29%)	291,200 (69%)	10,500 (2%)
Elmbridge	72,500 (65%)	39,500 (35%)	69,300 (62%)	3,200 (3%)
Runnymede	51,500 (70%)	22,700 (31%)	50,100 (68%)	N/A
Slough	74,500 (69%)	33,500 (31%)	70,100 (65%)	4,400 (4%)
Spelthorne	49,300 (56%)	38,300 (44%)	48,100 (55%)	N/A
Windsor and Maidenhead	78,600 (63%)	45,200 (37%)	75,300 (61%)	3,300 (3%)
CSA	1,145,700 (69%)	512,900 (31%)	1,100,800 (66%)	N/A

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Area	Economically active	Economically inactive	In employment	Unemployed
London	5,119,800 (70%)	2,190,700 (30%)	4,850,400 (66%)	269,300 (4%)
South East	4,859,300 (65%)	2,606,700 (35%)	4,701,100 (63%)	158,200 (2%)
England and Wales	30,667,700 (63%)	17,659,600 (37%)	29,461,100 (61%)	1,206,600 (2%)

Claimant count

4.3.38 As of May 2026, the claimant count across the CSA is 64,730 residents, equivalent to 5.5% of the economically active population, compared with 6.8% across London, 3.8% in the South East and 5.1% across England.

Table 4.11: Claimant count data, ONS, May 2026

Area	Claimant count	Claimant rate (proportion of economically active residents aged 16+)
Ealing	17,620	8.9%
Hillingdon	10,795	5.8%
Hounslow	10,410	7.0%
Buckinghamshire	10,675	3.5%
Elmbridge	2,045	2.9%
Runnymede	1,510	3.0%
Slough	6,655	8.1%
Spelthorne	2,485	4.6%
Windsor and Maidenhead	2,535	3.1%
CSA	64,730	5.5%
London	355,040	6.8%
South East	187,130	3.8%
England	1,499,950	5.1%

Industry

4.3.39 At the time of the 2021 Census, the wholesale and retail trade industry employed the largest proportion of residents in the CSA (14%). This is higher than that of London (12%) but slightly lower in the South East (14%) and England and Wales (15%).

4.3.40 The CSA recorded 75,100 residents employed in transport and storage (7%), proportionally higher than London, the South East, and England and Wales (all 5%), reflecting the CSA's strong logistics and distribution sector.

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Table 4.12: Industry – resident-based, Census 2021

Industry	CSA	London	South East	National (England and Wales)
G: Wholesale and retail trade; repair of motor vehicles and motorcycles	142,300 (14%)	531,800 (12%)	622,200 (14%)	4,156,300 (15%)
Q: Human health and social work activities	122,700 (12%)	563,200 (13%)	621,900 (14%)	4,089,400 (15%)
P: Education	99,100 (10%)	418,800 (10%)	457,600 (10%)	2,732,900 (10%)
J: Information and communication	86,800 (8%)	332,400 (8%)	279,300 (6%)	1,284,000 (5%)
M: Professional, scientific and technical activities	81,700 (8%)	457,000 (10%)	323,600 (7%)	1,828,900 (7%)
F: Construction	88,000 (8%)	341,000 (8%)	403,500 (9%)	2,406,200 (9%)
H: Transport and storage	75,100 (7%)	205,700 (5%)	217,500 (5%)	1,381,400 (5%)
N: Administrative and support service activities	65,700 (6%)	263,000 (6%)	253,000 (6%)	1,457,200 (5%)
C: Manufacturing	56,200 (5%)	131,700 (3%)	266,300 (6%)	2,040,200 (7%)
R, S, T, U Other	50,500 (5%)	252,000 (6%)	214,400 (5%)	1,265,400 (5%)
I: Accommodation and food service activities	51,100 (5%)	237,900 (5%)	200,500 (4%)	1,363,000 (5%)
O: Public administration and defence; compulsory social security	46,800 (4%)	209,600 (5%)	264,600 (6%)	1,646,600 (6%)
K: Financial and insurance activities	41,000 (4%)	288,100 (7%)	181,900 (4%)	1,046,700 (4%)
L: Real estate activities	18,700 (2%)	92,400 (2%)	71,900 (2%)	430,500 (2%)
E: Water supply; Sewerage, Waste management and	6,000 (1%)	12,700 (0%)	33,000 (1%)	203,700 (1%)

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Industry	CSA	London	South East	National (England and Wales)
Remediation activities				
D: Electricity, gas, steam and air conditioning supply	4,300 (0%)	15,000 (0%)	25,900 (1%)	161,600 (1%)
A: Agriculture, Forestry and fishing	2,800 (0%)	2,800 (0%)	28,700 (1%)	237,000 (1%)
B: Mining and quarrying	1,900 (0%)	5,000 (0%)	6,100 (0%)	42,700 (0%)

4.3.41 The 2021 Census recorded 88,000 residents in the CSA employed in construction (8%), in line with London but slightly below the South East and England and Wales (both 9%).

4.3.42 Hillingdon recorded the highest rate of residents employed in construction (10%), while Windsor and Maidenhead and Elmbridge recorded the lowest (both 7%). A breakdown by local authority is included in **Table 4.13**.

Table 4.13: Construction workforce – residents aged 16 and over, Census 2021

	Residents employed in construction	Residents employed in construction (%)
Ealing	15,700	9%
Hillingdon	14,000	10%
Hounslow	11,100	8%
Buckinghamshire	23,700	9%
Elmbridge	4,400	7%
Runnymede	3,600	8%
Slough	5,600	8%
Spelthorne	4,600	9%
Windsor and Maidenhead	5,200	7%
Core study area (CSA)	88,000	8%
London	341,000	8%
South East	403,500	9%
England and Wales	2,406,200	9%

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Occupation group – skills

4.3.43 **Table 4.14** shows the CSA has a higher proportion of residents working in high-skilled occupations (52%) than the South East (50%) and England and Wales (46%), though slightly lower than London (56%). High-skilled occupations include managers, directors and senior officials, professional occupations, and associate professional and technical occupations.

Table 4.14: Occupation of residents aged 16 and over, Census 2021

	CSA	London	South East	England and Wales
1. Managers, directors and senior officials	165,250 (16%)	634,410 (15%)	665,420 (15%)	3,547,850 (13%)
2. Professional occupations	228,520 (22%)	1,123,400 (26%)	948,920 (21%)	5,606,120 (20%)
3. Associate professional and technical occupations	146,260 (14%)	668,880 (15%)	637,550 (14%)	3,661,020 (13%)
4. Administrative and secretarial occupations	95,640 (9%)	370,340 (8%)	418,150 (9%)	2,574,680 (9%)
5. Skilled trades occupations	91,530 (9%)	328,040 (8%)	447,320 (10%)	2,849,750 (10%)
6. Caring, leisure and other service occupations	82,730 (8%)	336,090 (8%)	406,890 (9%)	2,600,180 (9%)
7. Sales and customer service occupations	70,250 (7%)	276,860 (6%)	305,000 (7%)	2,087,110 (8%)
8. Process, plant and machine operatives	62,790 (6%)	219,350 (5%)	248,360 (6%)	1,940,140 (7%)
9. Elementary occupations	97,900 (9%)	402,720 (9%)	394,170 (9%)	2,906,810 (10%)

Qualifications

4.3.44 In 2021, 41% of residents aged 16 and over in the CSA held further or higher education qualifications, a higher proportion than the South East (36%) and England and Wales (34%), but lower than London (47%).

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4.3.45 Elmbridge recorded the highest proportion of residents aged 16 or over with further or higher qualifications, at 52%, while Spelthorne recorded the lowest (34%).

4.3.46 Slough had the highest proportion of residents aged 16 and over with no qualifications, as well as the highest proportion with apprenticeships or 'other' qualifications (9%).

Table 4.15: Qualifications of residents aged 16 and over, Census 2021

	No qualification (%)	GCSE or A-level equivalent qualifications (%)	Further or higher education qualification (%)	Apprenticeship or other (%)
Ealing	18%	30%	44%	8%
Hillingdon	18%	36%	37%	8%
Hounslow	19%	32%	42%	8%
Buckinghamshire	14%	38%	41%	7%
Elmbridge	11%	32%	52%	6%
Runnymede	14%	43%	35%	7%
Slough	20%	36%	35%	9%
Spelthorne	17%	41%	34%	8%
Windsor and Maidenhead	13%	36%	45%	7%
CSA	16%	35%	41%	7%
London	16%	31%	47%	6%
South East	15%	41%	36%	8%
England and Wales	18%	40%	34%	8%

Not in Education, Employment or Training (NEET)

4.3.47 Local authority estimates of young people aged 16 to 17 who are Not in Education, Employment or Training (NEET) are published annually by the Department for Education (DfE). Note this data does not include older NEET who are 18 or older.

4.3.48 These statistics include both:

- 16 to 17-year-olds recorded as NEET
- 16 to 17-year-olds whose activity is recorded as "not known" (where a local authority does not have up-to-date information)

4.3.49 Data in **Table 4.16** indicates that the proportions of NEET aged 16 to 17 and "not known" are both higher in the South East (3.6% and 3.3% respectively) than in

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London (2.0% and 1.2%). These trends between regions are reflected in local authorities included in **Table 4.16**.

4.3.50 Rates vary across the local authorities, with Slough having the highest proportion of NEET (3.4%) and Buckinghamshire the highest proportion of young people whose activity is “not known” (4.9%). Ealing has the lowest proportion of NEET (1.1%) and “not known” (0.7%) across the CSA (where local authority data is available).

Table 4.16: Average NEET and activity ‘not known’ for 16 to 17-year-olds in 2025, DfE

Area	NEET	Not Known	Total (NEET and Not Known)
Ealing	100 (1.1%)	60 (0.7%)	150 (1.8%)
Hillingdon	270 (3.4%)	100 (1.3%)	370 (4.7%)
Hounslow	100 (1.4%)	110 (1.6%)	210 (3.0%)
Buckinghamshire	340 (2.4%)	680 (4.9%)	1,020 (7.3%)
Slough	170 (3.4%)	210 (3.9%)	380 (7.3%)
Windsor and Maidenhead	60 (1.7%)	140 (3.9%)	190 (5.6%)
London	3,960 (2.0%)	2,400 (1.2%)	6,360 (3.2%)
South East	8,100 (3.6%)	7,310 (3.3%)	15,410 (6.9%)
England	46,520 (3.4%)	32,100 (2.4%)	78,620 (5.8%)

4.3.51 Estimates are not available for Elmbridge, Runnymede and Spelthorne within this dataset. The CSA has therefore been excluded from this table.

4.3.52 The Youth Futures Foundation [7] has developed an index to compare the relative risk of young people becoming NEET across local authorities in England. The index draws on a range of indicators associated with NEET risk, such as economic, education and social factors. It focuses on the risk but does not provide the actual or projected NEET rates in an area. Higher scores indicate a higher relative risk of a young person being or becoming NEET, while lower scores indicate a lower relative risk.

4.3.53 In 2026, all areas had lower than average risk factors (i.e. negative risk scores), while Hounslow, Spelthorne and particularly Slough have higher risk scores.

Table 4.17: Risk of NEET score, Youth Futures Foundation, 2026

Local authority	Risk of NEET score
Ealing	-10.8
Hillingdon	-6.1
Hounslow	-3.6
Buckinghamshire	-11.5
Elmbridge	-16.1

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Local authority	Risk of NEET score
Runnymede	-10.4
Slough	-0.9
Spelthorne	-3.6
Windsor and Maidenhead	-15.5

Income inequality

4.3.54 The Annual Survey of Hours Earnings (ASHE) measures pay and hours worked at LPA level based on Pay As You Earn data. The ASHE is conducted in April each year, and "is the most comprehensive source of information on the structure and distribution of earnings in the UK (ONS). It can be used to compare resident gross income between different areas as well as other forms of income and inequality. One key measure is the median wage at LPA level, which indicates a 'typical' income of local residents" [8].

4.3.55 Data from 2025 indicates that median income is lowest in Slough (£38,480), which is the only authority with a median income below the national average (£39,040). All other local authorities exceed the South East and UK averages, with Elmbridge having the highest at £51,920.

Table 4.18: Median income of residents who are full-time workers, ASHE, 2025

Area	Median annual gross pay, 2025
Ealing	£40,890
Hillingdon	£42,250
Hounslow	£40,870
Buckinghamshire	£43,290
Elmbridge	£51,920
Runnymede	£46,780
Slough	£38,480
Spelthorne	£44,270
Windsor and Maidenhead	£47,390
London	£46,410
South East	£41,620
UK	£39,040

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Apprenticeships

4.3.56 The total number of apprenticeship starts and achievements across the CSA in Q4 of the academic year 2024/25 are shown in **Table 4.19**. There were 10,420 starts and 5,530 achievements.

4.3.57 Buckinghamshire accounted for the majority of both starts and achievements, with the London authorities (Ealing, Hillingdon, and Hounslow) also contributing significantly.

Table 4.19: Total apprenticeship starts and achievements in Q4 of academic year 2024/25, DfE, 2025

Area	Starts	Achievements
Ealing	1,520	760
Hillingdon	1,560	800
Hounslow	1,210	710
Buckinghamshire	2,990	1,650
Elmbridge	560	280
Runnymede	430	230
Slough	810	400
Spelthorne	580	320
Windsor and Maidenhead	760	380
CSA	10,420	5,530
London	40,380	20,820
South East	55,260	30,910
England	353,500	198,330

4.4 Deprivation

4.4.1 Deprivation is considered as part of the socio-economic, community and health baseline to help understand variation in existing local conditions across the study area. It identifies areas where communities experience relative disadvantage across a range of factors, including income, employment, education, health, crime, access to housing and services, and the living environment. This provides context for the relevant assessments, particularly where existing conditions may influence how effects are experienced locally.

4.4.2 Deprivation is described using the IMD and its individual domains. The IMD is the official measure of relative deprivation for small areas in England. It brings together seven domains of deprivation:

- Income
- Employment

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- Education, skills and training
- Health deprivation and disability
- Crime
- Barriers to housing and services
- Living environment

4.4.3 The IMD ranks small areas in England from most deprived to least deprived. It is a relative measure, which means it shows whether an area is more or less deprived compared with other areas in England. It does not measure how deprived an area is in absolute terms. In this section, references to neighbourhoods falling within the 10%, 20% or 30% most deprived nationally mean that those neighbourhoods are among the most deprived areas in England for the relevant IMD domain.

4.4.4 Where deprivation is described as more pronounced, this means that the pattern is more marked either because more neighbourhoods in the Community Area fall within the 10%, 20% or 30% most deprived areas nationally, or because that form of deprivation is more evident than in other Community Areas within the ISA.

4.4.5 **Figure 4.3** shows the 2025 Indices of Multiple Deprivation (IMD), which measures relative levels of deprivation in small areas across England known as Lower Super Output Areas (LSOAs).

4.4.6 The map shows that deprivation is most concentrated in the London boroughs closest to the existing airport, particularly:

- South of Hillingdon
- West of Ealing
- Southwest Hounslow

4.4.7 These areas include several LSOAs within the 10% and 20% most deprived areas nationally, shown in orange and red shading. There are also smaller pockets of deprivation in Slough, while areas such as Buckinghamshire, Elmbridge, and Windsor and Maidenhead appear predominantly transparent, indicating relatively low deprivation levels.

Figure 4.3: Overall Index of Multiple Deprivation, 2025

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Wider Study Area

IMD 2025 Overall

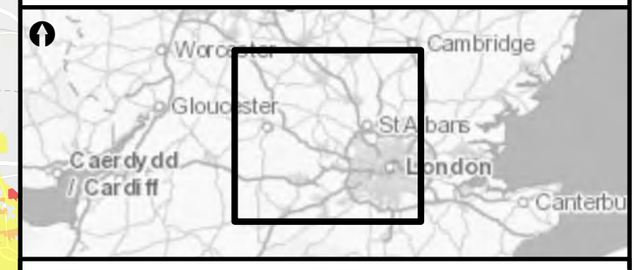
10% most deprived

20% most deprived

30% most deprived

0 2,500 5,000 10,000 15,000 20,000
Metres

Scale 1:400,000



Heathrow

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

Title

Figure 4.3 Overall Index of Multiple Deprivation, 2025

Company	Drawn By	Chk/Approved	Drawn Date	Status
WSP	LT	AB	29/07/2026	FINAL

Location-Level-Sub Series/System-Identifier	Version
3R000-XX-GA-XXX-100077	1.0

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4.4.8 **Figure 4.4** illustrates the 2025 IMD Income domain, which measures the proportion of the population experiencing deprivation related to low income, including those reliant on income-related benefits.

4.4.9 The map shows that income deprivation is most concentrated in areas immediately surrounding the existing airport, particularly:

- South of Hillingdon
- West of Ealing
- Southwest Hounslow

4.4.10 These areas contain several LSOAs within the 10% and 20% most income-deprived nationally, indicated by red and orange shading. There are also notable clusters of income deprivation in Slough, while areas such as Buckinghamshire, Elmbridge, and Windsor and Maidenhead remain largely transparent, reflecting relatively low levels of income deprivation.

Figure 4.4: IMD 2025 – Income Domain

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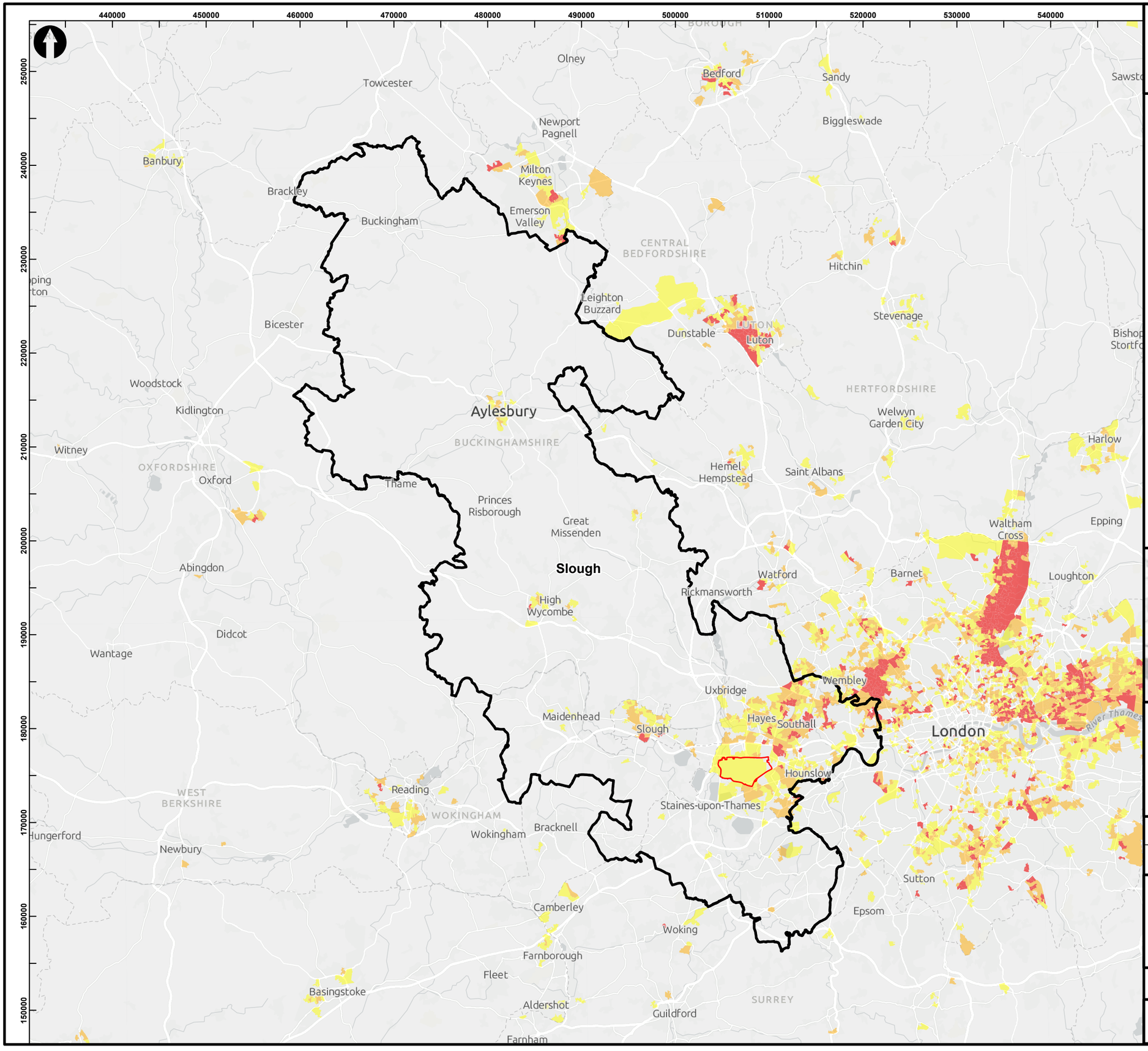

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Wider Study Area

IMD 2025 Income

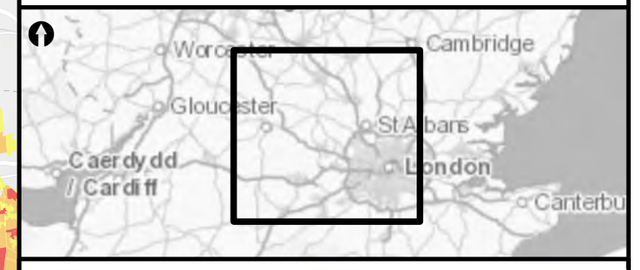
10% most deprived

20% most deprived

30% most deprived

0 2,500 5,000 10,000 15,000 20,000
Metres

Scale 1:400,000



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Title

Figure 4.4 IMD 2025 – Income Domain

Company	Drawn By	Chk/Approved	Drawn Date	Status
WSP	LT	AB	29/07/2026	FINAL

Location-Level-Sub Series/System-Identifier	Version
3R000-XX-GA-XXX-100078	1.0

Source file: EH-WSP-EICR-079

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Figure 4.5 presents the 2025 IMD Employment domain, which measures the proportion of working-age people who are involuntarily excluded from the labour market. This includes people who would like to work but are unable to do so due to circumstances such as unemployment, sickness or disability, or caring responsibilities.

4.4.11 The map indicates that employment deprivation is less widespread than income deprivation but is still concentrated in certain areas near the existing airport, particularly around Hounslow, Ealing and Slough.

Figure 4.5: IMD 2025 – Employment Domain

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Heathrow Airport

Wider Study Area

IMD 2025 Employment

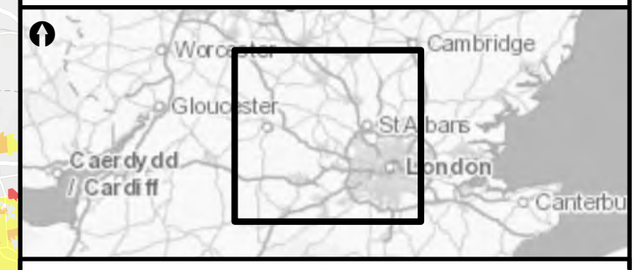
10% most deprived

20% most deprived

30% most deprived

0 2,500 5,000 10,000 15,000 20,000
Metres

Scale 1:400,000



Heathrow

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

Title

Figure 4.5 IMD 2025 – Employment Domain

Company	Drawn By	Chk/Approved	Drawn Date	Status
WSP	LT	AB	29/07/2026	FINAL

Location-Level-Sub Series/System-Identifier	Version
3R000-XX-GA-XXX-100079	1.0

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Source file: EH-WSP-EICR-080

4.4.12 **Figure 4.6** illustrates the 2025 IMD Education, Skills and Training domain, which measures deprivation related to educational attainment, skills and training opportunities. This includes indicators such as school performance, adult skills and access to education.

4.4.13 The map shows that education related deprivation is concentrated in areas surrounding the existing airport, particularly to the south of Hillingdon, parts of Hounslow, Ealing and Slough.

Figure 4.6: IMD 2025 – Education, Skills and Training Domain

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Wider Study Area

IMD 2025 Education, Skills and Training

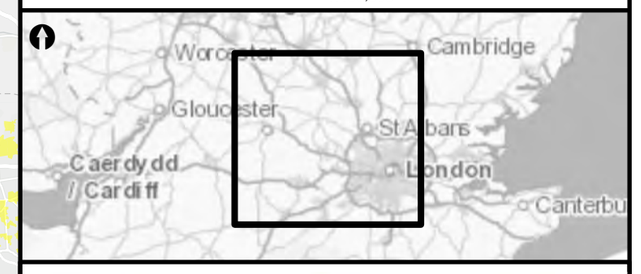
10% most deprived

20% most deprived

30% most deprived

0 2,500 5,000 10,000 15,000 20,000
Metres

Scale 1:400,000



Heathrow

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

Title

Figure 4.6 IMD 2025 – Education, Skills and Training Domain

Company	Drawn By	Chk/Approved	Drawn Date	Status
WSP	LT	AB	29/07/2026	FINAL

Location-Level-Sub Series/System-Identifier	Version
3R000-XX-GA-XXX-100080	1.0

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Source file: EH-WSP-EICR-081

4.4.14 **Figure 4.7** presents the 2025 IMD Health and Disability domain, which measures the risk of premature death and impairment of quality of life through poor physical or mental health.

4.4.15 The map indicates that health-related deprivation is relatively limited across the study area. Small pockets of deprivation are visible in parts of Hounslow and Ealing, as well as Slough.

Figure 4.7: IMD 2025 – Health and Disability Domain

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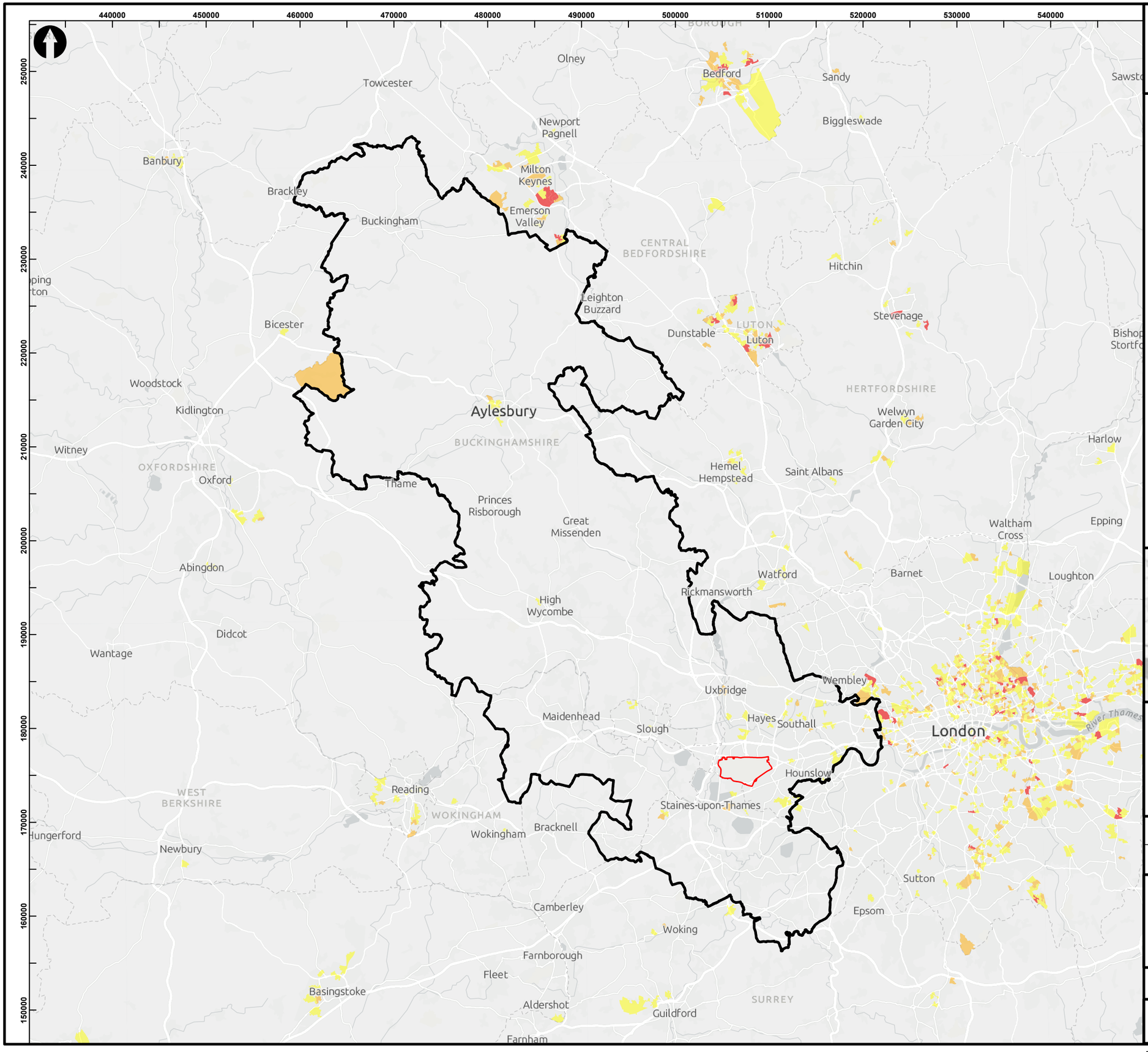

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Wider Study Area

IMD 2025 – Health and Disability Domain

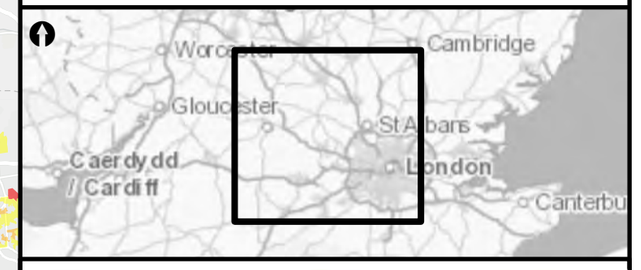
10% most deprived

20% most deprived

30% most deprived

0 2,500 5,000 10,000 15,000 20,000
Metres

Scale 1:400,000



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Title

Figure 4.7 IMD 2025 – Health and Disability Domain

Company	Drawn By	Chk/Approved	Drawn Date	Status
WSP	LT	AB	29/07/2026	FINAL

Location-Level-Sub Series/System-Identifier	Version
3R000-XX-GA-XXX-100081	1.0

Source file: EH-WSP-EICR-082

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4.4.16 **Figure 4.8** shows the 2025 IMD Barriers to Housing and Services domain, which measures physical and financial accessibility of housing and key local services. Indicators include housing affordability, homelessness and distance to essential services.

4.4.17 The map shows that deprivation in this domain is widespread across the CSA, with significant concentrations in areas immediately surrounding the existing airport, Slough and parts of Buckinghamshire and Surrey.

Figure 4.8: IMD 2025 – Barriers to Housing and Services Domain

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Wider Study Area

IMD 2025 – Barriers to Housing and Services Domain

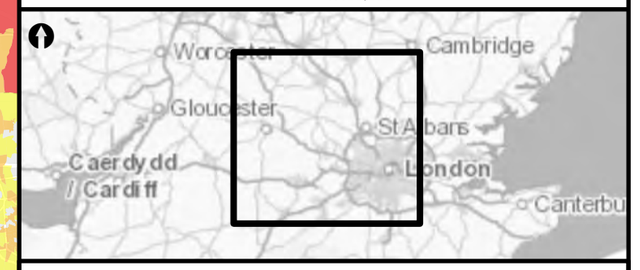
10% most deprived

20% most deprived

30% most deprived

0 2,500 5,000 10,000 15,000 20,000
Metres

Scale 1:400,000



Heathrow

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

Title

Figure 4.8 IMD 2025 – Barriers to Housing and Services Domain

Company	Drawn By	Chk/Approved	Drawn Date	Status
WSP	LT	AB	29/07/2026	FINAL

Location-Level-Sub Series/System-Identifier	Version
3R000-XX-GA-XXX-100082	1.0

Document Uncontrolled When Printed

Source file: EH-WSP-EICR-083

4.4.18 **Figure 4.9** illustrates the 2025 IMD Living Environment domain, which measures the quality of the local environment, including housing condition, air quality and road traffic accidents. This domain captures both the “indoors” living environment (housing quality) and the “outdoors” environment (air quality and safety).

4.4.19 The map shows that deprivation in this domain is concentrated in areas immediately surrounding the existing airport, particularly parts of Hillingdon and Hounslow, Slough and significant pockets of high deprivation in Buckinghamshire, especially around Marlow and areas west of Maidenhead.

Figure 4.9: IMD 2025 – Living Environment Domain

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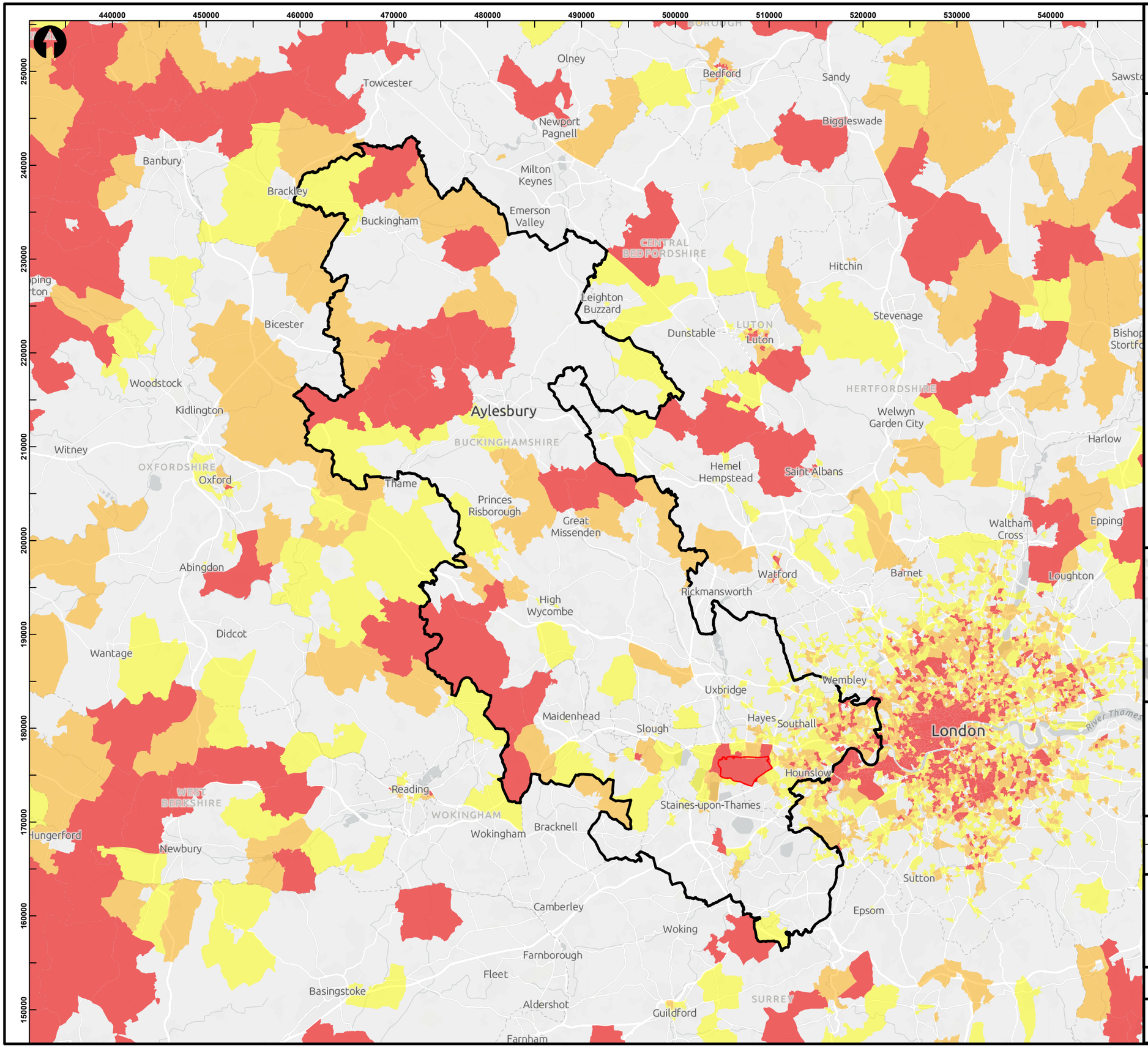

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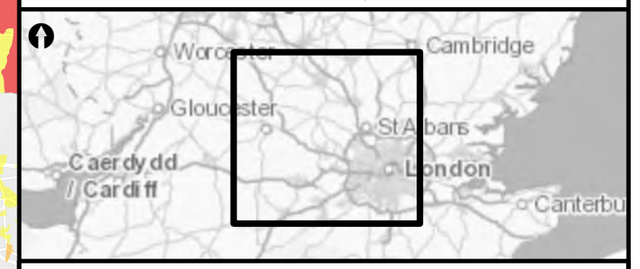
Wider Study Area

0 2,500 5,000 10,000 15,000 20,000
Metres

Scale 1:400,000



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

Title

Figure 4.9 IMD 2025 – Living Environment Domain

Company	Drawn By	Chk/Approved	Drawn Date	Status
WSP	LT	AB	29/07/2026	FINAL

Location-Level-Sub Series/System-Identifier	Version
3R000-XX-GA-XXX-100083	1.0

Source file: EH-WSP-EICR-084

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4.4.20 **Figure 4.10** illustrates the 2025 IMD Crime domain, which measures the risk of crime at local level. This includes recorded rates of violence, burglary, theft and criminal damage.

4.4.21 The map shows that crime related deprivation is concentrated in parts of Hounslow and Ealing, Slough and smaller pockets of deprivation near the existing airport and surrounding areas.

Figure 4.10: IMD 2025 – Crime Domain

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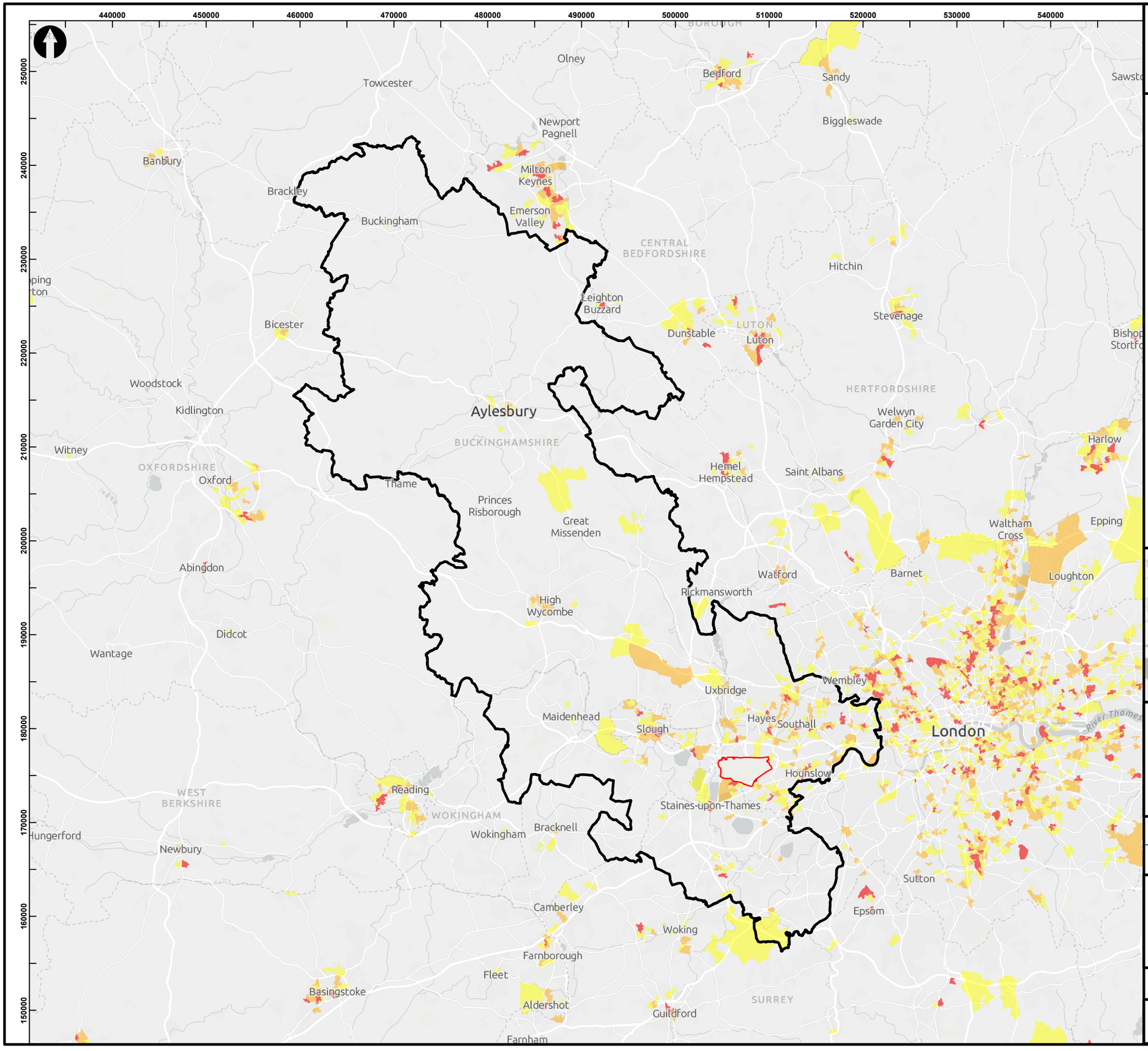

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Wider Study Area

IMD 2025 – Crime Domain

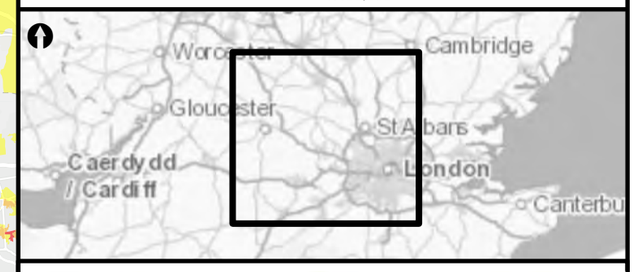
10% most deprived

20% most deprived

30% most deprived

0 2,500 5,000 10,000 15,000 20,000
Metres

Scale 1:400,000



Heathrow

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

Title

Figure 4.10 IMD 2025 – Crime Domain

Company	Drawn By	Chk/Approved	Drawn Date	Status
WSP	LT	AB	29/07/2026	FINAL

Location-Level-Sub Series/System-Identifier	Version
3R000-XX-GA-XXX-100075	1.0

Source file: EH-WSP-EICR-085

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4.4.22 The figures show a varied pattern of relative deprivation across the CSA. The strongest concentrations are generally identified within parts of the London boroughs of Hillingdon, Hounslow and Ealing, with additional pockets in Slough. By contrast, areas including Buckinghamshire, Elmbridge and Windsor and Maidenhead generally show lower levels of relative deprivation.

4.4.23 The English Indices of Deprivation 2025 are published by the Ministry of Housing, Communities & Local Government (MHCLG) and are publicly available at: English indices of deprivation 2025: statistical release - GOV.UK[3]

4.5 Community baseline – Inner Study Area

Introduction

4.5.1 This section establishes the baseline for the assessment of community in the areas surrounding the existing airport.

4.5.2 It provides a place-based understanding of the characteristics of local communities that may influence how effects are experienced, including demographic profile, deprivation, health, accessibility and the character of the places in which people live.

4.5.3 This section focuses principally on the ISA and the 23 Community Areas to understand how baseline conditions vary between local communities at a neighbourhood scale.

4.5.4 This section supports the 2026 Public Consultation by setting out our current understanding of the communities surrounding the existing airport and the conditions that may influence the way in which effects are experienced. It will also provide baseline context for the separate Equality Impact Assessment, including informing the identification of protected groups and vulnerable populations

4.5.5 The section draws on a range of publicly available data sources, including the 2021 Census, Office for National Statistics (ONS) data, the IMD and relevant Census health variables.

4.5.6 Following the 2026 Public Consultation, the baseline and geographic approach will be reviewed and refined, where appropriate, to inform the assessment presented in the Environmental Statement (ES).

4.5.7 The metrics and sources presented for the demographic and housing baselines are set out respectively in **Table 4.20** and **Table 4.21**. These sources provide the basis for the Community Area summaries and allow readers to understand where the underlying data can be accessed.

[3] https://www.gov.uk/government/statistics/english-indices-of-deprivation-2025/english-indices-of-deprivation-2025-statistical-release

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Table 4.20: Inner Study Area demographic baseline data sources

Measure	Source	Spatial level
Total population	Census 2011 and Census 2021	Community Areas, ISA, London and the South East (combined)
Population growth (2011 to 2021)*		
Age profile		
Gender		
Self-identified ethnicity		
Religion		
Self-reported health		
Disability and long-term health problems		

** Some ward and output area boundaries have changed between the 2011 and 2021 Censuses. This affects the Community Areas of Bedfont, Cranford, Feltham North and Heston. The population growth figures for these areas are based on best-fit areas to match the two boundaries but need to be treated with caution, as they are not directly comparable spatially.*

Table 4.21: Inner Study Area housing baseline data sources

Measure	Source 2021	Spatial level
Total number of households	Census	Community Areas, ISA, London and the South East (combined)
Accommodation type		
Accommodation tenure		
Levels of over-crowding (bedrooms, occupancy rating of -1 or less)		
Household composition		

4.5.8 The following sections present a summary of demographic, housing, health, deprivation and community facility baseline information for each community area. The summaries focus on the main patterns and characteristics relevant to understanding how effects may be experienced locally, rather than providing a full account of every dataset reviewed. Detailed source data can be accessed through the publicly available datasets identified above.

How to read this section

4.5.9 In each Community Area summary below, comparisons are made with the ISA average, which reflects the combined average across the 23 Community Areas. Where relevant, comparisons are also made with London and the South East to provide wider regional context.

4.5.10 Deprivation is described using the IMD and its individual domains (see **Section 4.4**).

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4.5.11 Health information is based on Census self-reported health and disability data. References to residents in very good or good health combine those two Census response categories, while references to residents in bad or very bad health combine those two categories.

4.5.12 The Community Area summaries also refer to local community facilities where relevant. These include facilities such as schools, healthcare facilities, open spaces, recreation facilities, community buildings and places of worship. Further detail on the type and location of facilities in each Community Area is provided in **Chapter 6** of the EICD and in the **Community facilities topic paper**.

Bedfont (Hounslow)

4.5.13 Bedfont is a predominantly residential neighbourhood, located within the London Borough of Hounslow, and forms part of the suburban residential area to the south of the existing airport. The Community Area is served by various community facilities and public open spaces including Bedfont Primary School, South Bedfont Playgroup and Bedfont Library, alongside recreational assets such as Bedfont Lakes County Park, Bedfont Recreation Ground and Bedfont Sports Club.

4.5.14 The Community Area had a resident population of approximately 15,150 in 2021 and experienced population growth of around 5% between 2011 and 2021. This was below the rate recorded across the ISA (8%) and the combined London and the South East average (8%).

4.5.15 The age profile is broadly consistent with the ISA, with around 67% of residents of working age and 11% aged 65 and over.

4.5.16 Bedfont also has a more diverse ethnic profile than the national average. Around 51% of residents identify as White, 31% as Asian or Asian British, and 9% as Black, Black British, Caribbean or African. Compared with the ISA, Bedfont has a slightly higher proportion of White residents and a lower proportion of Asian residents.

4.5.17 The area contains a relatively high proportion of family households, with one-family households accounting for 61% of all households, consistent with the ISA.

4.5.18 There are approximately 5,320 households in the Community Area. The household accommodation profile is predominantly composed of houses (65%), with flats accounting for 31% of households. The proportion of owner-occupied households (44%) is lower than the combined London and the South East average (56%), while the proportion of social rented households (27%) is higher than both the ISA (20%) and the wider regional comparator (18%). Private rented households account for 23% of all households. Levels of overcrowding are slightly below the ISA average overall (15% compared with 17%), although overcrowding remains comparatively high within the private rented sector, affecting 23% of privately rented households.

4.5.19 Self-reported health broadly aligns with the average for the ISA. Around 84% of residents reported being in very good or good health, while 4% reported bad or very bad health. Approximately 14% of residents identified as disabled under the Equality Act (2010), slightly above the ISA average of 12%. The IMD Health domain indicates

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that health-related deprivation in Bedfont is relatively limited, with fewer areas falling within the 30% most deprived areas nationally than for other deprivation domains.

4.5.20 Parts of Bedfont are within the 30% most deprived areas for overall deprivation nationally and are comparatively more deprived than the average for the ISA. There is a mixed pattern of deprivation in Bedfont across individual domains or indicators of deprivation. Employment deprivation appears comparatively limited, while education deprivation is present in parts of the Community Area but is less extensive than in some neighbouring areas. Crime deprivation is also comparatively moderate relative to other Community Areas.

4.5.21 Bedfont records more pronounced deprivation relating to barriers to housing and services and the living environment. Large parts of the Community Area fall within the 10% and 20% most deprived areas nationally for barriers to housing and services. The Community Area also records extensive living environment deprivation, indicating relative deprivation associated with housing quality and aspects of the outdoor environment, such as air quality and road traffic conditions.

Brands Hill (Slough)

4.5.22 Brands Hill is located on the eastern edge of Slough on the Bath Road corridor close to junction 5 of the M4. The Community Area is served by a limited range of facilities within its boundary and relies on nearby provision in surrounding centres, including Colnbrook and Poyle, for access to primary education, community facilities and open space.

4.5.23 In 2021, the community area had a resident population of approximately 2,780 and experienced population growth of around 190 people (7%) since 2011, slightly below the rate recorded across the ISA (8%) and the combined London and the South East average (8%).

4.5.24 The age profile is younger than the ISA and London and the South East. Around 26% of residents are aged 0 to 15, compared with 21% across the ISA and 19% across London and the South East. Around 65% of residents are of working age, while 9% are aged 65 and over, lower than the ISA (11%) and the combined London and the South East average (16%).

4.5.25 Brands Hill also has a more diverse ethnic profile than the national and regional comparator. Around 38% of residents identify as White, 45% as Asian or Asian British, and 9% as Black, Black British, Caribbean or African. The ethnic profile is closely aligned with the ISA but is more diverse than London and the South East combined, where 70% of residents identify as White and 14% as Asian or Asian British.

4.5.26 The area contains a relatively high proportion of family households, with one-family households accounting for 64% of all households, compared with 61% across the ISA. One-person households account for 21% of households, slightly below the ISA average (22%) and notably below the wider regional comparator (29%).

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4.5.27 There are approximately 940 households in the Community Area. The household accommodation profile is predominantly composed of houses (69%), with flats accounting for 28% of households.

4.5.28 The proportion of owner-occupied households (52%) is higher than the ISA average (47%), although still lower than the combined London and the South East average (56%). The proportion of social rented households (14%) is lower than both the ISA (20%) and the wider regional comparator (18%), while private rented households account for 33% of all households, slightly above the ISA average (31%) and above the combined London and the South East average (24%).

4.5.29 Levels of overcrowding are below the ISA average overall (12% compared with 17%), and are also lower across each tenure category, including within the private rented sector, where 18% of households are overcrowded compared with 27% across the ISA.

4.5.30 Self-reported health is slightly better than the average for the ISA. Around 87% of residents reported being in very good or good health, while 3% reported bad or very bad health. Approximately 10% of residents identified as disabled under the Equality Act 2010, lower than the ISA average of 12% and the wider regional comparator (15%).

4.5.31 Brands Hill is more deprived overall than the average for the ISA, with around half of the Community Area within the 20% most deprived neighbourhoods in England on the overall IMD measure.

4.5.32 Deprivation is driven principally by the crime domain, with parts of Brands Hill falling within the 10% most deprived areas nationally. Relative deprivation is also evident in relation to the income domain and the barriers to housing and services domain, with parts of Brands Hill being amongst the 20% most deprived neighbourhoods in England for this domain.

Colnbrook (Slough)

4.5.33 Colnbrook is a village within Slough Borough Council, centred on the High Street and the Colne waterways, and located immediately west of the existing airport and close to the M4 and M25. The Community Area is served by a range of community facilities and public open spaces, including Colnbrook Church of England Primary School, Colnbrook Village Hall and Colnbrook Recreation Ground.

4.5.34 The Community Area had a resident population of approximately 1,900 in 2021 and experienced population growth of around 60 people (3%) between 2011 and 2021, below the rate recorded across the ISA (8%) and the combined London and the South East average (8%).

4.5.35 The age profile is slightly younger than the ISA and London and the South East. Around 23% of residents are aged 0 to 15, compared with 21% across the ISA and 19% across London and the South East. Around 69% of residents are of working age, higher than both the ISA (67%) and the wider regional comparator (65%). Around 8% are aged 65 and over, lower than the ISA (11%) and the combined London and the South East average (16%).

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4.5.36 Colnbrook has a less diverse ethnic profile than the ISA, although it remains more diverse than London and the South East overall. Around 67% of residents identify as White, compared with 38% across the ISA and 70% across London and the South East. Around 19% of residents identify as Asian or Asian British, which is lower than the ISA average (45%) but higher than London and the South East average (14%). Smaller proportions of residents identify as Black, Black British, Caribbean or African (6%), Mixed or Multiple ethnic groups (4%) and Other ethnic groups (4%).

4.5.37 The area's religious profile also differs from the ISA, with a higher proportion of residents identifying as Christian (50%) and no religion (24%), and lower proportions identifying as Muslim (10%) and Sikh (7%).

4.5.38 The area contains a relatively high proportion of one-person households. These account for 34% of all households, compared with 22% across the ISA and 29% across London and the South East. One-family households account for 59% of households, slightly below both the ISA (61%) and the combined London and the South East average (62%). Other household types account for 8%, lower than the ISA average (16%).

4.5.39 There are approximately 790 households in Colnbrook. The household accommodation profile is more mixed than in several other Community Areas, with houses accounting for 57% of households and flats accounting for 40%.

4.5.40 Compared with the ISA, Colnbrook has a lower rate of owner occupation (31%) and higher proportions of both private renting (38%) and social renting (27%). This differs more markedly from the London and the South East average, where owner occupation is higher (56%) and both private and social renting are less common (24% and 18% respectively).

4.5.41 Overall levels of overcrowding are below the ISA average (14% compared with 17%), although overcrowding is evident across specific tenure types. Within the private rented sector, 19% of households are overcrowded, lower than the ISA average for that tenure (27%) but still relatively high in absolute terms.

4.5.42 Self-reported health is broadly aligned with the ISA. Around 86% of residents reported being in very good or good health, 11% in fair health, and 4% in very bad or bad health, which is similar to the pattern recorded across both the ISA and London and the South East. Approximately 12% of residents identified as disabled under the Equality Act 2010, consistent with the ISA average and below the wider regional comparator (15%).

4.5.43 Colnbrook is less deprived overall than the average for Community Areas within the ISA. However, small areas to the south-west, bordering Brands Hill, fall within the 20% most deprived neighbourhoods in England overall, reflecting a more localised concentration of relative deprivation.

4.5.44 This pattern is influenced in part by the income, education and employment domains but mainly driven by crime. Colnbrook records more pronounced deprivation than the ISA average in relation to crime, with areas bordering Brands Hill falling within the 10% most deprived areas nationally for this domain and all other parts of the Community Area among the 20% most deprived in England for this domain.

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Cranford (Hounslow)

4.5.45 Cranford is a residential neighbourhood located within the London Borough of Hounslow, immediately east of the existing airport. The Community Area is served by a range of community facilities and public open spaces, including Cranford Primary School, Cranford Children's Centre, Cranford Memorial Hall, Cranford Library and sports and leisure facilities associated with Cranford Community College.

4.5.46 The Community Area had a resident population of approximately 16,030 in 2021 and experienced population growth of around 1,460 people (10%) between 2011 and 2021, above the rate recorded across both the ISA (8%) and the combined London and the South East average (8%).

4.5.47 The age profile is broadly aligned with the ISA, although Cranford contains a slightly higher proportion of working age residents. Around 20% of residents are aged 0 to 15, compared with 21% across the ISA and 19% across London and the South East. Around 68% of residents are of working age, slightly above the ISA (67%) and the combined average for London and the South East (65%). Around 11% are aged 65 and over, which is consistent with the ISA (11%) but lower than the combined London and the South East average (16%).

4.5.48 Cranford has a diverse ethnic profile and is more ethnically diverse than both the ISA and the wider regional comparator. Around 23% of residents identify as White, compared with 38% across the ISA and 70% on average across London and the South East. Around 57% of residents identify as Asian or Asian British, higher than the ISA average (45%) and substantially above the combined London and the South East average (14%). Smaller proportions identify as Black, Black British, Caribbean or African (8%), Mixed or Multiple ethnic groups (3%) and Other ethnic groups (9%).

4.5.49 Cranford also has a distinctive religious profile, with relatively high proportions of residents identifying as Muslim (20%) and Sikh (18%), compared with 17% and 13% respectively across the ISA.

4.5.50 The area contains a broadly similar proportion of family households to the ISA, although it has a higher proportion of other household types. One-family households account for 59% of all households, slightly below the ISA average (61%) and the wider regional comparator (62%). One-person households account for 20%, below both the ISA (22%) and the combined London and the South East average (29%), while other household types account for 21%, above both comparator areas (16% and 10% respectively).

4.5.51 There are approximately 4,990 households in the Community Area. The accommodation profile predominantly comprises houses (62%), with flats accounting for 33% of households. Compared with the ISA, Cranford has a lower proportion of owner-occupation (36%) and higher proportions of both private renting (34%) and social renting (28%). Owner occupation is also materially below the combined London and the South East average (56%), while both private renting (24%) and social renting (18%) are more prevalent than London and the South East. Levels of overcrowding are notably above the ISA average, affecting 22% of households compared with 17% across the ISA.

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4.5.52 Overcrowding is particularly pronounced within the private rented sector, where 34% of households are overcrowded, compared with 27% across the ISA and 11% across London and the South East. Overcrowding is also above the ISA average in the owner-occupied sector (12% compared with 9%), while the rate in the social rented sector (22%) is slightly above the ISA average (20%).

4.5.53 Self-reported health broadly aligns with the average for the ISA. Around 84% of residents reported being in very good or good health, while 4% reported very bad or bad health, similar to the averages in the ISA and London and the South East. Approximately 12% of residents identified as disabled under the Equality Act 2010, consistent with the ISA average and below the wider regional comparator (15%).

4.5.54 Cranford is more deprived overall than the ISA average, with some neighbourhoods falling within the 10% most deprived areas in England on the overall IMD measure.

4.5.55 Parts of the Community Area fall within the most deprived 10% and 20% nationally for the income domain, while parts are also among the 20% to 30% most deprived neighbourhoods in England for the employment and education, skills and training domains.

4.5.56 As in a number of other Community Areas, deprivation is particularly pronounced in relation to barriers to housing and services, with the whole Community Area falling within the 10% most deprived areas nationally for this domain.

Cranford Cross (Hillingdon)

4.5.57 Cranford Cross sits on the Bath Road corridor in the southern part of the London Borough of Hillingdon, immediately north of the existing airport, where residential streets adjoin hotels, roadside services and the wider transport network serving the existing airport.

4.5.58 The Community Area had a resident population of approximately 2,040 in 2021 and experienced population growth of around 420 people (26%) between 2011 and 2021, substantially above the percentage rate recorded across both the ISA (8%) and the combined London and the South East average (8%).

4.5.59 The age profile is younger than the ISA. Around 19% of residents are aged 0 to 15, compared with 21% across the ISA and 19% across London and the South East. Around 72% of residents are of working age, above both the ISA (67%) and the wider regional comparator (65%), while 9% are aged 65 and over, lower than both the ISA (11%) and the combined London and the South East average (16%).

4.5.60 Cranford Cross has a diverse ethnic profile and is more ethnically diverse than both the ISA and the wider regional comparator. Around 25% of residents identify as White, compared with 38% across the ISA and 70% across London and the South East. Around 60% of residents identify as Asian or Asian British, higher than the ISA average (45%) and substantially above the combined London and the South East average (14%). Smaller proportions identify as Black, Black British, Caribbean or African (4%), Mixed or Multiple ethnic groups (3%) and Other ethnic groups (8%).

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4.5.61 The religious profile also differs from the wider comparator geographies, with relatively high proportions of residents identifying as Muslim (17%) and Sikh (17%).

4.5.62 The area contains a similar proportion of one-person households to the ISA, but a slightly lower proportion of single-family households. One-person households account for 22% of all households, consistent with the ISA average and below the combined London and the South East average (29%). One-family households account for 59% of households, slightly below the ISA (61%) and the wider regional comparator (62%), while other household types account for 19%, above both comparator areas (16% and 10% respectively).

4.5.63 There are approximately 690 households living in Cranford Cross. The household accommodation profile is broadly similar to the ISA in terms of dwelling type, with houses accounting for 62% of households and flats accounting for 34%.

4.5.64 However, the tenure profile differs markedly. Owner-occupied households account for 43% of all households, below both the ISA (47%) and the combined London and the South East average (56%). Private rented households account for 54%, substantially above the ISA average (31%) and more than double the wider regional comparator (24%). Social rented households account for just 2%, well below both the ISA (20%) and the combined London and the South East average (18%).

4.5.65 Levels of overcrowding are notably above the ISA average overall, affecting 27% of households compared with 17% across the ISA. Overcrowding is particularly pronounced within the private rented sector, where 39% of households are overcrowded, compared with 27% across the ISA and 11% across London and the South East.

4.5.66 Self-reported health is better than the average for the ISA. Around 88% of residents reported being in very good or good health, compared with 85% across both the ISA and London and the South East. A smaller proportion of residents reported being in very bad or bad health (3%) than across the ISA and the wider regional comparator (4%). Approximately 8% of residents identified as disabled under the Equality Act 2010, lower than both the ISA average (12%) and the combined London and the South East average (15%).

4.5.67 Cranford Cross is broadly in line with the ISA average in terms of deprivation levels. More pronounced relative deprivation is evident in relation to the barriers to housing and services and living environment domains, with parts of the Community Area falling within the 10% most deprived areas nationally for these measures. These domains reflect relative deprivation associated with access to housing and key local services, and with housing quality and the wider physical environment.

Datchet (Windsor and Maidenhead)

4.5.68 Datchet is a riverside village on the north bank of the River Thames within the Royal Borough of Windsor and Maidenhead, with a village centre focused on The Green. The Community Area is served by a range of community facilities and public open spaces, including Datchet St Mary's Church of England (CofE) Primary School, the village hall and library, local health provision and the recreation ground.

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4.5.69 The Community Area had a resident population of approximately 5,140 in 2021 and experienced population growth of around 230 people (5%) between 2011 and 2021. This is below the rate recorded across both the ISA (8%) and the combined London and the South East average (8%).

4.5.70 The age profile is slightly older than the ISA and London and the South East. Around 19% of residents are aged 0 to 15, compared with 21% across the ISA and 19% across London and the South East. Around 64% of residents are of working age, below the ISA (67%) and broadly aligned with the wider regional comparator (65%). Meanwhile, 18% are aged 65 and over, higher than the ISA (11%) and slightly above the combined London and the South East average (16%).

4.5.71 Datchet has a less diverse ethnic profile than the ISA and is closer to the wider regional comparator. Around 72% of residents identify as White, compared with 38% across the ISA and 70% across London and the South East, while 20% of residents identify as Asian or Asian British. This is lower than the ISA average (45%) but higher than the combined London and the South East average (14%). Smaller proportions identify as Black, Black British, Caribbean or African (1%), Mixed or Multiple ethnic groups (4%) and Other ethnic groups (3%).

4.5.72 The area's religious profile also differs from the ISA average, with a higher proportion of residents identifying as Christian (48%) and no religion (26%), and lower proportions identifying as Muslim (6%).

4.5.73 One-family households account for 64% of all households, compared with 61% across the ISA and 62% across London and the South East. One-person households account for 28% of households, above the ISA average (22%) and close to the combined London and the South East average (29%). Other household types account for 8%, lower than both the ISA (16%) and the combined London and the South East average (10%).

4.5.74 There are approximately 2,060 households in the Community Area. The household accommodation profile is more heavily weighted towards houses (79%) than across both the ISA (64%) and the combined London and the South East average (63%), while flats account for 16% of households. This is well below both comparator area averages.

4.5.75 The tenure profile in Datchet also differs from the ISA average. Owner-occupied households account for 67% of all households, substantially above the ISA (47%) and the combined London and the South East average (56%). By contrast, private rented households account for 19% and social rented households for 15%, both below the ISA averages (31% and 20% respectively).

4.5.76 Levels of overcrowding are markedly below the ISA average overall, affecting 5% of households compared with 17%. Overcrowding is also lower across each tenure category, including within the private rented sector (8% compared with 27%) and the social rented sector (14% compared with 20%).

4.5.77 Self-reported health is slightly more positive than the average for the ISA. Around 87% of residents reported being in very good or good health, compared with 85% across both the ISA and London and the South East. A smaller proportion of

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residents reported being in very bad or bad health (3%) than across the ISA and the combined London and the South East average (4%). Approximately 13% of residents identified as disabled under the Equality Act 2010, slightly above the ISA average (12%) but below the combined London and the South East average (15%).

4.5.78 Overall, Datchet is less deprived than the ISA on average. The only domains in which more pronounced relative deprivation is evident are barriers to housing and services and the living environment domain, with parts of the Community Area among the 30% most deprived neighbourhoods in England for these measures. These domains reflect relative deprivation associated with access to housing and key local services, and with housing quality and the wider physical environment.

Feltham North (Hounslow)

4.5.79 Feltham North forms part of the built-up area around Feltham town centre, including residential neighbourhoods close to Feltham Park and the wider local centre. The Community Area is served by a range of community facilities and public open spaces, including Sparrow Farm Primary School and open space provision including Feltham Park.

4.5.80 In 2021, the Community Area had a resident population of approximately 12,910 and experienced population growth of around 1,070 people (9%) since 2011. This is slightly above the rate recorded across the ISA (8%) and the combined London and the South East average (8%).

4.5.81 The age profile is broadly aligned with the ISA averages, although Feltham North has a slightly older population structure. Around 21% of residents are aged 0 to 15, consistent with the ISA and above the combined London and the South East average (19%). Around 66% of residents are of working age, slightly below the ISA (67%) and broadly aligned with the wider regional comparator (65%), while 13% are aged 65 and over. This is above the ISA average (11%) but below the combined London and the South East average (16%).

4.5.82 Feltham North has a more diverse ethnic profile than the national and regional comparator, although it is less diverse than the ISA overall. Around 45% of residents identify as White, compared with 38% across the ISA and 70% across London and the South East. Around 37% of residents identify as Asian or Asian British, below the ISA average (45%) but well above the wider regional comparator (14%). Smaller proportions identify as Black, Black British, Caribbean or African (7%), Mixed or Multiple ethnic groups (4%) and Other ethnic groups (7%).

4.5.83 In terms of religious profile, a slightly higher proportion of residents identify as Christian (43%) and lower proportions identify as having no religion (16%) than the combined London and the South East average (34%).

4.5.84 Feltham North contains a lower proportion of family households than the ISA and a higher proportion of one-person and other household types. One-family households account for 57% of all households, compared with 61% across the ISA and 62% across London and the South East. One-person households account for 25%, above the ISA average (22%) but below the wider regional comparator (29%). Meanwhile,

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other household types account for 18%, above both the ISA (16%) and the combined London and the South East average (10%).

4.5.85 There are approximately 4,220 households in Feltham North. The household accommodation profile predominantly comprises houses (68%), with flats accounting for 26% of households.

4.5.86 Compared with the ISA, Feltham North has a higher proportion of owner-occupied households (52%) and a lower proportion of private rented households (22%), although owner occupation remains below the combined London and the South East average (56%). Social rented households account for 24% of all households, above both the ISA (20%) and the combined London and the South East average (18%).

4.5.87 Levels of overcrowding are slightly below the ISA average (16% compared with 17%), but the tenure pattern is mixed. Overcrowding is higher in the owner-occupied sector (11% compared with 9%) and notably higher in the private rented sector (31% compared with 27%). The rate in the social rented sector (15%) is below the ISA average (20%).

4.5.88 Self-reported health is slightly less positive than the average for the ISA. Around 83% of residents reported being in very good or good health, compared with 85% across both the ISA and London and the South East. A higher proportion of residents reported being in very bad or bad health (5%) than across both comparator geographies (both at 4%). Approximately 14% of residents identified as disabled under the Equality Act 2010, above the ISA average (12%) and close to the wider regional comparator (15%).

4.5.89 Feltham North is broadly in line with the ISA average in terms of deprivation. More pronounced relative deprivation is evident in the income, education, skills and training, barriers to housing and services, and living environment domains.

Feltham West (Hounslow)

4.5.90 Feltham West forms part of the suburban area around Feltham town centre, where The Centre, Feltham Green and nearby rail connections provide shopping, services and transport within the wider western part of the borough. The Community Area is served by a range of local community facilities and public open spaces alongside Feltham North.

4.5.91 The Community Area had a resident population of approximately 16,220 in 2021 and experienced population growth of around 680 people (4%) between 2011 and 2021. This is below the rate recorded across the ISA (8%) and the combined London and the South East average (8%).

4.5.92 The age profile is younger than the ISA and London and the South East. Around 23% of residents are aged 0 to 15, compared with 21% across the ISA and 19% across London and the South East. Around 69% of residents are of working age, above both the ISA (67%) and the wider regional comparator (65%), while 8% are aged 65 and over, lower than both the ISA (11%) and the combined London and the South East average (16%).

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4.5.93 Feltham West has a more diverse ethnic profile than the regional comparator, although it is less diverse than some other Community Areas within the ISA. Around 53% of residents identify as White, compared with 38% across the ISA and 70% across London and the South East, while 28% of residents identify as Asian or Asian British. This is below the ISA average (45%) but above the combined London and the South East average (14%). Smaller proportions identify as Black, Black British, Caribbean or African (9%), Mixed or Multiple ethnic groups (5%) and Other ethnic groups (5%).

4.5.94 Compared with the ISA, a relatively higher proportion of residents identify as Christian (42%) and as having no religion (24%), while a lower proportion identify as Muslim (13%).

4.5.95 The area contains a relatively high proportion of family households. One-family households account for 67%, compared with 61% across the ISA and 62% across London and the South East. One-person households account for 22%, consistent with the ISA average and below the wider regional comparator (29%), while other household types account for 12%. This is lower than the ISA (16%) but slightly above the combined London and the South East average (10%).

4.5.96 There are approximately 5,690 households in Feltham West. The household accommodation profile is more mixed than the ISA, with houses accounting for 61% of households and flats accounting for 37%.

4.5.97 The tenure profile is also mixed. Owner-occupied households account for 45% of all households, slightly below the ISA (47%) and well below the combined London and the South East average (56%). Private rented households account for 26%, below the ISA average (31%) but above the wider regional comparator (24%). Social rented households account for 26%, above both the ISA (20%) and the combined London and the South East average (18%).

4.5.98 Levels of overcrowding are slightly below the ISA average overall (16% compared with 17%), but the tenure pattern varies. Overcrowding is above the ISA average in the owner-occupied sector (11% compared with 9%), lower in the private rented sector (21% compared with 27%), and broadly similar in the social rented sector (21% compared with 20%).

4.5.99 Self-reported health is broadly aligned with the ISA. Around 86% of residents reported being in very good or good health, compared with 85% across both the ISA and London and the South East. Around 10% reported being in fair health and 4% in very bad or bad health, which is broadly consistent with the comparator geographies. Approximately 12% of residents identified as disabled under the Equality Act 2010, consistent with the ISA average and below the combined London and the South East average (15%).

4.5.100 In terms of deprivation levels, Feltham West is broadly in line with the ISA. More pronounced relative deprivation is evident in relation to the crime domain, with parts of the eastern side of the Community Area falling within the 10% most deprived areas nationally.

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4.5.101 As in various other Community Areas, deprivation is also more pronounced in relation to barriers to housing and services, with much of the Community Area falling within the 10% most deprived areas in England for this domain.

Harmondsworth (Hillingdon)

4.5.102 Harmondsworth is a historic village north-west of the existing airport, centred on its conservation area and notable heritage assets including Harmondsworth Great Barn, a Grade I listed medieval barn on the village High Street. The Community Area is served by Harmondsworth Primary School, Harmondsworth and Longford Community Centre, Harmondsworth Recreation Ground and Harmondsworth Moor.

4.5.103 The Community Area had a resident population of approximately 1,700 in 2021 and experienced population growth of around 220 people (15%) between 2011 and 2021. This is above the rate recorded across the ISA (8%) and the combined London and the South East average (8%).

4.5.104 The age profile is broadly aligned with the wider comparator geographies, although Harmondsworth has a slightly older population than the ISA. Around 19% of residents are aged 0 to 15, compared with 21% across the ISA and 19% across London and the South East. Around 66% of residents are of working age, slightly below the ISA (67%) and broadly aligned with the wider regional comparator (65%), while 14% are aged 65 and over. This is above the ISA average (11%) but below the combined London and the South East average (16%).

4.5.105 Harmondsworth has a more diverse ethnic profile than the regional comparator, although it is less diverse than some other Community Areas within the ISA. Around 46% of residents identify as White, compared with 38% across the ISA and 70% across London and the South East. Meanwhile, 41% of residents identify as Asian or Asian British, close to the ISA average (45%) and substantially above the combined London and the South East average (14%). Smaller proportions identify as Black, Black British, Caribbean or African (4%), Mixed or Multiple ethnic groups (5%) and Other ethnic groups (4%).

4.5.106 The religious profile differs from the wider regional comparator, with relatively higher proportions identifying as Muslim (14%) and Sikh (11%) than across London and the South East.

4.5.107 Harmondsworth has a slightly lower proportion of family households than the ISA and a higher proportion of other household types. One-family households account for 58% of all households, compared with 61% across the ISA and 62% across London and the South East. One-person households account for 22%, in line with the ISA average and below the wider regional comparator (29%), while other household types account for 20%, above both the ISA (16%) and the combined London and the South East average (10%).

4.5.108 There are approximately 570 households in Harmondsworth. The household accommodation profile is strongly weighted towards houses, which represent 83%, compared with 64% across the ISA and 63% across London and the South East. Flats account for just 9% of households, well below both comparator areas.

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4.5.109 The tenure profile is mixed. Owner-occupied households account for 53% of all households, above the ISA (47%) but slightly below London and the South East overall (56%). Private rented households account for 31%, in line with the ISA and above the wider regional comparator (24%), while social rented households account for 14%, below both the ISA (20%) and the combined London and the South East average (18%).

4.5.110 Levels of overcrowding are below the ISA average overall (13% compared with 17%). Overcrowding is also lower across each tenure category than across the ISA, including within the private rented sector (20% compared with 27%) and the social rented sector (14% compared with 20%).

4.5.111 Self-reported health is broadly aligned with the ISA. Around 84% of residents reported being in very good or good health, compared with 85% across both the ISA and London and the South East. Meanwhile, 12% reported being in fair health and 4% in very bad or bad health, which is broadly consistent with the comparator geographies. Approximately 11% of residents identified as disabled under the Equality Act 2010, slightly below the ISA average (12%) and below the combined London and the South East average (15%).

4.5.112 Harmondsworth is more deprived overall than the average for Community Areas within the ISA. This pattern is partly driven by the income and education, skills and training domains, with areas of Harmondsworth among the 30% most deprived neighbourhoods in England for these measures.

4.5.113 Deprivation is most pronounced in relation to the barriers to housing and services and living environment domains, where parts of Harmondsworth fall within the 10% most deprived areas nationally.

Harlington (Hillingdon)

4.5.114 Harlington is a historic village within Hillingdon, with a recognised conservation area and a settlement pattern that combines older village streets with later residential development close to infrastructure related to the existing airport. The Community Area is served by a range of local facilities, including William Byrd Primary Academy, with residents also drawing on nearby provision in surrounding areas.

4.5.115 The Community Area had a resident population of approximately 5,550 in 2021 and experienced population growth of around 880 people (19%) between 2011 and 2021, substantially above the rate recorded across the ISA (8%) and the combined London and the South East average (8%).

4.5.116 The age profile is younger than the ISA and London and the South East. Around 22% of residents are aged 0 to 15, compared with 21% across the ISA and 19% across London and the South East. Around 70% of residents are of working age, above both the ISA (67%) and the wider regional comparator (65%), while 9% are aged 65 and over, lower than both the ISA (11%) and the combined London and the South East average (16%).

4.5.117 Harlington is more ethnically diverse than both the ISA and the regional comparator. Around 34% of residents identify as White, compared with 38% across the ISA and

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70% across London and the South East, while 48% of residents identify as Asian or Asian British. This is slightly above the ISA average (45%) and well above the combined London and the South East average (14%). Smaller proportions identify as Black, Black British, Caribbean or African (6%), Mixed or Multiple ethnic groups (4%) and Other ethnic groups (8%).

4.5.118 The religious profile also differs from the wider comparator geographies, with relatively higher proportions of residents identifying as Christian (45%) and Muslim (18%), and a lower proportion identifying as having no religion (11%) than the combined London and the South East average (34%).

4.5.119 The area contains a lower proportion of family households than the ISA and a higher proportion of one-person and other household types. One-family households account for 56% of all households, compared with 61% across the ISA and 62% across London and the South East. One-person households account for 26%, above the ISA average (22%) but below the wider regional comparator (29%). Other household types account for 18%, above both the ISA (16%) and the combined London and the South East average (10%).

4.5.120 There are approximately 1,970 households in Harlington. The household accommodation profile differs from the ISA, with flats accounting for 51% of households and houses accounting for 42%. This contrasts with the ISA, where houses form the majority accommodation type (64%) and flats account for 30%.

4.5.121 Private rented households account for 53% of all households, well above the ISA average (31%) and more than double the wider regional comparator (24%). By contrast, owner-occupied households account for 37%, below both the ISA (47%) and the combined London and the South East average (56%). Social rented households account for 10%, below both comparator areas.

4.5.122 Levels of overcrowding are notably above the ISA average overall, affecting 25% of households compared with 17% across the ISA. Overcrowding is particularly high within the private rented sector, where 32% of households are overcrowded, compared with 27% across the ISA and 11% across London and the South East. Overcrowding is also above the ISA average in the owner-occupied sector (15% compared with 9%), while the rate in the social rented sector (25%) is markedly higher than the ISA average (20%).

4.5.123 Self-reported health is slightly more positive than the average for the ISA. Around 87% of residents reported being in very good or good health, compared with 85% across both the ISA and London and the South East. A smaller proportion of residents reported being in very bad or bad health (3%) than across both comparator geographies (both at 4%). Approximately 10% of residents identified as disabled under the Equality Act 2010, below the ISA average (12%) and the wider regional comparator (15%).

4.5.124 Harlington is slightly more deprived overall than the average for Community Areas within the ISA. This pattern is driven partly by the income and education, skills and training domains, with areas of Harlington among the 20% to 30% most deprived neighbourhoods in England for these measures.

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4.5.125 Deprivation is most pronounced in relation to barriers to housing and services, where parts of Harlington fall within the 10% most deprived areas nationally. The Community Area also records greater deprivation than the ISA average for the living environment domain.

Hayes (Hillingdon)

4.5.126 Hayes forms part of the wider Hayes and Harlington area in southern Hillingdon. It includes a dense urban residential environment shaped by its proximity to Hayes town centre, the Hayes and Harlington transport corridor and the wider employment areas connected to the existing airport and west London. The Community Area is served by a range of community facilities and public open spaces, including Pinkwell Primary School, Pinkwell Children's Centre and Pinkwell Park.

4.5.127 The Community Area had a resident population of approximately 15,430 in 2021 and experienced population growth of around 660 people (4%) between 2011 and 2021. This is below the rate recorded across both the ISA (8%) and the combined London and the South East average (8%).

4.5.128 The age profile is younger than the ISA and London and the South East. Around 23% of residents are aged 0 to 15, compared with 21% across the ISA and 19% across London and the South East. Around 68% of residents are of working age, slightly above both the ISA (67%) and the combined London and the South East average (65%). Around 10% are aged 65 and over, which is lower than the ISA (11%) and the combined London and the South East average (16%).

4.5.129 Hayes is more ethnically diverse than both the ISA and the regional comparator. Around 22% of residents identify as White, compared with 38% across the ISA and 70% across London and the South East. Around 54% of residents identify as Asian or Asian British, above the ISA average (45%) and substantially above the wider regional comparator (14%). Hayes also records a relatively high proportion of residents identifying as Black, Black British, Caribbean or African (11%), compared with 7% across the ISA and 8% across London and the South East. Smaller proportions identify as Mixed or Multiple ethnic groups (3%) and Other ethnic groups (10%).

4.5.130 The religious profile also differs markedly from the wider comparator geographies, with Sikhism (26%) and Islam (23%) accounting for a substantially larger share of residents than across either the ISA or London and the South East.

4.5.131 The area contains a relatively high proportion of family households. One-family households account for 63% of all households, compared with 61% across the ISA and 62% across London and the South East. One-person households account for 18%, below both comparator areas (22% and 29% respectively), while other household types account for 19%. This is above both the ISA (16%) and the wider regional comparator (10%).

4.5.132 There are approximately 4,710 households in Hayes. The household accommodation profile is strongly weighted towards houses (79%), compared with 64% across the

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ISA and 63% across London and the South East. Flats account for 17% of households, well below both comparator areas.

4.5.133 The tenure profile is more mixed. Owner-occupied households account for 51% of all households, above the ISA (47%) but below the combined London and the South East average (56%). Private rented households account for 30%, broadly in line with the ISA (31%) and above the wider regional comparator (24%), while social rented households account for 18%. This is in line with the combined London and the South East average and slightly below the ISA (20%).

4.5.134 Levels of overcrowding are above the ISA average overall, affecting 19% of households compared with 17% across the ISA. Overcrowding is above the ISA average across all tenures, including within the owner-occupied sector (10% compared with 9%), the private rented sector (28% compared with 27%), and particularly the social rented sector (28% compared with 20%).

4.5.135 Self-reported health is broadly aligned with the ISA. Around 85% of residents reported being in very good or good health, while 11% reported being in fair health and 4% in very bad or bad health, which is consistent with both the ISA and London and the South East. Approximately 11% of residents identified as disabled under the Equality Act 2010, slightly below the ISA average (12%) and below the combined London and the South East average (15%).

4.5.136 In terms of deprivation, Hayes is broadly in line with the ISA average for the overall IMD and majority of IMD domains.

4.5.137 More pronounced relative deprivation is evident in relation to the income domain, with parts of the Community Area falling within the 10% most deprived areas nationally for this measure. This indicates that some neighbourhoods in Hayes experience greater relative deprivation associated with low income than average across the ISA.

Heston (Hounslow)

4.5.138 Heston is a large residential area in the London Borough of Hounslow, centred around Heston Road and New Heston Road. It is served by a broad range of local facilities, including Heston Primary School, Heston Community School, Heston Library, Heston Pools and Fitness, Heston Park and Heston Village Hall.

4.5.139 The Community Area had a resident population of approximately 41,420 in 2021 and experienced population growth of around 4,220 people (11%) between 2011 and 2021. This is above the rate recorded across the ISA (8%) and the combined London and the South East average (8%).

4.5.140 The age profile is broadly aligned with the ISA, although Heston has a slightly older population structure than some neighbouring Community Areas. Around 21% of residents are aged 0 to 15, consistent with the ISA and the combined London and the South East average (19%). Around 67% of residents are of working age, consistent with the ISA and above the wider regional comparator (65%), while 12% are aged 65 and over. This is slightly above the ISA average (11%) but below the combined London and the South East average (16%).

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4.5.141 Heston is more ethnically diverse than both the ISA and the regional comparator. Around 19% of residents identify as White, compared with 38% across the ISA and 70% across the combined London and the South East average, while 60% of residents identify as Asian or Asian British. This is materially above the ISA average (45%) and substantially above the combined London and the South East average (14%). A further 11% of residents identify as Other ethnic groups, above the ISA (7%) and London and the South East (4%), while 7% identify as Black, Black British, Caribbean or African, in line with the ISA.

4.5.142 The religious profile differs from the regional average, with Sikhism (26%), Islam (23%) and Hinduism (13%) accounting for a substantially larger share of residents than across London and the South East overall.

4.5.143 The area contains a broadly similar proportion of family households to the ISA, but a higher proportion of other household types. One-family households account for 60% of all households, compared with 61% across the ISA and 62% across London and the South East. One-person households account for 19%, below both comparator areas (22% and 29% respectively), while other household types account for 21%. This is above both the ISA (16%) and the combined London and the South East average (10%).

4.5.144 There are approximately 12,590 households in Heston. The household accommodation profile is broadly similar to the ISA, with houses accounting for 65% of households and flats accounting for 31%. The tenure profile is also relatively close to the ISA. Owner-occupied households account for 48% of all households, slightly above the ISA (47%) but below the combined London and the South East average (56%). Private rented households account for 31%, in line with the ISA and above the wider regional comparator (24%), while social rented households account for 19%. This is close to the ISA (20%) and slightly above the combined London and the South East average (18%).

4.5.145 Levels of overcrowding are above the ISA average overall, affecting 19% of households compared with 17% across the ISA. Overcrowding is above the ISA average in the owner-occupied sector (11% compared with 9%), the private rented sector (30% compared with 27%), and the social rented sector (25% compared with 20%).

4.5.146 Self-reported health is similar to the average for the ISA. Around 84% of residents reported being in very good or good health, compared with 85% across both the ISA and London and the South East. A higher proportion of residents reported being in very bad or bad health (5%) than across both comparator geographies (both at 4%). Approximately 12% of residents identified as disabled under the Equality Act 2010, consistent with the ISA average and below the combined London and the South East average (15%).

4.5.147 Heston is more deprived overall than the average for Community Areas within the ISA.

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4.5.148 This pattern is driven in part by the income domain, with neighbourhoods in the western area falling within the 10% most deprived areas nationally, and by the employment domain, with parts of Heston among the 20% most deprived in England.

4.5.149 More pronounced relative deprivation is also evident in relation to the barriers to housing and services domain, with parts of Heston falling within the 10% most deprived areas nationally for this measure. The Community Area also records greater deprivation than the ISA average in relation to the living environment domain, indicating relatively greater pressures associated with housing quality and the wider physical environment.

Horton (Windsor and Maidenhead)

4.5.150 Horton is a small village within the Royal Borough of Windsor and Maidenhead. The area includes a mix of residential and non-residential uses, and the Community Area is served by a more limited range of community facilities and public open spaces. Those available include Horton Road Playing Fields.

4.5.151 The Community Area had a resident population of approximately 1,200 in 2021 and experienced population growth of around 170 people (16%) between 2011 and 2021, double the percentage recorded across both the ISA (8%) and the combined London and the South East average (8%).

4.5.152 The age profile is broadly aligned with the comparator geographies, although Horton has a slightly older population than the ISA. Around 18% of residents are aged 0 to 15, below the ISA (21%) and broadly aligned with the combined London and the South East average (19%). Around 68% of residents are of working age, slightly above the ISA (67%) and the wider regional comparator (65%), while 15% are aged 65 and over. This is above the ISA average (11%) and close the combined London and the South East average (16%).

4.5.153 Horton has a less diverse ethnic profile than the ISA, although it remains more diverse than London and the South East. Around 56% of residents identify as White, compared with 38% across the ISA and 70% across London and the South East. Around 34% of residents identify as Asian or Asian British, below the ISA average (45%) but materially above the wider regional comparator (14%). Smaller proportions identify as Black, Black British, Caribbean or African (2%), Mixed or Multiple ethnic groups (3%) and Other ethnic groups (5%).

4.5.154 The religious profile also differs from the comparator geographies, with a relatively high proportion of residents identifying as Sikh (20%), compared with 13% across the ISA and 1% across London and the South East.

4.5.155 The area contains a slightly lower proportion of family households than the ISA and a higher proportion of one-person households. One-family households account for 58% of all households, compared with 61% across the ISA and 62% across London and the South East. One-person households account for 27%, above the ISA average (22%) and close to the wider regional comparator (29%), while other household types account for 15%, broadly aligned with the ISA (16%) and above the combined London and the South East average (10%).

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4.5.156 There are approximately 440 households in Horton. The household accommodation profile is strongly weighted towards houses (76%), compared with 64% across the ISA and 63% across the combined London and the South East average. Flats account for 17% of households, materially below both comparator areas.

4.5.157 Owner-occupied households account for 72% of all households, substantially above the ISA (47%) and above the combined London and the South East average (56%). By contrast, private rented households account for 18% and social rented households for 11%, both below the ISA averages (31% and 20% respectively).

4.5.158 Levels of overcrowding are markedly below the ISA average overall, affecting 8% of households compared with 17% across the ISA. Overcrowding is also lower across each tenure category than across the ISA, including within the private rented sector (10% compared with 27%) and the social rented sector (15% compared with 20%).

4.5.159 Self-reported health is slightly more positive than the average for the ISA. Around 86% of residents reported being in very good or good health, compared with 85% across both the ISA and London and the South East. A smaller proportion of residents reported being in very bad or bad health (3%) than across both comparator geographies (both at 4%). Approximately 14% of residents identified as disabled under the Equality Act 2010, above the ISA average (12%) but below the combined London and the South East average (15%).

4.5.160 Horton is less deprived overall than the average for the ISA. More localised relative deprivation is evident in relation to the education, skills and training domain, with parts of the Community Area among the 30% most deprived neighbourhoods in England for this measure.

4.5.161 Relative deprivation is also evident in relation to the barriers to housing and services domain, with parts of Horton falling within the 10% most deprived areas nationally for this measure. This is similar to most of the Community Areas.

Hounslow Central and South (Hounslow)

4.5.162 Hounslow Central and South covers Hounslow town centre and adjoining residential neighbourhoods. The area includes civic, retail, cultural and community uses and has access to rail and Underground services.

4.5.163 The Community Area had a resident population of approximately 31,450 in 2021 and experienced population growth of around 4,870 people (18%) between 2011 and 2021, substantially above the rate recorded across the ISA (8%) and the combined London and the South East average (8%).

4.5.164 The age profile is broadly aligned with the ISA, although Hounslow Central and South has a slightly younger population than London and the South East. Around 20% of residents are aged 0 to 15, slightly below the ISA (21%) but above the combined London and the South East average (19%). Around 68% of residents are of working age, slightly above both the ISA (67%) and the wider regional comparator (65%), while 11% are aged 65 and over. This is consistent with the ISA (11%) but below the combined London and the South East average (16%).

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4.5.165 Hounslow Central and South is more ethnically diverse than both the ISA and the regional comparator. Around 36% of residents identify as White, slightly below the ISA (38%) and well below the combined London and the South East average (70%), while 47% of residents identify as Asian or Asian British. This is slightly above the ISA average (45%) and substantially above the wider regional comparator (14%). Smaller proportions identify as Black, Black British, Caribbean or African (5%), Mixed or Multiple ethnic groups (4%) and Other ethnic groups (7%).

4.5.166 The religious profile includes relatively high proportions identifying as Muslim (17%) and Hindu (16%), while the proportion identifying as no religion (12%) is lower than across London and the South East (34%).

4.5.167 The area contains a broadly similar proportion of family households to the ISA. One-family households account for 62% of all households, compared with 61% across the ISA and 62% across London and the South East. One-person households account for 22%, consistent with the ISA average and below the wider regional comparator (29%), while other household types account for 16%, consistent with the ISA and above the combined London and the South East average (10%).

4.5.168 There are approximately 10,900 households living in Hounslow Central and South. The household accommodation profile is more mixed than the ISA, with houses accounting for 56% of households and flats accounting for 34%.

4.5.169 The tenure profile also differs from the wider comparator geographies. Owner-occupied households account for 46% of all households, slightly below the ISA (47%) and below the combined London and the South East average (56%). Private rented households account for 39%, substantially above the ISA (31%) and the regional comparator (24%), while social rented households account for 13%, below both the ISA (20%) and the combined London and the South East average (18%).

4.5.170 Levels of overcrowding are in line with the ISA average (17%), but the tenure pattern is more differentiated. Overcrowding is lower than the ISA average in the owner-occupied sector (7% compared with 9%), but higher in the private rented sector (30% compared with 27%) and slightly higher in the social rented sector (21% compared with 20%).

4.5.171 Self-reported health is slightly more positive than the average for the ISA. Around 86% of residents reported being in very good or good health, compared with 85% across both the ISA and London and the South East. Meanwhile, 10% reported being in fair health, slightly below both comparator geographies (11%), while 4% reported being in very bad or bad health, consistent with the wider comparators. Approximately 10% of residents identified as disabled under the Equality Act 2010, below average for the ISA (12%) and the combined London and the South East average (15%).

4.5.172 In terms of deprivation, Hounslow Central and South is broadly in line with the ISA average for overall IMD, as well as for the income and employment domains.

4.5.173 Deprivation is more pronounced in relation to the crime domain, with parts of the western and central areas falling within the 10% most deprived areas nationally for this measure. This is more marked than the average pattern across the ISA.

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4.5.174 The Community Area also records relatively greater deprivation in relation to the living environment domain, indicating more pronounced pressures associated with housing quality and the wider physical environment.

Hounslow West and Heath (Hounslow)

4.5.175 Hounslow West and Heath includes the residential neighbourhoods around Hounslow West together with the extensive open space of Hounslow Heath. The Community Area is served by a range of community facilities and public open spaces, including Hounslow House, Hounslow Library, Hounslow Heath, Beaversfield Park and Hounslow Heath School.

4.5.176 The Community Area had a resident population of approximately 31,990 in 2021 and experienced population growth of around 4,610 people (17%) between 2011 and 2021, substantially above the rate recorded across the ISA (8%) and the combined London and the South East average (8%).

4.5.177 The age profile is younger than the ISA and London and the South East. Around 22% of residents are aged 0 to 15, compared with 21% across the ISA and 19% across London and the South East. Around 68% of residents are of working age, slightly above both the ISA (67%) and the wider regional comparator (65%), while 10% are aged 65 and over. This is slightly below the ISA (11%) and materially below the combined London and the South East average (16%).

4.5.178 Hounslow West and Heath is more ethnically diverse than both the ISA and the regional comparator. Around 25% of residents identify as White, compared with 38% across the ISA and 70% across London and the South East. Meanwhile, 59% of residents identify as Asian or Asian British, well above the ISA average (45%) and substantially above the wider regional comparator (14%). Smaller proportions identify as Black, Black British, Caribbean or African (6%), Mixed or Multiple ethnic groups (3%) and Other ethnic groups (7%).

4.5.179 In terms of religious profile, Muslim (22%), Hindu (15%) and Sikh (10%) populations each constitute a larger share of residents than across London and the South East average.

4.5.180 The area contains a slightly lower proportion of family households than the ISA and a higher proportion of other household types. One-family households account for 58% of households, compared with 61% across the ISA and 62% across London and the South East. One-person households account for 22%, consistent with the ISA average and below the wider regional comparator (29%), while other household types account for 21%, above both the ISA (16%) and the combined London and the South East average (10%).

4.5.181 There are around 10,040 households living in Hounslow West and Heath. The household accommodation profile is more mixed than the ISA, with houses accounting for 57% of households and flats accounting for 33%. The proportion of accommodation in other forms (11%) is also higher than in the ISA average (6%) and the combined London and the South East average (9%).

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4.5.182 Owner-occupied households account for 37% of all households, below both the ISA (47%) and the combined London and the South East average (56%). Private rented households account for 42%, substantially above the ISA average (31%) and the wider regional comparator (24%), while social rented households account for 18%, slightly below the ISA (20%) and in line with the combined London and the South East average (18%).

4.5.183 Levels of overcrowding are notably above the ISA average overall, affecting 23% of households compared with 17% across the ISA. Overcrowding is above the ISA average in the owner-occupied sector (13% compared with 9%) and particularly high in the private rented sector (35% compared with 27%). The rate in the social rented sector (21%) is also slightly above the ISA average (20%).

4.5.184 Self-reported health is broadly aligned with the wider comparator geographies. Around 85% of residents reported being in very good or good health, with 11% reporting fair health and 4% reporting very bad or bad health, consistent with both the ISA and London and the South East. Approximately 12% of residents identified as disabled under the Equality Act 2010, in line with the ISA average and below the combined London and the South East average (15%).

4.5.185 Hounslow West and Heath is slightly more deprived overall than the average for Community Areas within the ISA.

4.5.186 Parts of the Community Area are among the 20% most deprived neighbourhoods in England for income, while parts fall within the 20% to 30% most deprived nationally for the living environment domain.

4.5.187 Some more limited relative deprivation is also evident in the education, skills and training domain, with parts of the Community Area among the 30% most deprived neighbourhoods in England for this measure.

4.5.188 Deprivation is more pronounced in relation to the crime domain, particularly on the eastern side of Hounslow West and Heath. Some neighbourhoods fall within the 10% most deprived areas nationally for crime, while other parts of the Community Area are among the 20% to 30% most deprived in England. This is more pronounced than the average pattern across the ISA.

4.5.189 As in other Community Areas, parts of Hounslow West and Heath also fall within the 10% most deprived areas nationally for the barriers to housing and services domain.

Iver and Richings Park (Buckinghamshire Council)

4.5.190 Iver and Richings Park forms part of The Ivers in southern Buckinghamshire, combining the older village settlement of Iver with the later residential neighbourhood of Richings Park. The Community Area is served by a range of community facilities and open spaces, including Richings Sports Park, Stables Gym Richings Park and Richings Park Golf and Country Club.

4.5.191 The Community Area had a resident population of approximately 2,770 in 2021 and experienced population growth of around 420 people (18%) between 2011 and 2021,

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substantially above the rate recorded across the ISA (8%) and the combined London and the South East average (8%).

4.5.192 The age profile is slightly older than the ISA and broadly aligned with London and the South East overall. Around 18% of residents are aged 0 to 15, compared with 21% across the ISA and 19% across London and the South East. Around 66% of residents are of working age, slightly below the ISA (67%) and broadly aligned with the wider regional comparator (65%). Meanwhile, 16% are aged 65 and over, which is above the ISA average (11%) and consistent with the combined London and the South East average (16%).

4.5.193 Iver and Richings Park has a less diverse ethnic profile than the ISA, although it remains more diverse than London and the South East overall. Around 45% of residents identify as White, compared with 38% across the ISA and 70% across London and the South East. Around 42% of residents identify as Asian or Asian British, slightly below the ISA average (45%) but substantially above the wider regional comparator (14%). Smaller proportions identify as Black, Black British, Caribbean or African (2%), Mixed or Multiple ethnic groups (3%) and Other ethnic groups (8%).

4.5.194 A relatively high proportion of residents identify as Sikh (28%), compared with 13% across the ISA and 1% across London and the South East.

4.5.195 The area contains a relatively high proportion of family households. One-family households account for 65% of all households, compared with 61% across the ISA and 62% across London and the South East. One-person households account for 18%, below both comparator areas (22% and 29% respectively), while other household types account for 16%. This is broadly aligned with the ISA (16%) and above the combined London and the South East average (10%).

4.5.196 There are approximately 940 households in Iver and Richings Park. The household accommodation profile is strongly weighted towards houses (78%), compared with 64% across the ISA and 63% across London and the South East. Flats account for 14% of households, materially below both comparator areas.

4.5.197 Owner-occupied households account for 73% of all households, substantially above the ISA (47%) and above the combined London and the South East average (56%). By contrast, private rented households account for 25% and social rented households for 2%, both below the ISA averages (31% and 20% respectively).

4.5.198 Levels of overcrowding are well below the ISA average, affecting 4% of households compared with 17% across the ISA. Overcrowding is also lower across each tenure category than across the ISA, including within the owner-occupied sector (2% compared with 9%) and the private rented sector (13% compared with 27%).

4.5.199 Self-reported health is more positive than in the ISA. Around 88% of residents reported being in very good or good health, compared with 85% across both the ISA and London and the South East. A smaller proportion of residents reported being in very bad or bad health (3%) than across both comparator geographies (both at 4%). Approximately 10% of residents identified as disabled under the Equality Act 2010,

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below the ISA average (12%) and the combined London and the South East average (15%).

4.5.200 Iver and Richings Park is less deprived overall than the average for the ISA.

4.5.201 Some more localised relative deprivation is evident in relation to the education, skills and training domain, with parts of the eastern side of the Community Area among the 30% most deprived neighbourhoods in England for this measure.

4.5.202 Relative deprivation is also evident in relation to the barriers to housing and services domain, with parts of the Community Area among the 20% to 30% most deprived neighbourhoods in England for this measure. This is, however, less pronounced than in other Community Areas.

Longford (Hillingdon)

4.5.203 Longford is a small historic village on the Bath Road immediately north-west of the existing airport, with a designated conservation area. The Community Area relies on neighbouring provision in surrounding areas, including Harmondsworth and Poyle, for access to community facilities, schools and public open space.

4.5.204 Longford had a resident population of approximately 650 in 2021 and experienced a population decline of around 60 people (-8%) between 2011 and 2021. This contrasts with growth across the ISA (8%) and the combined London and the South East average (8%).

4.5.205 The age profile is notably different from the ISA. Around 14% of residents are aged 0 to 15, compared with 21% across the ISA and 19% across London and the South East. By contrast, 78% of residents are of working age, materially above both the ISA (67%) and the wider regional comparator (65%). Meanwhile, 9% are aged 65 and over, below both comparator areas (11% and 16% respectively). The gender profile is also distinctive, with 61% male residents and 39% female, unlike the broadly even gender balance recorded across other Community Areas.

4.5.206 Longford has a less diverse ethnic profile than the ISA, although it remains more diverse than London and the South East overall. Around 51% of residents identify as White, compared with 38% across the ISA and 70% across London and the South East. Around 32% of residents identify as Asian or Asian British, below the ISA average (45%) but materially above the wider regional comparator (14%). Smaller proportions identify as Black, Black British, Caribbean or African (6%), Mixed or Multiple ethnic groups (4%) and Other ethnic groups (6%).

4.5.207 The religious profile also differs from the wider comparator geographies, with a relatively high proportion of residents identifying as Christian (51%). This is above both the ISA (37%) and the combined London and the South East average (44%).

4.5.208 The area contains a markedly different household profile to the ISA. One-person households account for 42% of all households, compared with 22% across the ISA and 29% across London and the South East. One-family households account for 44%, substantially below both comparator areas (61% and 62% respectively), while

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other household types account for 14%. This is slightly below the ISA (16%) and above the combined London and the South East average (10%).

4.5.209 There are approximately 250 households in Longford. Houses account for 46% of households and flats account for 49%. This contrasts with the ISA, where houses are the dominant accommodation type (64%) and flats account for 30%.

4.5.210 The tenure profile is also markedly different. Owner-occupied households account for 26% of all households, substantially below the ISA (47%) and the combined London and the South East average (56%). Private rented households account for 61%, almost double the ISA average (31%) and far above the combined London and the South East average (24%), while social rented households account for 10%, below both comparator areas.

4.5.211 Levels of overcrowding are broadly aligned with the ISA overall (18% compared with 17%), but the tenure pattern is uneven. Overcrowding in the private rented sector (19%) is lower than the ISA average for that tenure (27%) but above the combined London and the South East average (11%). Overcrowding in the social rented sector (38%) is substantially above the averages for the ISA (20%), the combined London and the South East average (25%).

4.5.212 Self-reported health is less positive than the average for the ISA. Around 81% of residents reported being in very good or good health, compared with 85% across both the ISA and London and the South East. Meanwhile, 14% reported being in fair health, above both comparator geographies (11%), and 5% reported being in very bad or bad health, above both comparator areas (4%). Approximately 14% of residents identified as disabled under the Equality Act 2010. This is above the ISA average (12%) but below the combined London and the South East average (15%).

4.5.213 Longford is more deprived overall than the average for Community Areas within the ISA. More pronounced relative deprivation is evident in relation to the income and education, skills and training domains, with parts of the Community Area among the 30% most deprived neighbourhoods in England for both measures.

4.5.214 Deprivation is more acute in relation to barriers to housing and services and the living environment domain, where parts of Longford fall within the 10% most deprived areas nationally.

Poyle (Slough)

4.5.215 Poyle is one of the smaller community areas within the ISA and sits within Slough Borough Council. The area contains a relatively small resident population and a housing profile that is more suburban than some neighbouring communities.

4.5.216 Poyle had a resident population of approximately 1,740 in 2021 and experienced very limited population growth of around 10 people (less than 1%) between 2011 and 2021. This is compared with growth of 8% across both the ISA and London and the South East.

4.5.217 The age profile is broadly aligned with the wider comparator geographies, although Poyle has a slightly higher working-age population share. Around 19% of residents

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are aged 0 to 15, compared with 21% across the ISA and 19% across London and the South East. Around 70% of residents are of working age, above both the ISA (67%) and the wider regional comparator (65%), while 11% are aged 65 and over. This is consistent with the ISA (11%) and below the combined London and the South East average (16%).

4.5.218 Poyle has a less diverse ethnic profile than the ISA, although it remains more diverse than London and the South East overall. Around 51% of residents identify as White, compared with 38% across the ISA and 70% across London and the South East. Meanwhile, 37% of residents identify as Asian or Asian British, below the ISA average (45%) but well above the wider regional comparator (14%). Smaller proportions identify as Black, Black British, Caribbean or African (3%), Mixed or Multiple ethnic groups (5%) and Other ethnic groups (4%).

4.5.219 The religious profile also differs from the wider comparator geographies, with a relatively high proportion of residents identifying as Sikh (17%), compared with 13% across the ISA and 1% across London and the South East.

4.5.220 The area contains a comparatively high proportion of one-person households. One-person households account for 28%, above the ISA average (22%) and close to the wider regional comparator (29%), while other household types account for 12%, below the ISA (16%) but above the combined London and the South East average (10%). One-family households account for 60% of all households, compared with 61% across the ISA and 62% across London and the South East.

4.5.221 There are approximately 670 households in Poyle. The household accommodation profile predominantly comprises houses (70%), compared with 64% across the ISA and 63% across London and the South East. Flats account for 25% of households, slightly below both comparator areas.

4.5.222 The tenure profile is more mixed. Owner-occupied households account for 54% of all households, above the ISA (47%) but slightly below the combined London and the South East average (56%). Private rented households account for 41%, substantially above the ISA average (31%) and the wider regional comparator (24%), while social rented households account for 4%, materially below both the ISA (20%) and the combined London and the South East average (18%).

4.5.223 Levels of overcrowding are below the ISA average overall (14% compared with 17%). Overcrowding is lower than the ISA average within the private rented sector (25% compared with 27%) and the social rented sector (15% compared with 20%), although it remains present across all tenures.

4.5.224 Self-reported health is slightly more positive than the average for the ISA. Around 86% of residents reported being in very good or good health, compared with 85% across both the ISA and London and the South East. A smaller proportion of residents reported being in very bad or bad health (3%) than across both comparator geographies (both at 4%). Approximately 10% of residents identified as disabled under the Equality Act 2010, below the ISA average (12%) and below the combined London and the South East average (15%).

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4.5.225 Poyle is less deprived overall than the average for Community Areas within the ISA. However, parts of the Community Area fall within the 10% most deprived areas nationally for barriers to housing and services and among the 30% most deprived neighbourhoods in England for the living environment domain.

Sipson (Hillingdon)

4.5.226 Sipson is a small settlement within the London Borough of Hillingdon, located immediately north of the existing airport. The Community Area retains a village-scale residential character and is served by a limited range of local facilities and public open spaces, including Sipson Community Centre and Sipson Recreation Ground.

4.5.227 The Community Area had a resident population of approximately 1,600 in 2021 and experienced population growth of around 260 people (19%) between 2011 and 2021, substantially above the rate recorded across the ISA (8%) and the combined London and the South East average (8%).

4.5.228 The age profile is younger than the ISA and London and the South East. Around 21% of residents are aged 0 to 15, consistent with the ISA and above London and the South East overall (19%). Around 71% of residents are of working age, materially above both the ISA (67%) and the combined London and the South East average (65%), while 8% are aged 65 and over. This is below both the ISA (11%) and the combined London and the South East average (16%).

4.5.229 Sipson has a less diverse ethnic profile than the ISA, although it remains more diverse than London and the South East overall. Around 50% of residents identify as White, compared with 38% across the ISA and 70% across London and the South East. 36% of residents identify as Asian or Asian British, below the ISA average (45%) but materially above the wider regional comparator (14%). Smaller proportions identify as Black, Black British, Caribbean or African (6%), Mixed or Multiple ethnic groups (3%) and Other ethnic groups (5%).

4.5.230 The religious profile includes a relatively high proportion of residents identifying as Christian (54%), above the ISA (37%) and the combined London and the South East average (44%).

4.5.231 The area contains a lower proportion of family households than the ISA and a higher proportion of other household types. One-family households account for 55% of all households, compared with 61% across the ISA and 62% across London and the South East. One-person households account for 20%, slightly below the ISA (22%) and materially below the wider regional comparator (29%), while other household types account for 25%, substantially above both the ISA (16%) and the combined London and the South East average (10%).

4.5.232 There are approximately 500 households in Sipson. The accommodation profile is strongly weighted towards houses (87%), compared with 64% across the ISA and 63% across London and the South East. Flats account for just 8% of households, materially below both comparator areas.

4.5.233 The tenure profile differs markedly from the ISA. Owner-occupied households account for 28% of all households, well below the ISA (47%) and the combined

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London and the South East average (56%). Private rented households account for 54%, well above the ISA average (31%) and more than double the wider regional comparator (24%), while social rented households account for 17%. This is slightly below the ISA (20%) and broadly aligned with the combined London and the South East average (18%).

4.5.234 Levels of overcrowding are above the ISA average (19% compared with 17%). Overcrowding is slightly above the ISA average in the owner-occupied sector (10% compared with 9%), lower in the private rented sector (25% compared with 27%), and slightly below the ISA average in the social rented sector (19% compared with 20%).

4.5.235 Self-reported health is broadly aligned with the wider comparator geographies. Around 85% of residents reported being in very good or good health, with 11% reporting fair health and 4% reporting very bad or bad health, consistent with both the ISA and London and the South East. Approximately 11% of residents identified as disabled under the Equality Act 2010, slightly below the ISA average (12%) and below the combined London and the South East average (15%).

4.5.236 In terms of overall deprivation, Sipson is broadly in line with the ISA average. It appears relatively less deprived in relation to the employment, health, crime, and education, skills and training domains, with fewer neighbourhoods falling within the 30% most deprived areas nationally.

4.5.237 However, parts of Sipson fall within the top 10% nationally for barriers to housing and services, in line with the average for the ISA.

Stanwell (Spelthorne)

4.5.238 Stanwell is a large residential community on the southern side of the existing airport within Spelthorne Borough Council. The Community Area forms part of the wider suburban area extending towards Staines-upon-Thames and the existing airport edge. The Community Area is served by a range of local facilities and public open spaces, including Town Farm Primary School and Nursery, Stanwell Fields CofE Primary School, Stanwell Community Centre and local recreation provision serving the surrounding residential area.

4.5.239 The Community Area had a resident population of approximately 16,840 in 2021 and experienced population growth of around 2,290 people (16%) between 2011 and 2021, substantially above the rate recorded across the ISA (8%) and the combined London and the South East average (8%).

4.5.240 The age profile is broadly aligned with the ISA, although Stanwell has a slightly higher proportion of older residents than some neighbouring Community Areas. Around 22% of residents are aged 0 to 15, compared with 21% across the ISA and 19% across London and the South East. Around 65% of residents are of working age, slightly below the ISA (67%) and consistent with the wider regional comparator (65%), while 13% are aged 65 and over. This is above the ISA average (11%) but below the combined London and the South East average (16%).

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4.5.241 Stanwell has a less diverse ethnic profile than the ISA, although it remains more diverse than London and the South East overall. Around 64% of residents identify as White, compared with 38% across the ISA and 70% across London and the South East. Meanwhile, 24% of residents identify as Asian or Asian British, below the ISA average (45%) but materially above the wider regional comparator (14%). Smaller proportions identify as Black, Black British, Caribbean or African (4%), Mixed or Multiple ethnic groups (4%) and Other ethnic groups (4%).

4.5.242 The religious profile includes a higher proportion of residents identifying as Christian (46%) and no religion (26%) than across the ISA, and lower proportions identifying as Muslim (7%) and Hindu (7%) than in several neighbouring communities.

4.5.243 The area contains a broadly similar proportion of family households to the wider comparator geographies. One-family households account for 62% of all households, compared with 61% across the ISA and 62% across London and the South East. One-person households account for 27%, above the ISA average (22%) and close to the wider regional comparator (29%). Other household types account for 11%, below the ISA (16%) and only slightly above the combined London and the South East average (10%).

4.5.244 There are approximately 6,390 households living in Stanwell. The household accommodation profile is broadly similar to the ISA, with houses accounting for 66% of households and flats accounting for 31%.

4.5.245 The tenure profile is more weighted towards owner occupation than the ISA overall. Owner-occupied households account for 54% of all households, above the ISA (47%) but slightly below the combined London and the South East average (56%). Private rented households account for 21%, below both the ISA (31%) and the wider regional comparator (24%), while social rented households account for 23%, above both the ISA (20%) and the combined London and the South East average (18%).

4.5.246 Levels of overcrowding are notably below the ISA average overall, affecting 10% of households compared with 17% across the ISA. Overcrowding is lower than the ISA average across all tenures, including within the private rented sector (15% compared with 27%) and the social rented sector (14% compared with 20%). However, it remains above the regional comparator in both cases.

4.5.247 Self-reported health is slightly less positive than the average for the ISA. Around 83% of residents reported being in very good or good health, compared with 85% across both the ISA and London and the South East. Meanwhile, 12% reported being in fair health, above the wider comparator geographies (11%), and 4% reported being in very bad or bad health, which is broadly in line with the comparator areas. Approximately 15% of residents identified as disabled under the Equality Act 2010, above the ISA average (12%) and consistent with the combined London and the South East average (15%).

4.5.248 Stanwell contains some neighbourhoods that are among the 30% most deprived in England overall. It is broadly in line with the average pattern across the ISA.

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4.5.249 Parts of the Community Area are also among the 30% most deprived in England for both the income and employment domains. These domains reflect relative deprivation associated with low income and exclusion from the labour market.

4.5.250 Stanwell records somewhat greater deprivation in relation to the education, skills and training domain, with parts of the Community Area among the 20% most deprived in England for this measure. This domain reflects relative disadvantage in educational attainment, skills and participation in education and training.

4.5.251 Deprivation is more pronounced in relation to the crime domain, particularly on the western side of the Community Area and in parts of the north. Some neighbourhoods are among the 20% most deprived in England for crime, while others fall within the 10% most deprived nationally. This domain reflects relative exposure to recorded crime and related risks.

4.5.252 Stanwell appears less deprived than the ISA average in relation to the barriers to housing and services domain, which measures relative deprivation associated with access to housing and key local services.

Stanwell Moor (Spelthorne)

4.5.253 Stanwell Moor is a small village within Spelthorne Borough Council, located to the south-west of the existing airport and bounded by the wider Colne Valley landscape, reservoirs and major transport infrastructure. The Community Area retains a distinct village character and includes local community assets such as Stanwell Moor Village Hall.

4.5.254 The Community Area had a resident population of approximately 1,770 in 2021 and experienced population growth of around 40 people (2%) between 2011 and 2021, below the rate recorded across the ISA (8%) and the combined London and the South East average (8%).

4.5.255 The age profile is older than the ISA and broadly aligned with London and the South East overall. Around 20% of residents are aged 0 to 15, slightly below the ISA (21%) and above the combined London and the South East average (19%). Around 63% of residents are of working age, below both the ISA (67%) and the wider regional comparator (65%), while 17% are aged 65 and over. This is substantially above the ISA average (11%) and slightly above the combined London and the South East average (16%).

4.5.256 Stanwell Moor has a less diverse ethnic profile than the ISA and is closely aligned with the wider regional comparator. Around 70% of residents identify as White, compared with 38% across the ISA and 70% across London and the South East. Meanwhile, 19% of residents identify as Asian or Asian British, below the ISA average (45%) but above the wider regional comparator (14%). Smaller proportions identify as Black, Black British, Caribbean or African (1%), Mixed or Multiple ethnic groups (4%) and Other ethnic groups (6%).

4.5.257 The religious profile includes a higher proportion of residents identifying as Christian (45%) and no religion (27%), and lower proportions identifying as Muslim (6%) than across the ISA.

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4.5.258 The area contains a relatively high proportion of family households. One-family households account for 65% of all households, compared with 61% across the ISA and 62% across London and the South East. One-person households account for 25%, above the ISA average (22%) but below the wider regional comparator (29%). Other household types account for 10%, below the ISA (16%) and consistent with the combined London and the South East average.

4.5.259 There are approximately 680 households living in Stanwell Moor. The household accommodation profile is strongly weighted towards houses (87%), compared with 64% across the ISA and 63% across London and the South East. Flats account for just 9% of households, materially below both comparator areas.

4.5.260 Owner-occupied households account for 68% of all households, substantially above the ISA (47%) and above the combined London and the South East average (56%). Private rented households account for 22%, below both the ISA (31%) and the combined London and the South East average (24%). Social rented households account for 10%, materially below both the ISA (20%) and the combined London and the South East average (18%).

4.5.261 Levels of overcrowding are markedly below the ISA average overall, affecting 7% of households compared with 17% across the ISA. This is the case across each tenure category, including within the owner-occupied sector (5% compared with 9%), the private rented sector (11% compared with 27%), and the social rented sector (17% compared with 20%).

4.5.262 Self-reported health is broadly aligned with the wider comparator geographies. Around 85% of residents reported being in very good or good health, with 11% reporting fair health and 3% reporting very bad or bad health, consistent with or slightly more positive than the comparator areas. Approximately 12% of residents identified as disabled under the Equality Act 2010, in line with the ISA average and below the combined London and the South East average (15%).

4.5.263 The IMD 2025 indicates that Stanwell Moor is less deprived overall than the average for Community Areas within the ISA.

4.5.264 At domain level, some crime deprivation is evident, with parts of the western side of the Community Area among the 30% most deprived in England for this domain.

4.5.265 Parts of the eastern side of Stanwell Moor fall within the 10% most deprived areas nationally for barriers to housing and services. The whole Community Area also falls within the 20% to 30% most deprived neighbourhoods in England for the living environment domain, indicating relative deprivation linked to housing quality and the wider physical environment.

West Drayton (Hillingdon)

4.5.266 West Drayton is a residential community within the London Borough of Hillingdon. The community area is served by a range of local facilities and public open spaces, including West Drayton Academy, Cherry Lane Primary School, West Drayton Library, Yiewsley and West Drayton Community Centre, The Green and Autumn Green Open Space.

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4.5.267 The Community Area had a resident population of approximately 20,930 in 2021 and experienced population growth of around 4,190 people (25%) between 2011 and 2021, substantially above the rate recorded across the ISA (8%) and the combined London and the South East average (8%).

4.5.268 The age profile is younger than the ISA and London and the South East. Around 23% of residents are aged 0 to 15, compared with 21% across the ISA and 19% across London and the South East. Around 67% of residents are of working age, consistent with the ISA and above the wider regional comparator (65%), while 10% are aged 65 and over, slightly below the ISA (11%) and materially below the combined London and the South East average (16%).

4.5.269 West Drayton has a more diverse ethnic profile than the regional comparator, although it is less diverse than some other Community Areas within the ISA. Around 50% of residents identify as White, compared with 38% across the ISA and 70% across London and the South East, while 30% of residents identify as Asian or Asian British. This is below the ISA average (45%) but materially above the wider regional comparator (14%). West Drayton also records a relatively high proportion of residents identifying as Black, Black British, Caribbean or African (9%), compared with 7% across the ISA and 8% across London and the South East. Smaller proportions identify as Mixed or Multiple ethnic groups (5%) and Other ethnic groups (5%).

4.5.270 The religious profile includes relatively high proportions identifying as Christian (40%) and Muslim (15%), while the proportion identifying as no religion (23%) is lower than the combined London and the South East average (34%).

4.5.271 The area contains a relatively high proportion of family households. One-family households account for 66% of all households, compared with 61% across the ISA and 62% across London and the South East. One-person households account for 22%, consistent with the ISA average and below the wider regional comparator (29%), while other household types account for 12%. This is below the ISA (16%) but slightly above the combined London and the South East average (10%).

4.5.272 There are approximately 7,370 households in West Drayton. The household accommodation profile is broadly similar to the ISA, with houses accounting for 62% of households and flats accounting for 33%.

4.5.273 The tenure profile is more mixed. Owner-occupied households account for 46% of all households, slightly below the ISA (47%) and well below the combined London and the South East average (56%). Private rented households account for 26%, below the ISA average (31%) but above the wider regional comparator (24%). Social rented households account for 25%, above the ISA (20%) and the combined London and the South East average (18%).

4.5.274 Levels of overcrowding are below the ISA average overall (13% compared with 17%), although the tenure pattern is mixed. Overcrowding is lower than the ISA average in the owner-occupied sector (6% compared with 9%) and the private rented sector (18% compared with 27%), while the rate in the social rented sector (21%) is slightly above the ISA average (20%).

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4.5.275 Self-reported health is broadly aligned with the wider comparator geographies, although disability is slightly more prevalent than across the ISA. Around 84% of residents reported being in very good or good health, compared with 85% across both the ISA and London and the South East. Meanwhile, 11% reported being in fair health and 4% in very bad or bad health, which is broadly consistent with the comparator geographies. Approximately 14% of residents identified as disabled under the Equality Act 2010, above the ISA average (12%) but below the combined London and the South East average (15%).

4.5.276 The IMD 2025 mapping indicates that West Drayton contains neighbourhoods that are within the 20% and 30% most deprived in England. A similar pattern is evident in relation to income, employment and education deprivation domains. Parts of the southern area fall within the 20% most deprived areas nationally, while areas to the north are generally within the 30% most deprived.

4.5.277 More limited health deprivation is also evident, with parts of the eastern area falling within the 30% most deprived areas nationally.

4.5.278 West Drayton records more pronounced deprivation in relation to crime than the ISA average, with parts of the Community Area falling within the 10% most deprived areas nationally for this domain.

4.5.279 This level of deprivation is also evident in the barriers to housing and services domain. However, this is broadly consistent across the ISA with barriers to housing and services common across most Community Areas.

Wraysbury (Windsor and Maidenhead)

4.5.280 Wraysbury is a residential community within the Royal Borough of Windsor and Maidenhead. The Community Area is served by a range of local facilities and public open spaces, including Wraysbury Primary School, Wraysbury Post Office, Wraysbury Village Pharmacy, The Green, the tennis courts at The Green and Wraysbury Village Football Club Ground.

4.5.281 The Community Area had a resident population of approximately 3,170 in 2021 and experienced population growth of around 270 people (9%) between 2011 and 2021. This is slightly above the average across the ISA (8%) and the combined London and the South East average (8%).

4.5.282 The age profile is older than the ISA, and also London and the South East overall. Around 16% of residents are aged 0 to 15, compared with 21% across the ISA and 19% across London and the South East. Around 60% of residents are of working age, well below both the ISA (67%) and the wider regional comparator (65%), while 24% are aged 65 and over, substantially above the ISA average (11%) and the combined London and the South East average (16%).

4.5.283 Wraysbury has a less diverse ethnic profile than the ISA and is closer to the wider regional comparator. Around 68% of residents identify as White, compared with 38% across the ISA and 70% across London and the South East. A further 24% of residents identify as Asian or Asian British, below the ISA average (45%) but above the combined London and the South East average (14%). Smaller proportions

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identify as Black, Black British, Caribbean or African (1%), Mixed or Multiple ethnic groups (3%) and Other ethnic groups (4%).

4.5.284 The religious profile includes a relatively high proportion of residents identifying as Christian (46%) and Sikh (15%), and a lower proportion identifying as no religion (22%) than the combined London and the South East average (34%).

4.5.285 The area contains a broadly similar proportion of family households to the wider comparator geographies. One-family households account for 63% of all households, compared with 61% across the ISA and 62% across London and the South East. One-person households account for 25%, above the ISA average (22%) but below the wider regional comparator (29%). Other household types account for 12%, below the ISA (16%) but slightly above the combined London and the South East average (10%).

4.5.286 There are approximately 1,210 households in Wraysbury. The household accommodation profile is strongly weighted towards houses, which represent 89%, compared with 64% across the ISA and 63% across London and the South East. Flats account for just 7% of households, lower than both comparator areas.

4.5.287 Owner-occupied households account for 78% of all households, substantially above the ISA (47%) and above the combined London and the South East average (56%). By contrast, private rented households account for 15% and social rented households for 7%, lower than the ISA averages (31% and 20% respectively).

4.5.288 Levels of overcrowding are well below the ISA average overall, affecting 2% of households compared with 17%. Overcrowding is also lower across each tenure category than across the ISA, including within the owner-occupied sector (1% compared with 9%), the private rented sector (7% compared with 27%), and the social rented sector (around 2% compared with 20%).

4.5.289 Self-reported health is slightly more positive than the average for the ISA. Around 86% of residents reported being in very good or good health, compared with 85% across both the ISA and London and the South East. A smaller proportion of residents reported being in very bad or bad health (3%) than across both comparator geographies (4%). Approximately 13% of residents identified as disabled under the Equality Act 2010, above the ISA average (12%) but below the combined London and the South East average (15%).

4.5.290 Deprivation levels in Wraysbury are comparatively lower than the average across the ISA. However, there are localised pressures regarding education, skills and training, with parts of the eastern side of the Community Area falling within the 30% most deprived nationally for this domain.

4.5.291 Wraysbury also records relatively high levels of deprivation in relation to barriers to housing and services. The whole Community Area falls within the 30% most deprived areas nationally for this domain, while parts of the eastern area fall within the 10% most deprived. As previously mentioned, this pattern is consistent with the wider ISA, where barriers to housing and services are common across most Community Areas.

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4.6 Glossary

Term	Definition
Lower layer Super Output Area (LSOA)	A small statistical area used for reporting local data. According to the ONS, LSOAs are made up of groups of Output Areas, usually four or five, and generally comprise between 400 and 1,200 households and between 1,000 and 3,000 usual residents.
Middle Super Output Areas (MSOAs)	Standard geographic areas created by the Office for National Statistics (ONS) to collect and publish local statistics, such as health, employment and population data. They are designed to contain similar-sized populations rather than to reflect recognised communities or neighbourhoods, so their boundaries do not always match local areas that people identify with.
Output Area (OA)	The lowest level of geographical area used for Census statistics. For Census 2021 OAs generally include between 40 and 250 households and between 100 and 625 usual residents.

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Environmental Information Consultation Document (EICD)

Chapter 5: Socio-economics and employment

OCTOBER 2026

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5. Socio-economics and employment

5.1.1 As indicated within **Chapter 1: Setting the scene for consultation**, 'socio-economics and employment' is an aspect for which environmental information is presented for 2026 Public Consultation.

5.1.2 This chapter is supported by **Figure 5.1**, **Figure 5.2** and a glossary of terms.

5.1 What is meant by socio-economics and employment

5.1.1 Socio-economics and employment describes the effects on either the economy and/or the labour market.

5.1.2 The economy includes business activity, employment, productivity and economic activity measures by Gross Value Added (GVA). It is where economic activity takes place.

5.1.3 The labour market includes people who are economically active and could benefit from an improvement to the economy. It includes both those who are in employment and those who are unemployed – including young people who are Not in Education, Employment or Training (NEET) – and who are actively looking for work.

5.1.4 This chapter should be read in conjunction with **Chapter 6: Community** which sets out the changes to land and environment that affect people and homes, community facilities (including sport and leisure facilities) and public services.

5.1.5 **Chapter 4: People, place and Community Areas** describes in more detail the study areas and the baseline information that is referred to in this chapter.

5.1.6 **Chapter 11: Health** considers effects on health including those caused by changes to socio-economic factors, such as access to employment or training.

5.1.7 **Chapter 16: Land quality** considers effects on agricultural land and minerals and the effect on economic activity associated with these uses is considered in this chapter.

5.1.8 **Chapter 8: Noise and vibration** considers environmental effects on noise-sensitive non-residential receptors, such as businesses, which may affect their viability.

5.1.9 The Economic Development Framework (EDF) and the property information policies are also referred to as relevant (and set out in more detail in **Section 5.3**).

5.2 Why the Project will impact socio-economics and employment

5.2.1 Socio-economics and employment effects are determined by the likely changes to commercial land and property, businesses, employment, skills, training and the labour market, and the wider economy.

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5.2.2 The Project will lead to an increase in the economic activity supported by the expanded airport. As described within **Chapter 2: Description of the Project**, there will be an increase in passengers and Air Traffic Movements. This will mean more employment and training opportunities, higher spending with businesses in the supply chain, and higher consumer spending. The construction phase of the Project will also result in an increase in economic activity, employment and training.

5.2.3 Local businesses, the economy and the labour market will benefit from the scale of additional economic activity as a result of the Project. The Project will also drive an increase in opportunities for education and training that will have an additional positive impact on socio-economic inequality.

5.2.4 While the overall economic change of the Project will be substantially beneficial, there is also the potential for some existing nearby businesses to be displaced or disrupted. This could arise in cases where we require land and/or premises currently occupied by businesses, or due to changes to the local environment or transport network. The property policies set out our approach to mitigating the effects on businesses that will be adversely impacted by the Project

5.3 The Economic Development Framework (EDF)

5.3.1 The Economic Development Framework (EDF) is also subject to 2026 Public Consultation and sets out a framework for how we intend to maximise the economic benefits of the Project.

5.3.2 It sets out the key activities that we are considering with regards to:

- Enhancing the skills, employment, training (including apprenticeships) and education for both new and existing members of the labour market. This will be during the demolition and construction phase, or operational activities. The purpose of the EDF is set out how we intent to maximise the benefits of the Project to the local area and ensure there is a sufficient labour market both to deliver the Project and operate the expanded airport.
- Maximising the benefits to local businesses and supply chains, including supporting Small and Medium Sized Enterprises, driving innovative and inward investment and tourism. Again, this will apply where relevant to both the demolition and construction process, and operational activities.

5.3.3 The EDF, alongside the property policies, also sets out our overarching approach to mitigating the effects on businesses that could be adversely impacted by the Project.

5.3.4 The EDF has been informed by engagement with a range of stakeholders, including through the Heathrow Local Growth Taskforce. This brings us together with local authorities' education and training providers, business representative organisations and supply chain partners. We have also worked with Skills England, Department for Education (DfE) and Department for Work and Pensions (DWP).

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5.3.5 We will continue to work with partners and take account of views, including those raised through the 2026 Public Consultation, to develop the EDF ahead of the application for the Development Consent Order (DCO).

5.3.6 We have reviewed the draft Heathrow Expansion Policy Statement (HENPS) and considered its requirements, while recognising that the Airports National Policy Statement (ANPS) remains the current policy until the final HENPS has been published.

5.3.7 Prior to the release of the draft HENPS, the intention was that the EDF would be developed into an Economic Development Strategy. However, the draft HENPS includes, amongst other things, a need for both a Youth Employment and Skills Plan and an Economic Growth Strategy. There is overlap in the scope between these documents and the scope of the EDS.

5.3.8 Following publication of the final HENPS, we will further consider the scope of the Youth Employment and Skills Plan and the Economic Growth Strategy, as well as the Economic Development Strategy. Feedback received on the EDF will be considered within the relevant sections of relevant documents once the scope and purpose of each document is agreed.

5.3.9 In any case there will be an Economic Development Strategy or other relevant and equivalent document (such as an Economic Growth Strategy) to accompany the DCO application.

5.4 Legislation, policy and guidance

5.4.1 In the UK, there is a variety of legislation, policy and guidance related to socio-economics and employment.

5.4.2 The Equality Act (2010) [1] imposes public sector duties in respect of equality issues relating to groups with protected characteristics. It also includes provisions in relation to the consideration of socio-economic equalities[1]. We are addressing the assessment of equality regarding groups with protected characteristics as part of an ongoing Equality Impact Assessment (EqIA) process and will report this as part of the Development Consent Order (DCO) Application. This chapter of the Environmental Information Consultation Document (EICD) considers the effect of the Project on socio-economic inequality.

5.4.3 The Planning Act (2008) (as amended) [2] sets out the scope, application process and decision-making process for Nationally Significant Infrastructure Projects (NSIPs). It also includes requirements on the compulsory acquisition of land and property. The Project will require the compulsory acquisition of land and property, and therefore this legislation is relevant to the assessment of effects on displaced commercial interests and land.

5.4.4 The Airports National Policy Statement (ANPS) (2018) [3] remains the critical national policy that sets the framework for airport expansion in the context of the need for additional airport capacity and the need for economic growth. It sets out

[1] The Equality Act 2010 includes Section 11 ‘Public Sector Equality Duty’, which is in full legal effect. Section 1 ‘Public sector duty regarding socio-economic inequalities’ is not yet in force in England but government has advised it may be enacted ‘in due course’

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assessment principles including the effects on equality and land use, as well as the need for expansion projects to maximise the employment and skills opportunities, including the provision of apprenticeships.

5.4.5 The Government recently concluded its consultation on proposed amendments to the ANPS, to be known once amended as the Heathrow Expansion National Policy Statement (HENPS). The Government is now considering consultation feedback, and will also consider the outcome of parliamentary scrutiny once concluded. Subject to parliamentary approval of the Government's final form of the proposed amendments, the amended form of what will then be the HENPS is expected to be published by the end of 2026.

5.4.6 In preparing our consultation materials, we have reviewed the proposed amendments to the ANPS and continue to consider the potential implications for our preferred scheme and accompanying assessments. Where relevant to the assessments, the requirements of the ANPS are referenced in this EICD together with any potential changes arising from the proposed amendments, recognising that current policy in the ANPS remains the starting point for the consideration of Heathrow expansion until the amendments have been finalised and published as the HENPS. Following publication, we will engage with relevant stakeholders on the policy amendments as part of our ongoing programme of pre-application engagement. We will also consider whether targeted consultation is necessary.

5.4.7 As previously mentioned, the draft HENPS (2026) includes, amongst other things, a requirement for a Youth Employment and Skills Plan as well as an Economic Growth Strategy. It proposes a revised commitment to providing 5,000 youth apprenticeships, traineeships, and other entry-level pathways, which would – if approved in their current form – replace the current ANPS target of 10,000 apprenticeships.

5.4.8 Section 2 sets out the need for additional aviation capacity and the importance of aviation to the UK economy.

5.4.9 Section 5 sets out the requirements for the DCO application, including demonstrating how the Project will generate economic growth across the country. This is one of the Government's four tests that the DCO application will need to be able to meet alongside climate change, noise and air quality. It also sets out the requirements that the DCO application needs to meet in terms of skills planning.

5.4.10 The National Networks National Policy Statement (2024) [4] sets out the importance of local and interregional connectivity to enhance access to jobs, education and skills, supporting stronger labour markets. Connectivity increases economic density and productivity, enables growth and new communities, supports travel and tourism, connects key infrastructure like ports and airports, and facilitates the efficient movement of goods and freight.

5.4.11 Other national policy documents, statements and frameworks are also influential in setting the scope for socio-economic and employment effects, the need for infrastructure investment to drive economic growth, and the approach to enhancements and mitigation. These include:

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- The National Planning Policy Framework (2026 (as amended) [5] includes the economic objective 'to help build a strong, responsive and competitive economy' as part of its overall approach to achieving sustainable development.
- The UK's Modern Industrial Strategy (MIS) (June 2025) [6]. The UK MIS is a 10-year national plan with the aim of boosting investment, productivity, and economic growth.
- UK Infrastructure: A 10 Year Strategy (June 2025) [7]. This 10-year strategy sets out infrastructure plans to support the MIS and aims to "drive growth and raise living standards in every part of the UK", including addressing aviation constraints and backing a third runway at Heathrow.
- Plan for Change: Milestones for Mission-Led Government (December 2024) [8]. This mission statement sets out the milestones the government aims to achieve by the end of this Parliament, including to "Kickstart Economic Growth" through ensuring the planning system is "pro-growth and pro-infrastructure".
- "Get Britain Working" White Paper (November 2024) [9].
  This paper underlines the government's commitment to major employment support reforms by establishing Skills England and the Youth Guarantee, offering training and apprenticeships to young people.
- Flightpath to the Future (2022) [10]. This framework supports post-pandemic aviation growth, with plans to expand airport capacity sustainably and use aviation infrastructure to boost both national and local benefits.

5.4.12 Local and regional policies are also relevant to the assessment of the effects on socio-economic and employment receptors, including policies relating to economic development, employment, skills and training, business and commercial interests (including agriculture and minerals) and wider economic effects.

5.4.13 This includes the current London Plan (2021) [11] and ongoing consultation on the next draft London Plan (2026) [12] as well as relevant local plans and policies.

5.5 Assessment summary

5.5.1 This section summarises how the baseline has been identified, what data has been used within the assessment, the approach to the assessment, and how conclusions have been drawn.

Baseline

5.5.2 A socio-economic baseline is presented in **Chapter 4: People, place and Community Areas**, which shows an up-to-date overview of the current baseline. The baseline is split by the following receptor groups, the term used to describe groups that will likely be impacted by the Project:

- Local businesses, commercial interests and property likely to be acquired or experience changes to their environment or surface access

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- The economy
- People and the labour market
- Providers of skills, employment and training services

Assessment approach

5.5.3 There is no UK legislation or government guidance that specifies the detailed content required for socio-economic assessments, nor provides appropriate standards and thresholds for the assessment of the significance of effects. As such, the following is a summary of the approach undertaken within this chapter, which aligns with that of our Environmental Statement (ES).

5.5.4 Socio-economic effects are partly determined by the nature of the development and changes proposed, the nature of the locality (the sensitivity of receptor groups), and policy decisions taken by stakeholders. For example, these decisions could relate to skills and training policy provision, or business support.

5.5.5 As explained within **Chapter 3: The approach to assessment in the Environmental Information Consultation Document (EICD)**, effects are broadly derived from the interaction between the size of a change (the magnitude) and the sensitivity of the receptor to that change.

5.5.6 The main sensitive receptor groups, as indicated previously for the socio-economic and employment assessment, are local businesses and commercial interests, people and the labour market, and the local, regional and wider economy. The baseline economic environment is a dynamic and adaptive one with constant background change and turnover, for example people moving into and out of an area and changing jobs.

5.5.7 This assessment focuses on the sensitivity of these receptors, and any net changes to the relevant baseline positions, to determine whether effects are likely to be significant. As there are no common appropriate standards or thresholds, professional judgement is used.

5.5.8 For the purposes of **Section 5.6: Assessment results** reported in this chapter, this approach to assessing and reporting significance is considered to be consistent with the approach in our Environmental Impact Assessment (EIA), described as being in ‘EIA terms’.

5.5.9 The significance of effects has been determined by considering the sensitivity of the receptor and the magnitude of the change, in the context of environmental measures which are considered embedded within the Project (refer to **Chapter 3**). For this chapter, the most relevant measures are the Economic Development Framework (EDF), the property policies (as they relate to commercial property) and the construction transport strategy as set out in the Transport Information Consultation Document (TICD).

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5.5.10 Different effects are likely to arise as a result of the characteristics of the demolition and construction activities and changes in the level of operation at the expanded Airport (which will overlap with the demolition and construction activities).

5.5.11 Effects that will occur during the demolition and construction phase include those that relate to displacement/loss or other changes to land and property as a result of the land take, effects on the sustainability or viability of businesses, or disruption to residents' ability to access economic activity. These effects are relatively localised and therefore are reported at a local level.

5.5.12 Other effects that will occur during the demolition and construction phase relate to the demolition and construction workforce and supply chain. These include job creation, supply chain opportunities and opportunities for skills and training. These will impact both the labour market (people who live in the area who are employed or looking for work) and the economy (jobs and economic activity supported). The assessment considers the effect on both the labour market and the economy at both the local and national area.

5.5.13 Operational effects refer to the impact of the Project on employment and business generation. This will include direct effects such as the creation of jobs with the expanded airport boundary; indirect effects such as the creation of jobs within the supply chain; induced effects such as the jobs supported due to additional spending, and catalytic effects such as the jobs supported due to increased trade, investment or tourism driven by the Project. It also includes the effects on skills and training. Again, the assessment considers the effect on both the labour market and the economy at both the local and national area.

5.5.14 The Project is a Nationally Significant Infrastructure Project (NSIP). As set out in Paragraph 2.1 of the ANPS (2018): 'International connectivity, underpinned by strong airports and airlines, is important to the success of the UK economy. It is essential to allow domestic and foreign companies to access existing and new markets, and to help deliver trade and investment, linking us to valuable international markets and ensuring that the UK is open for business. It facilitates trade in goods and services, enables the movement of workers and tourists, and drives business innovation and investment, being particularly important for many of the fastest growing sectors of the economy.' The draft HENPS (2026) makes the same point at Paragraph 2.1.

5.5.15 While some individual effects may not be significant in the EIA terms described by this EICD (refer to **Chapter 3: The approach to assessment in the EICD**), the importance of the Project should not be understated.

Study areas

5.5.16 The ANPS (2018) states that 'social and economic benefits and adverse effects should be considered at national, regional and local levels' (paragraph 4.5). This position is maintained in the draft HENPS (2026).

5.5.17 Our approach to defining the study areas has been influenced by the geographic extent of the area across which potentially significant effects on socio-economic and employment receptors might reasonably be predicted to arise as a result of the

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Project. This takes into account the location and characteristics of receptors (namely, people and the labour market, businesses and commercial interests, providers of skills, employment and training services and the local, regional and national economy).

5.5.18 For the purposes of this chapter, the following study areas have been used:

5.5.19 The Inner Study Area for the socio-economic and employment assessment has been developed based on where the most local effects are likely to occur and is shown in **Chapter 4: People, place and Community Areas**. It is made up of 23 distinct Community Areas and is consistent with the Inner Study Area used for the community assessment (refer to **Chapter 6: Community**).

5.5.20 The Core Study Area (CSA), shown in **Figure 5.1**, comprises the following nine local authority areas:

- London Borough of Hillingdon
- London Borough of Hounslow
- London Borough of Ealing
- Slough Borough Council
- The Royal Borough of Windsor and Maidenhead
- Buckinghamshire Council
- Runnymede Borough Council
- Spelthorne Borough Council
- Elmbridge Borough Council

Figure 5.1: Core Study Area (CSA)

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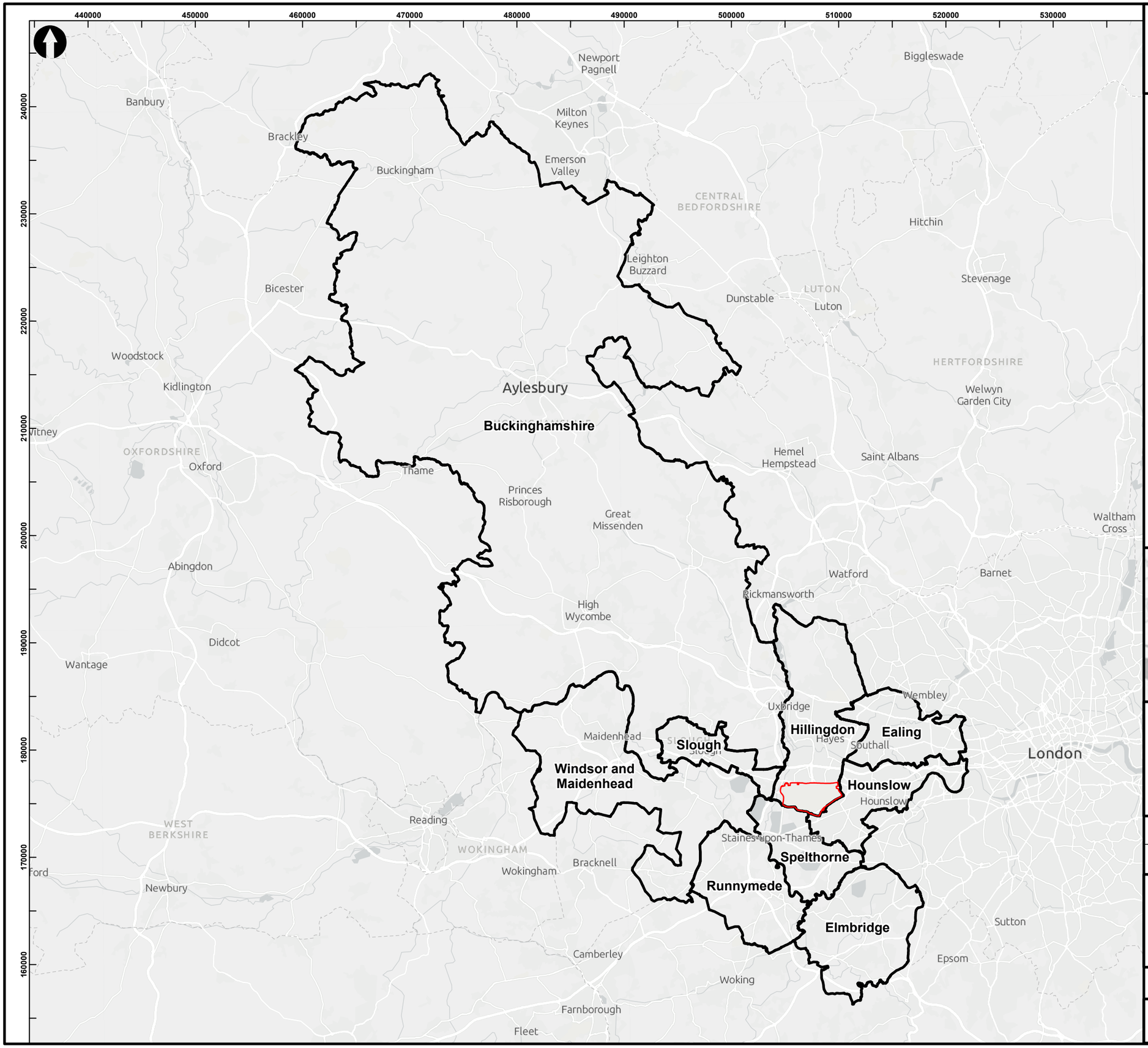

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Heathrow Airport

Core Study Area

0 2,500 5,000 10,000 15,000 20,000
Metres

Scale 1:350,000

Heathrow

© Heathrow Airport Limited	Scale 1:350,000
Project Name: Heathrow Expansion Project	Heathrow Project No.: 3R000

Title

Figure 5.1 Core Study Area: LPA boundaries

Company	Drawn By	Chk/Approved	Drawn Date	Status
WSP	LT	AB	29/07/2026	FINAL

Location-Level-Sub Series/System-Identifier	Version
3R000-XX-GA-XXX-100245	1.0

Source file: EH-WSP-EICR-077

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5.5.21 The CSA is informed by the functional economic area. It is designed to capture the effects on Heathrow's current and future commuting area, and the labour market in general, as a result of the direct economic effects of the Project, such as employment generation, as well as related indirect, induced and some catalytic employment effects, as well as the subsequent effects on business, skills and education.

5.5.22 Some effects are also assessed at a national level. This is either because it is difficult to break down the effect to smaller geographical levels (for example, catalytic effects), or because the effect is also assessed over the CSA as a whole, as well as at a national level.

5.6 Assessment results

5.6.1 The assessment of the effects of the Project on socio-economics and employment is described by groups of effects for the relevant phase.

5.6.2 The groups of effects are:

- Potential effects on businesses that are displaced or experience changes in the environment or transport network, and potential effect on residents' ability to access work.
- Effects during the demolition and construction activities related to employment and skills.
- Effects on the level of employment, economic activity and skills due to the creation of more jobs and economic activity at an expanded airport.
- Effects on employment and the economy through catalytic effects.

5.6.3 For the purposes of this assessment, the modelling is based upon an assumed opening year of 2035 for the Northwest Runway. This is based on the assumption that 2035 is the earliest possible date for runway opening, but it is now understood that the runway opening date is more likely to be later than 2035. The Environmental Statement will present an assessment based on our updated delivery programme. Were the opening of the Northwest Runway to occur later, the employment effects would likely be slightly lower (due to increasing productivity occurring over time) and later. Any changes would be small in the overall context of the additional employment and is unlikely to change any conclusions regarding the significance of the effect.

5.6.4 The potential effects on businesses that are displaced or disrupted, the potential effect on residents' ability to access work, and the effect of demolition/construction on employment and skills are all assessed during the early years of the Project. This is when the peak of construction effects will occur, bringing with it employment opportunities and upskilling, as well as the effects of displacement or disruption to businesses.

5.6.5 The effects of the increase in economic activity, such as employment, skills, trade and tourism, are modelled for the year 2055 to assess the full effect of an expanded airport. The build-up of direct jobs at the airport is shown over time to demonstrate the change in economic effects as the airport expands.

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Potential for adverse effects as a result of businesses that are displaced or experience changes in the environment or surface access and on potential residents' ability to access work

5.6.6 The following effects may occur as a result of the demolition and construction of the Project:

- Likely effects as a result of the purchase/displacement of businesses or land by the Project.
- Likely effects associated with businesses being impacted by changes to their environment or transport network.
- Likely effects associated with a change in residents' ability to access employment due to changes in the environment.

5.6.7 The businesses, commercial interests and property that are likely to be displaced by the Project will predominantly be located within the Inner Study Area, but the receptor is assessed within the context of the Core Study Area (CSA) and national area. This is appropriate when considering economic activity and labour markets, and where businesses are likely to relocate.

5.6.8 The displacement of businesses and commercial activity is anticipated to occur across the demolition and construction period. For the purposes of this assessment, it is assumed to occur in the early years of the construction programme.

5.6.9 This section is based on the level of information we have now. We are conducting a land referencing exercise to give us more information on the nature of the commercial businesses that are likely to be displaced by the Project, including those in the agriculture and minerals industries as well as non-airport related commercial uses. This information will be available for the Development Consent Order (DCO) application and will help to inform the Environmental Statement (ES). The ES assessment will also include more detail on the timing of displacements.

5.6.10 As set out in Chapter 2, there are a number of principal commercial uses that will be displaced as a result of the Project, some of these will be replaced and some will not. These include the following:

- Harmondsworth and Colnbrook Immigration Removal Centres (IRCs) to be relocated with similar capacity. The location is currently identified to the southeast of the airport and subject to further discussion with relevant stakeholders.
- The Lakeside Waste Management Facilities currently located in Lakeside Industrial Estate, Colnbrook, will be demolished.
- The British Airways' Waterside Office complex, located north of the A4 Colnbrook Bypass, will be demolished and a replacement facility of an appropriate size allowed for and currently identified near Hatton Cross.
- The southern portion of Holcim's operation of rail and road-served aggregates located to the southwest of the M25 and M4 junction will be demolished.

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- A BT Data Centre and depot north of the A4 will need to be removed.

5.6.11 In addition, there will be office, hotel and warehousing floorspace that will be displaced by the Project. However, for both hotel and freight forwarding, there will be a net increase in floorspace. This is because the Project includes more hotels and freight forwarding space than it demolishes:

- There will be approximately 6,000 hotel rooms provided as part of the DCO including the replacement of approximately 1,200 rooms.
- There will be more than 200,000 sqm of off-airport freight forwarding facility floorspace which will re-provide displaced capacity and an increase to respond to forecast increases in cargo.

5.6.12 For office, there will be approximately 8,000 sqm of airport related office floorspace displaced (in addition to the office space at BA Waterside). This space could be replaced as part of the DCO Project or it may be that it can be absorbed into the existing office stock or new offices that come forward outside of the DCO.

5.6.13 Floorspace being displaced could affect both a) the business that occupies a commercial property or uses land for commercial activity and b) the economic activity and employment that is facilitated by that commercial property or land.

5.6.14 In cases where a business is displaced from the CSA, the associated economic activity may not be – for example, if economic activity is transferred to another business within the CSA. Similarly, if a displaced business moves elsewhere within the CSA, economic activity is not displaced from the area.

5.6.15 The magnitude of the effect will depend on the ability of a business to relocate and whether they relocate in the same area, as well as the extent to which the economic activity supported by the business is linked to that business specifically and therefore cannot easily be replaced. This is likely to be driven by the industry and use of the floorspace or land which the business occupies.

5.6.16 Since the Project more than replaces the displaced hotel and freight forwarding space, there will not be an overall impact on the economic activity associated with these uses.

5.6.17 Similarly, the overall impact on economic activity supported by the displaced office uses is expected to be limited since the office space will either be replaced as part of the Project or will be absorbed by the local office market.

5.6.18 There may be effects that are specific to an individual business – for example the operators of the replacement hotels may not be the same as those operators of the hotels that will be displaced. This will be driven by commercial decisions of individual businesses.

5.6.19 There will also be effects on non-airport related commercial space (such as a retail units) – this will be informed by land referencing ahead of the ES. The extent of the impact will again depend on the nature of the uses and the decision of the business. For example, if a retail unit is displaced and the business does not relocate, the business itself will be the recipient of a negative effect, but the economic activity that

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it supports may not be displaced if retail expenditure is transferred to other shops within the core study area. If the retail unit relocates outside of the core study area, the effect on the business itself will not be as large, but the effect on the economic activity of the core study area will be the same.

5.6.20 The Project will also cause the displacement of agricultural land and minerals. Chapter 16: Land quality sets out that the Project will result in a permanent loss of approximately 960 hectares of Best and Most Versatile (BMV) agricultural land, comprising approximately 660 hectares of Grade 1, 105 hectares of Grade 2, 50 hectares of known Grade 3a land and 145 hectares of land in provisional Grade 3 which is assumed to be BMV land. A permanent loss of approximately 110 hectares of agricultural land that is not considered to be BMV (80 hectares of known Grade 3b and 30 hectares of Grade 4) will also occur due to the Project.

5.6.21 In a worst-case scenario, sand and gravel minerals will either be made inaccessible at several locations, or extracted and used to construct the Project.

5.6.22 At this time, we do not know the level of economic activity that is supported by these minerals sites and agricultural land. This will be informed by land referencing for the ES.

5.6.23 We will seek to minimise the effects on businesses through our property and land acquisition and compensation policies. These are summarised in the Property Information Paper. We have prepared these interim policies to help people whose properties are potentially within the area most affected by the Project to understand our offers of compensation and support. These interim policies explain our general approach to acquiring properties and land, and set out the enhanced compensation offers for eligible properties. These discretionary offers are intended to enhance the terms available under the Compensation Code for eligible properties, but don't change statutory rights or, where statutory requirements are met, the ability to serve a blight notice.

5.6.24 The Interim Policy for Commercial Property sets out the approach for larger commercial interests, as well as our offer for those with small business interests.

5.6.25 We recognise that it is important that affected businesses can plan their relocations with sufficient notice to enable the smooth transition of operations from one location to another. Occupiers of commercial properties will be provided with as long a period of notice as reasonably practicable, having regard to the programme for construction of the Project, but always at least the statutory minimum notice period.

5.6.26 Heathrow will provide an agency service to monitor the property market and identify current and anticipated availability, assisting any businesses affected by the compulsory acquisition.

5.6.27 We will also retain a property agent active in the local market to work with landlords and occupiers to proactively introduce opportunities, either immediately available or due to become available.

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5.6.28 It is our intention to protect the most vulnerable and we have established an interim Property Hardship Scheme (the PHS) to enable small business owners with a compelling need to move to apply to us to purchase their property early.

5.6.29 The Interim Policy for Agricultural Land and Property sets out the approach for owners of agricultural land and associated farmhouses.

5.6.30 For further information, refer to the Property Policies: Information Paper and the Property and Land Acquisition and Compensation Polices.

5.6.31 Given the level of re-provision of floorspace, the market conditions and our property policies, we anticipate the potential displacement of businesses or commercial activity will not result in a likely significant effect for the economy of the CSA or for the national economy.

5.6.32 The potential effect on the sustainability or viability of businesses may result from a change in catchment population, changes in the labour market, or changes in the environment (including noise). The catchment area may change in actual size, as a result of changes to the population resulting from displaced residents, or effective catchment as a result of the change in journey times (meaning it takes longer for people to travel to the business and so fewer people make the trip).

5.6.33 The potential effect on the sustainability or viability of businesses will occur across the demolition and construction period, but the most severe effects are anticipated to occur in the early years of construction.

5.6.34 The most substantial changes in the population catchment are anticipated to be in catchments which include Longford, where all residents will be displaced, and Harmondsworth, where approximately 80% will be displaced. This will have an effect on businesses that remain in these villages, due to a loss of both population catchment and labour market, and businesses where the labour catchment is reliant on populations in these villages. This is likely to be most significant for businesses in Harmondsworth who rely to a large extent on residents from Longford. Other villages within the Inner Study Area draw their workforce from a wider catchment area, meaning businesses are less likely to be affected.

5.6.35 Changes to the transport network could also affect the effective labour market and population catchment area. The Construction Transport Strategy sets out how we and our main contractors will implement effective traffic and transport management measures during the construction phases of the Project.

5.6.36 We have established a policy so that eligible small businesses can apply for compensation to cover financial loss or damages which is demonstrated to have been suffered as a direct consequence of the construction of the Project. This is set out in more detail in the Interim Policy for Commercial Property.

5.6.37 Residents may also experience disruption in their access to economic activity. This may occur due to changes to access to employment locations, caused by longer journey times or severance, meaning it is no longer feasible for a resident to work there. Again, this effect will be avoided, offset and mitigated where possible through traffic and transport management measures.

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5.6.38 It is not possible at this time to determine the significance of the effect caused by changes to the sustainability or viability of businesses, or to residents' ability to access employment. We will undertake further assessment in preparation for the ES.

Effects of demolition and construction activities related to employment and skills

5.6.39 The Project will be one of the largest infrastructure projects in the country. Not only does this create opportunities onsite and through the supply chain, it is also an opportunity to work with our partners to upskill our supply chain and workforce, ready for future infrastructure projects.

5.6.40 The Project will result in a substantial increase in the number of demolition and construction related jobs within the CSA. This is the effect on the **economy**. It will also increase the number of people who live in the CSA who are in work or training in construction. This is the effect on the **labour market**.

5.6.41 At peak, the Project is anticipated to involve 21,500 workers in the core scenario. This includes 17,500 onsite workers. **Table 5.1** shows the types and quantum of demolition and construction jobs that are anticipated to be required at peak and over the course of the construction period. This shows that the most required jobs will be electrical installations trades, labourers, and carpenters and joiners. These numbers are indicative and will be updated ahead of the DCO application.

Table 5.1: Construction employment by type (onsite)

	Peak (core scenario)	Peak (core scenario)	Construction period
Construction			
Electrical installation trades	1,400	8%	8%
Labourers	1,300	7%	6%
Carpenters and joiners	1,260	7%	7%
Other construction and building trades	1,160	7%	6%
Plant operatives	1,010	6%	5%
Plumbing and Heating, Ventilation and Air Conditioning (HVAC) trades	940	5%	6%
Construction trades supervisors	850	5%	4%
Plant mechanics/fitters	830	5%	4%
Road and rail construction operatives	820	5%	4%
Logistics	640	4%	3%
Non-construction trades and operatives	450	3%	2%

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	Peak (core scenario)	Peak (core scenario)	Construction period
Groundworkers	430	2%	2%
Steel erectors and metal workers	420	2%	2%
Bricklayers and masons	410	2%	2%
Noise - non standard	380	2%	2%
Scaffolders	320	2%	2%
Roofers	190	1%	1%
Plasterers	170	1%	1%
Floorers and wall tilers	160	1%	1%
Baggage	120	1%	4%
Painters and decorators	120	1%	1%
Glaziers and window trades	80	0%	0%
Leadership and Logistics	40	0%	1%
Archaeology	30	0%	0%
Specialist Systems	<10	0%	3%
Design			
Other professionals and technical staff working in construction	70	0%	1%
Civil engineers	20	0%	0%
Non-construction professionals and technical office-based staff	20	0%	0%
Directors, executives and senior managers	20	0%	0%
Other non-construction office-based staff	20	0%	0%
Architects	10	0%	0%
Surveyors	<10	0%	0%
Management			
Directors, executives and senior managers	990	6%	5%
Other non-construction office-based staff	660	4%	4%
Non-construction professionals and technical office-based staff	580	3%	3%
Construction project managers	510	3%	3%
Surveyors	410	2%	2%

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	Peak (core scenario)	Peak (core scenario)	Construction period
Other professionals and technical staff working in construction	340	2%	2%
Noise- non standard	200	1%	1%
Civil engineers	130	1%	1%
Architects	40	0%	0%
Baggage	<10	0%	0%
TOTAL	**17,500**	**100%**	**100%**

5.6.42 This is equivalent to a 32% increase in the number of construction jobs in the CSA at the peak of construction, compared to the current construction employment. This is set out in **Table 5.2**. This will be assessed in detail within the Environmental Impact Assessment (EIA) but is anticipated to amount to a likely significant beneficial effect.

5.6.43 There are 1.5m jobs in national construction economy and given there will likely be some displacement, the effect is anticipated to be not significant at a national level.

5.6.44 It should be noted that while this is not significant in EIA terms, the Project will be a multibillion-pound construction project and one of the largest infrastructure projects in the country.

Table 5.2: Effect on the construction economy

Indicator	CSA	England and Wales
Construction Employment (Business Register and Employment Survey (BRES), 2024)	55,500	1,495,000
Construction Businesses (Office for National Statistics (ONS), 2025)	16,100	384,800
Peak construction (onsite) workforce	17,500	17,500
% increase in the construction employment	32%	1.2%

5.6.45 Construction workers will include both ‘home-based workers’ who will travel to work from their existing home and ‘non-home-based workers’ who are expected to move to the area to work on the Project.

5.6.46 Non-home-based workers are a standard component of any large construction project, with the proportion of the total workforce influenced by the demand for specialist skills that may not be sufficiently available in the local area. For this assessment, it has been assumed that 20% of workers will be non-home-based. Therefore, it is estimated that 80% of workers (over 14,000 at peak) will travel from their homes.

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5.6.47 **Chapter 4: People, places and Community Areas** summarises the labour market baseline. This includes economic activity, including unemployment and those who are Not in Education, Employment or Training (NEET), and the qualification levels within the CSA.

5.6.48 The Census 2021 shows that, across the CSA, 41% of residents aged 16+ hold further or higher education qualifications. In the areas closest to the Project, Ealing (44%) and Hounslow (42%) are above the CSA average, while Hillingdon (37%) and Slough (35%) are below it. Slough, Ealing, Hillingdon and Hounslow have the highest share of residents with no qualifications (18% to 20%).

5.6.49 Some of the most in-demand construction workers are likely to be construction managers, electrical installation trades, labourer, carpenters, joiners and plant operatives (refer to **Table 5.1)**.

5.6.50 The Construction Industry Training Board Workforce Skills and Mobility in the Construction Sector (2022) report [13] found that 47% of construction workers in the UK had no formal qualifications when they first started working in the construction industry, but the majority (93%) of all construction workers hold some form of construction skill card or certificate. Construction can provide clear routes for upskilling.

5.6.51 There will be substantial opportunities for both employment and training, at a variety of skill levels, during the demolition and construction of the Project. Construction activities will generate in-work training and apprenticeship opportunities for those already employed in the construction sector who take work on the Project and new entrants to the labour market. This will include workers who move into construction from study or training, those who have switched careers to work in construction and those who were previously unemployed or workless (including NEETs).

5.6.52 The Economic Development Strategy or other relevant and equivalent document (such as the Economic Growth Strategy and / or the Youth Employment and Skills Plan) will set out an overarching strategy which seeks to enhance employment and training opportunities for both new and existing members of the labour market, including in demolition and construction activities. The Economic Development Framework (EDF), which is part of this 2026 Public Consultation, sets out the direction of travel for that strategy, and has been informed by engagement with stakeholders, including the Heathrow Local Growth Taskforce.

5.6.53 This is important in the context of reducing barriers to employment and in-work poverty as a source of social inequality, as identified in **Chapter 4: People, places and Community Areas**.

5.6.54 The EDF also sets out how we will work with our partners to plan for skills requirements and minimise skills gaps, as well as maximising supply chain benefits and innovation in the construction activities.

5.6.55 While not all the effects associated with skills and training will be felt by those residing in the CSA, a significant proportion will be. In the context of the size of the home-based workforce (over 14,000 at peak) relative to the size of the construction

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labour market[2] (workforce of 88,000), the effect on the labour market, skills and training is considered to be a likely significant beneficial effect at the CSA level at the peak of employment.

5.6.56 At a national level, the construction labour market is much larger (workforce of approximately 2.4 million) and so are the opportunities for skills and training. Therefore, it is anticipated that the effect on the labour market, skills and training is likely to be not significant at a national level even at the peak of construction. Nonetheless, while not significant in EIA terms, this a major infrastructure project which is a once-in-a-generation opportunity to upskill the labour market and support growth and innovation in the supply chain.

Effects as a result of economic activity at an expanded airport related to employment, economic activity and skills

5.6.57 The Project will result in substantial increases in the jobs and economic activity that the expanded airport supports. This will have an effect on both the economy and the labour market.

5.6.58 This includes direct effects as a result of jobs and businesses supported onsite related to the operation of the expanded airport, indirect effects as a result of growth in the expanded airport's supply chain and induced effects as a result of increased spending of wages on goods and services. The catalytic effects (the effects of increased trade and tourism) are set out in the next section.

5.6.59 There are currently 76,700 jobs at Heathrow. Without the Project, that number is forecast to decrease to around 58,800 jobs by the mid to late 2050s. This is because fewer people will be needed to work at the airport as technology advances and workers become more productive.

5.6.60 With the Project, it is anticipated that there will be 83,600 jobs at the expanded airport by 2055. This means the Project will result in 24,800 additional jobs at the expanded airport itself. The build-up of employment is set out in **Figure 5.2**. The years are representative of anticipated delivery of capacity release as described in **Chapter 2: Description of the Project**.

5.6.61 Of those 24,800 additional jobs, over 17,000 are anticipated to be taken by those who live in the CSA. This is the labour market effect.

[2] The number of jobs in the economy (in Table 5.3) in the number recorded by BRES. The number of people working in the industry is reported in the Census. The numbers differ due to different definitions and different ways of capturing the data.

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Figure 5.2: Direct onsite employment

5.6.62 These jobs will provide opportunities for training and upskilling, including apprenticeships, for residents of the CSA and the UK more broadly, and may result in additional demand for education, skills and training provision.

5.6.63 **Table 5.3** sets out the type of roles that are anticipated to be needed for the Project. The largest job types will be working for airlines and airline handling agents.

Table 5.3: Direct operational jobs provision summary (2055)

Role	Jobs (No.) - rounded
Airlines/airline handling agents	49,700
Airport operator	10,200
Food and beverage and retail	6,800
Other	4,600
Ground transport and logistics	4,400
Building, infrastructure and maintenance contractors	3,600
Other public passenger services	1,800
Cargo/freight/courier services	2,200
Digital and technology contractors	120
Government or emergency services	120
Total - with the Project*	**83,600**

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Role	Jobs (No.) - rounded
Total - without the Project	58,800
Additional jobs created	**24,800**

** Figures may not add due to rounding*

5.6.64 The draft Heathrow Expansion National Policy Statement (HENPS) (2026) includes updated analysis of the impact of job creation in the local area. This is higher than is forecast in this 2026 Public Consultation (including in this document). We will work with the Department for Transport (DfT) to understand these forecasts and will update the analysis for the DCO application as required.

5.6.65 We are committed to enhancing skills benefits through active development of employment and training mechanisms.

5.6.66 As set out above, the EDF sets out the direction of travel and has been developed with key stakeholders, including but not limited to the Local Growth Taskforce. It sets out key activities that we are considering with regards to skills, training and education. This includes actions to reduce barriers to entry to work or training at the airport, and to target those who are unemployed or economically inactive. This is important in the context of reducing barriers to employment as a source of social inequality.

5.6.67 The framework will be developed into the Economic Development Strategy or other equivalent document (such as the Economic Growth Strategy and / or the Youth Employment and Skills Plan), which will be submitted as part of the DCO application. This will set out an overarching strategy which seeks to enhance the skills, employment, training and education for both new and existing members of the labour market.

5.6.68 The labour market of the CSA is approximately 1.1 million economically active residents. The Project also has an opportunity to bring people who are currently economically inactive into work. In that context, and combined with the target interventions around skills and training, we anticipate this to result in a likely significant beneficial effect at a CSA level.

5.6.69 In the context of the size of the labour market and the opportunities for skills and training at a national level, we anticipate the effect on the labour market, skills and training will be not significant in EIA terms at a national level. This is the context of the whole of the UK labour market – the Project will make a substantial contribution to skills and training as is set out in the EDF.

5.6.70 As well as direct employment, there will also be indirect and induced employment. This is set out in **Table 5.4**. There will be 57,000 additional gross jobs nationally as a result of the Project by 2055. The equivalent number for the CSA is 33,000 by 2055.

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Table 5.4: Direct, indirect and induced employment – gross (2055)

		Employment (thousand)		
		Without Heathrow expansion	With Heathrow expansion	Change (additional to future baseline)
National	Direct (gross)	58.8	83.6	24.8
	Total direct, indirect and induced (gross)	**132.4**	**189.5**	**57.0**
Core Study Area	Direct	58.8	83.6	24.8
	Total direct, indirect and induced	**76.3**	**109.4**	**33.0**

5.6.71 There will be a level of displacement, which is the economic activity that may be displaced from within the study area. In this context, the level of displacement is the extent to which employment would have been supported elsewhere in the economy in the absence of the Project. The economy in this context is both the economy of the CSA and the national (UK) economy. The level of displacement effects as a result of the Project is subject to uncertainty. Therefore, this assessment uses a range to inform a lower and upper scenario.

5.6.72 At a national level, a range of 0% in the upper end to 48% in the lower end has been used. The 0% figure is used at the upper end on the basis that the justification behind expansion of Heathrow is that London's airports are effectively full and the new runway will unlock additional, and not displaced, demand.

5.6.73 The lower end is based on the proportion of passengers (Civil Aviation Authority Passenger Survey Report (2024)) [14] who are UK residents. This assumes conservatively that all UK resident passengers would have spent their money elsewhere in the UK economy in the absence of the Project, but that no international passengers would have travelled without the Project (they are additional). In reality, it is likely that some international visitors would have travelled in the absence of the Project and not all of the UK residents' spend would be displaced. Using 48% is likely to give a conservative estimate (by overestimating the level of displacement).

5.6.74 As set out in **Table 5.5**, this will result in between 29,600 and 57,000 net additional direct, indirect and induced jobs at a national level. In the context of the size of the national economy, this is anticipated to result in a not significant effect.

5.6.75 At the CSA level, displacement will be lower than at a national level. This is because those who spend money at the airport are less likely to spend in the CSA if they do not fly. Therefore, a range of between 0% and 30% has been tested, resulting in between 23,100 and 33,000 net additional direct, indirect, and induced jobs at a CSA level.

5.6.76 In the context of the size of the economy of the CSA, which has just over a million jobs and this number is forecast to rise to 1.5 million by 2055, this is anticipated to result in a likely significant beneficial effect.

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Table 5.5: Direct, indirect and induced employment – net (2055)

Employment (thousand) - Change (additional to future baseline)			
		Lower	Upper
National	Direct (gross)	24.8	24.8
	Total direct, indirect and induced (gross)	57.0	57.0
	Displacement	48%	0%
	Total direct, indirect and induced (net)	**29.6**	**57.0**
Core Study Area	Direct (gross)	24.8	24.8
	Total direct, indirect and induced (gross)	33.0	33.0
	Displacement	30%	0%
	Total direct, indirect and induced (net)	**23.1**	**33.0**

Potential additional effects on employment and the economy through catalytic effects

5.6.77 There will be additional effects on employment and the economy through catalytic effects, as a result of improved connectivity resulting in additional trade, Foreign Direct Investment (FDI) and tourism. The catalytic effects are presented at a national level, as set out in **Section 5.5**. The catalytic effects will be reported at smaller spatial scales in the Environmental Statement (ES) as agreed with Planning Inspectorate, and to account for the requirements of the HENPS once finalised and adopted.

5.6.78 Additional direct connections will result in shorter journey times, avoiding the need to connect via other hub airport, and therefore an increase in passenger numbers. An increase in business passengers will result in increased trade and FDI, and therefore productivity and Gross Domestic Product (GDP). An increase in leisure passengers will result in increased tourism and spending, and therefore an increase in GDP and employment.

5.6.79 There are three key relationships to consider:

- Air connectivity (number of direct routes) and passenger volumes
- Passenger volumes and FDI, trade and tourism
- Tourism, FDI, trade and productivity, GDP, employment

5.6.80 Catalytic effects are presented as both employment and Gross Value Added (GVA) and are assessed at the national level: the size of the national (UK) economy is circa £2,500 billion and it employs over 30 million people.

5.6.81 By 2055, the effects of the increased trade and investment as a result of the increased connectivity due to the Project are about £2bn to £4bn a year to the UK economy and support around 17,900 to 34,000 jobs.

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5.6.82 While this will be a huge contribution to the UK economy for a single project it is likely not significant in EIA terms at a national level. Nonetheless it should be acknowledged that this is a nationally significant infrastructure project which is crucial to supporting trade and FDI.

5.6.83 Note this is not the whole economy effect of Heathrow expansion. It does not include the direct, indirect and induced jobs (as set out above), nor does it include the capital spending on the project itself, the passenger benefits, or productivity benefits. Previous analysis by Heathrow shows that the whole economy benefits could be as high as £17bn per year [15].

5.6.84 Both the Airports National Policy Statement (ANPS) (2018) and the draft HENPS (2026) make a clear strategic case for the Project, recognising the importance of Heathrow in supporting UK growth, trade and international competitiveness. The draft HENPS (2026) updates the strategic and economic case for Heathrow expansion including the economic analysis. However, the economic analysis presented in the draft HENPS and its supporting documents does not fully capture the benefits of expansion, particularly regarding trade and agglomeration.

5.6.85 The draft HENPS requires us to produce an Economic Growth Strategy to demonstrate how the scheme will positively impact on economic growth. We will produce this Economic Growth Strategy to be submitted as part of the Development Consent Order application and will align with the requirements of the HENPS, once finalised and adopted.

5.7 Summary of likely significant socio-economic effects

Table 5.6: Summary of likely significant socio economic effects

Effect	Significance of effect
Potential effects on businesses that are displaced or experience changes in the environment or transport network, and potential effect on residents' ability to access work	
Potential temporary or permanent displacement of businesses or commercial activity including property, land and minerals	Activity: Construction and demolition activities. Likely significance: **Not significant** in EIA terms (Core Study Area and national)
Potential effects on sustainability or viability of businesses	Not possible to determine at the current time
Disruption to residents and their economic activity, through environmental changes and changes in access to/from employment locations	Not possible to determine at the current time
Effects during the construction activities related to employment and skills	
Potential temporary effect of employment generation and effects on businesses in the construction supply chain	Activity: peak construction Likely significance: **Significant beneficial** (Core Study Area); **Not significant** in EIA terms (National)

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Effect	Significance of effect
Potential effects of new employment and business generated by the Project on the labour market, skills and training in or related to the construction activities	Activity: peak construction Likely significance: **Significant beneficial** (Core Study Area); **Not significant** in EIA terms (National)
Effects as a result of more jobs at an expanded airport related to employment, economic activity and skills	
Potential wider effects on employment and economy through direct, indirect and induced influence of the Project	Activity: at an expanded airport (modelled 2055) Likely significance: **Significant beneficial** (Core Study Area); **Not significant** in EIA terms (National)
Potential effects of new employment and business generated by the Project on skills and training in or related to the operational development	Activity: at an expanded airport (modelled 2055) Likely significance: **Significant beneficial** (Core Study Area); **Not significant** in EIA terms (National)
Effects on employment and the economy through catalytic effects	
Potential additional effects on employment and the economy through catalytic effects (trade, FDI and tourism)	Activity: at an expanded airport (modelled 2055) Likely significance: **Not significant** in EIA terms (National) but should be acknowledged that this is a nationally significant infrastructure project which is crucial to supporting trade and FDI.

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

5.8.1 Further data collection and assessment work will be undertaken to support the socio-economic and employment assessment that will be reported within the Environmental Statement (ES). This will include information from the land referencing process we are undertaking to understand the nature of the commercial businesses that are likely to be displaced or disrupted. This information will be available for the Development Consent Order (DCO) application and will help to inform the ES as it will provide information on the number of businesses, including agricultural and minerals businesses, affected; the quantum of floorspace displaced, and may inform our understanding of the sensitivity of the businesses to relocation. Further work will also be undertaken to understand the effect on the viability of businesses and the effect on residents' ability to access employment.

5.8.2 We are currently progressing an Equality Impact Assessment (EqIA) to consider potential differential and disproportionate effects on members of the community with protected characteristics. The results of this assessment will be available for the DCO application. The socio-economics and employment assessment to be reported in the ES will draw on findings from the EqIA where relevant.

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5.8.3 Further engagement will be undertaken to inform the ES. This will include ongoing engagement on the assessment approach, enhancement measures and embedded environmental measures. This will include, but not be limited to, developing the Economic Development Framework into an Economic Development Strategy or equivalent document (such as the Economic Growth Strategy). This will require continued engagement with all stakeholders.

5.8.4 The ES will also account for any changes to relevant policy, legislation and guidance at the time of preparation.

5.9 Glossary of terms and acronyms

Term/Acronym	Definition
ANPS	Airports National Policy Statement (2018)
ATMs	Air Traffic Movements
BRES	Business Register and Employment Survey
CAA	Civil Aviation Authority
DCO	Development Consent Order
DfE	Department for Education
DWP	Department for Work and Pensions
EDF	Economic Development Framework
EICD	Environmental Information Consultation Document
EqIA	Equality Impact Assessment
ES	Environmental Statement
FDI	Foreign Direct Investment
GDP	Gross Domestic Product
GVA	Gross Value Added
HVAC	Heating, Ventilation and Air Conditioning (as referenced in “HVAC trades”)
LPA(s)	Local Planning Authority/Authorities
MIS	Modern Industrial Strategy
NEET	Not in Education, Employment or Training
NN NPS	National Networks National Policy Statement (2024)
NPS	National Policy Statement
NSIP	Nationally Significant Infrastructure Project
Catalytic effects	Wider economic impacts arising from improved connectivity, including effects on trade, tourism and foreign direct investment (FDI).

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Term/Acronym	Definition
Compensation	Measures provided to offset residual adverse effects that cannot be avoided or mitigated.
Core Study Area (CSA)	The defined group of local authority areas used to assess socio-economic and employment effects at a sub-regional level.
Direct employment	Jobs generated within the Project boundary or airport operations as a direct result of the Project.
Displacement	Economic activity or employment that is reduced or relocated from one area as a result of the Project.
Economic activity	The production, distribution and consumption of goods and services within an economy.
Economy	The system of production, employment and consumption within a defined geographic area.
Embedded mitigation	Measures incorporated into the design or delivery of the Project to avoid or reduce adverse effects.
Indirect employment	Jobs supported in the supply chain as a result of demand generated by the Project.
Induced employment	Jobs supported through increased spending in the wider economy as a result of wages from direct and indirect employment.
Inner Study Area	The area closest to the Project where the most localised socio-economic effects are expected to occur.
Labour market	The supply of and demand for labour, including people in employment and those seeking work.
Mitigation	Measures designed to avoid, reduce or manage the impacts of a project. These may include measures identified through the Environmental Impact Assessment, as well as measures required through statutory obligations, planning requirements or other project commitments.
Productivity	The efficiency with which economic output is produced, usually measured as output per worker or per hour worked.
Receptor	A component of the environment or a group of people that may be affected by the Project.
Sensitivity	The susceptibility of a receptor to change as a result of the Project.
Significance (of effect)	The importance of an effect, determined by considering the magnitude of change and the sensitivity of the receptor.
Skills and training provision	The availability of education, training and upskilling opportunities within the labour market.
Socio-economic effects	Changes to the economy, employment, businesses, skills or labour market resulting from the Project.
Supply chain	The network of businesses involved in producing and delivering goods and services required by the Project.

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Term/Acronym	Definition
Trade (economic)	The exchange of goods and services between regions or countries, contributing to economic activity.
Use Class	A way of grouping buildings and land according to their main purpose. It helps determine what a property can be used for under planning rules.
Workforce (construction)	The number and composition of workers required to deliver the Project during construction.
Workforce (operational)	The number and composition of workers required to operate the Project once completed.

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Environmental Information Consultation Document (EICD)

Chapter 6: Community

OCTOBER 2026

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6. Community

6.1 Introduction

6.1.1 As indicated within **Chapter 1: Setting the scene for consultation**, 'community' is an environmental aspect for which environmental information is presented for this 2026 Public Consultation. This chapter is supported by a glossary of terms.

6.2 What is meant by 'community'

6.2.1 The term 'community' means different things to different people, but as indicated earlier it is an environmental aspect for the purposes of the Environment Information Consultation Document (EICD).

6.2.2 Specifically, this chapter considers effects on people and their homes within a community, changes to commtableunity facilities including schools, early years facilities, places of worship, community halls/centres, charitable community-serving facilities, formal sports and allotment facilities – these are termed 'community receptors' in the context of this chapter; and effects on public services. Effects on other outdoor public recreation facilities such as open space and play areas are considered in **Chapter 7: Recreation and amenity**.

6.2.3 The effects considered in this chapter are distinct from, but often cross-refer to or are influenced by, environmental change (such as noise, traffic and transport and air quality) where there is an **indirect** effect on community facilities, services or infrastructure.

6.2.4 As indicated by **Chapter 4: People, place and Community Areas**, distinct community groups have been defined for the purposes of the EICD. These are described as Community Areas and together combine to form an Inner Study Area for the purposes of some of the assessments within this chapter.

6.2.5 This chapter should also be read in conjunction with **Chapter 5: Socio-economics and employment** (where effects on community-facing businesses are considered), **Chapter 8: Noise and Vibration** (which considers environmental effects on noise-sensitive community facilities which may affect their viability), and **Chapter 11: Health**.

6.3 Why communities might change

6.3.1 As the existing airport expands, there will be direct and indirect changes on surrounding communities driven by changes in land use, property, accessibility and the environment (including noise). Direct changes will occur due to the loss of land that will require the displacement of homes and community facilities. Indirect changes may occur due to these displacements, for example on the housing market.

6.3.2 These changes will affect communities and people who live, work and use facilities and services around the expanded airport.

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6.3.3 Some communities will be subject to considerable change – such as Longford, where all homes, business, facilities and open space will be lost, and Harmondsworth, which will be affected by the loss of homes and community facilities and spaces, but some of which would remain and need to be carefully managed to ensure it is a sustainable and viable community.

6.3.4 The community assessment will consider how these changes will affect people and community assets having regard for environmental measures, compensation and enhancement measures.

6.3.5 Community effects cover:

- **Effects on people and homes, including:**
  - Effects on people who will be displaced within the Compulsory Purchase Zone (CPZ) – the area in which Heathrow's expansion will require the demolition of property to build the Northwest Runway and any supporting facilities (the CPZ is explained the **Property Policies Information Paper**).
  - Effects related to population and housing change as a result of the CPZ and Wider Property Offer Zone (WPOZ) – the area within which we will be offering voluntary purchase of homes, if eligible (explained in the **Property Policies Information Paper**) – or changes in environment.
  - Effects of the construction workforce on housing markets.
  - Effects related to population growth and subsequent additional demand for housing as a result of economic growth resulting from the Project.
- **Effects on community facilities and the people who use them, including:**
  - Effects on community facilities that will be displaced within the CPZ, and the users of those community facilities.
  - Effects on the demand for community facilities related to population change as a result of the CPZ and WPOZ.
  - Effects on the viability of community facilities as a result of environmental changes resulting from the Project.
- **Effects on public services and users of public services, including:**
  - Effects on the demand for public services as a result of a temporary, non-home-based construction workforce.
  - Effects on the demand for public services related to population change as a result of economic growth related to the Project.
- **Effects on community sustainability, viability, cohesion and integration**: Where the Project has the potential to change the physical environment in communities around the existing airport, and the perception of community life as a result of factors, including: changes to the number and characteristics of homes; changes to community facilities and public space, and changes in the environment during the construction and operational activities of the Project.

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6.4 Legislation, policy and guidance

6.4.1 In the UK, there is a wide variety of legislation, policy and guidance that has been put in place to protect and manage change to communities.

6.4.2 The Airports National Policy Statement (ANPS) (2018) remains the critical national policy that sets the framework for airport expansion and its effects on communities and outlines the applicant's requirements for assessing effects on communities and people. It identifies the approach to community engagement, compensation (including a community compensation fund) and environmental measures in respect of these effects [1].

6.4.3 The Government recently concluded its consultation on proposed amendments to the 2018 ANPS, to be known, once amended, as the Heathrow Expansion National Policy Statement (HENPS). The Government is now considering consultation feedback, alongside the outcome of parliamentary scrutiny once concluded. Subject to parliamentary approval of the Government's final form of the proposed amendments, the amended form of what will then be the HENPS is expected to be published by the end of 2026. In preparing our consultation materials, we have reviewed the proposed amendments to the ANPS and is continuing to consider the potential implications for our preferred scheme and accompanying assessments. Where relevant to the assessments, the requirements of the ANPS are referenced in this Environmental Information Consultation Document (EICD) together with any potential changes arising from the proposed ANPS amendments, recognising that current policy in the ANPS remains the starting point for the consideration of Heathrow expansion until the amendments to the ANPS have been finalised and the amended version published as the HENPS. Following publication, we will engage with relevant stakeholders on the policy amendments as part of our ongoing programme of pre-application engagement and will also consider if targeted consultation is necessary.

6.4.4 The draft HENPS (2026) provides continuity for the approach to assessment of effects on communities, but also includes additional reference to the importance of 'place making' (paragraphs 4.110 to 4.112) and the importance of addressing "displacement and loss of housing, loss of community facilities and assets across the wider area, including schools, nurseries, places of worship, recreational spaces and local businesses" and "indirect effects on access to services, social networks community cohesion and overall quality of life", noting that the "applicant should demonstrate how it has worked with local authorities to develop the scheme. Including demonstrating how, where relevant the scheme can contribute and be integrated with wider place making and how land has been used efficiently to limit impacts of displacement of existing communities, including residential displacement, loss of community facilities and assets across the wider area including schools, nurseries, places of worship, recreational spaces and local businesses and enables local authorities to deliver local needs for the area".

6.4.5 Key legislation also sets the context for the protection of homes and property, sufficiency for education and early years childcare provision, and public services that are relevant to the effects on communities.

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6.4.6 Key legislation includes (but is not limited to):

- The Equality Act 2010 which sets the public sector duty regarding socio-economic inequalities and identifies protected characteristics [2].
- The Housing and Regeneration Act 2008, which sets provisions relating to housing conditions, regulation for houses in multiple occupation, secure tenancy and right to buy [3].
- The Planning Act 2008, which sets out requirements on the compulsory acquisition of land including allotments and common land or open space, and its replacement/relocation as environmental measures [4].
- The Education Act (1996) (as amended) which sets the statutory duty for local authorities to secure that sufficient primary education and secondary education are available to meet the needs of the population of their area [5], and the School Premises (England) Regulations (2012), which apply to all schools maintained by Local Authorities (and Academies) in England and set statutory standards for school design including acoustics [6].
- The Small Holdings and Allotments Act 1908 [7], the Allotments Act 1925 [8] and the Allotments Act 1950 [9] which are relevant to our approach to the displacement of allotments and proposals for their replacement.

6.4.7 Other national policy documents, statements and frameworks are also influential in setting the scope for community effects, and the approach to enhancements and the environmental measures to mitigate effects. These include the National Planning Policy Framework (2025) which sets the principles for development in the context of sustainable communities, homes and community facilities [10].

6.4.8 Local or regional policy is also important in determining the scope of community effects, and for informing the approach to identifying the sensitivity of receptors and the context for local effects on people, homes and community facilities – particularly where there is an effect on a statutory service, duty or facility that local authorities hold or are responsible for the delivery of.

6.4.9 Regard will therefore be had both to local (local authorities) and regional (Greater London Authority) policies relating to:

- Community facilities/public services, sport and recreation (including access and levels of provision) and open space
- Housing need and vulnerability, and approaches to household type, tenure and support including social rented homes
- Community cohesion, sustainability and integration

6.4.10 Limited guidance exists in respect of the assessment of community effects, although there are a number of guidance documents that are helpful in developing good or best-practice assessments and environmental measures for effects, such as Institute of Sustainability and Environmental Professionals (ISEP) (2025) Guidance on Social Impact Assessment in Environmental Impact Assessment in the UK and Ireland [11].

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6.5 Assessment summary

6.5.1 This section explains our approach to the community assessment and how conclusions have been drawn in this chapter.

Baseline

6.5.2 The community baseline has been and will continue to be influenced by changes in the socio-economic environment, the political environment, and through changes in policy and legislation that have influenced, for example, the housing market and the delivery of public services.

6.5.3 A community baseline drawing on public datasets is presented in **Chapter 4: People, place and Community Areas** which sets out:

- The approach to identifying and reporting on spatial areas across an Inner Study Area (made up of 23 distinct Community Areas) and a Core Study Area (made up of nine local authority areas, generally reflecting the scales at which housing markets operate, and community facilities and public services are provided that may be affected by the project) – compared to wider (regional and national) averages.
- The data sources used to collate the information, mainly the 2021 Census and 2025 English Index of Deprivation.
- The key demographic (including age, gender, ethnicity, religion), housing (including type, tenure, composition), deprivation/social inequality and community facility information.

Assessment approach

6.5.4 There is limited UK legislation or government guidance that specifies the detailed content required for community assessments or provides appropriate methodology for the assessment of effects and their significance.

6.5.5 Community effects are partly determined by the nature of the development and the changes proposed, the nature of the locality (the sensitivity of receptor groups), and policy decisions taken by stakeholders.

6.5.6 As explained within **Chapter 3: The approach to assessment** in the Environmental Information Consultation Document (EICD), effects are broadly derived from the interaction between how great the change is (the magnitude of change) and the sensitivity of the receptor to the change.

6.5.7 The main sensitive receptor groups, as indicated previously for the community assessment, are people and homes, housing markets, community facilities and public services.

6.5.8 This assessment therefore focuses on the sensitivity of those receptors and any net changes in the context of the relevant baseline position to determine whether effects are significant or not. This is applied using appropriate standards and thresholds,

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where available. The community environment is a dynamic and adaptive one with constant background change and turnover, for example, people and households moving into and out of an area.

6.5.9 With regard to the assessment results in this chapter (**Section 6.6: Assessment results – Project-wide**), the approach taken to assessing and reporting significance is considered to align and be consistent with the process of Environmental Impact Assessment (EIA), described as being in 'EIA terms'.

6.5.10 The significance of effects has been determined by taking into account the sensitivity of the receptor and the magnitude of the change, in the context of environmental measures which are considered embedded within the Project (refer to **Chapter 3**). For this chapter, the most relevant measures are the property policies (as they relate to residential property) set out within the Property Policies Information Paper and the Land and Property Acquisition and Compensation Policies, the community compensation fund explained within the community compensation fund document, and the proposals for managing the construction workforce set out within the **Consultation Document**.

Study areas

6.5.11 The Airports National Policy Statement (ANPS) and the draft Heathrow Expansion National Policy Statement (HENPS) state that 'social (and economic) benefits and adverse effects should be considered at national, regional and local levels' (paragraph 4.5).

6.5.12 The approach to defining the study areas has been influenced by the geographic extent of the area across which likely significant effects on community receptors might reasonably be predicted to arise as a result of the Project.

6.5.13 This takes into account the location and characteristics of those receptors (namely people and their homes, the wider housing market, community facilities and public service provision).

6.5.14 Some community effects will be experienced and reported across a wider area, for example, effects on the housing market and public service delivery. Others will be experienced and can be reported more locally. As such, this assessment has a tiered approach to reporting:

- Project-wide assessment – for those effects which occur across a wider area.
- Community Area assessment – where specific types of effect are experienced at a very local level. Only those Community Areas where these specific effects will occur are covered under **Section 6.7: Assessment results by Community Area**.
- Individual receptor assessment – where effects are experienced by specific people, homes and community facilities.

6.5.15 The Community Areas combine to form an Inner Study Area, developed with consideration to the area where the most local effects may occur. This is shown in

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Chapter 4: People, place and Community Areas. This is consistent with the Inner Study Area used for the socio-economic assessment (refer to **Chapter 5**).

6.5.16 The Project-wide assessment is generally influenced by the scales at which housing markets operate and community facilities and public services are provided. This draws on a Core Study Area which comprises the following nine local authority areas:

- London Borough of Hillingdon
- London Borough of Hounslow
- London Borough of Ealing
- Slough Borough Council
- The Royal Borough of Windsor and Maidenhead
- Buckinghamshire Council
- Runnymede Borough Council
- Spelthorne Borough Council
- Elmbridge Borough Council

6.6 Assessment results – Project-wide

Effects on people and homes

Effects on people who will be displaced within the Compulsory Purchase Zone (CPZ)

6.6.1 Effects from the compulsory acquisition of homes within the Compulsory Purchase Zone (CPZ) would occur during the early years of construction. All property purchased for the Project will have been vacated and residents moved before later stages of construction or before the proposed runway is open.

6.6.2 At present, it is anticipated that the delivery of the Project would result in the displacement of 757 properties in the four Community Areas referred to below. This would occur once we have gained compulsory acquisition powers under the Development Consent Order (DCO), if granted consent, and requires vacant possession of the properties in order to demolish them:

- **Harmondsworth**: 448 properties in this Community Area would be displaced, representing around 80% of homes in the Community Area.
- **Longford**: All 283 properties in this Community Area would be displaced.
- **Sipson**: 10 properties in this Community Area would be displaced, representing around 2% of homes in this Community Area.
- **Poyle**: 16 properties in this Community Area would be displaced, representing 3% of homes in this Community Area.

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6.6.3 This would lead to effects on the following types of residents within the CPZ:

1. Residents who are owner-occupiers of property within the CPZ
2. Residents in rented tenures with housing vulnerability, for instance, receiving housing benefit to help with private renting, or in social rented tenures (where the Council is the provider of accommodation, or a Registered Housing Provider) within the CPZ
3. Residents who privately rent property within the CPZ

6.6.4 Separately to residents, the compulsory acquisition of property would also affect the owners of that property who may be renting/letting that property to residents under 2 or 3, by way of loss of income (noting that they would be compensated as explained in the Property Policies Information Paper).

6.6.5 Effects on the residents of the displaced homes in the CPZ, who will need to move as a result, are being considered at a very local scale, including at an individual/household scale. People's sensitivity to change is influenced by their demographic characteristics, noting that some areas in the CPZ fall within areas in the 10% most deprived areas of England.

6.6.6 Residents with housing vulnerability/support, financial hardship or inability to move, or with strong local connections that limit their ability or willingness to move may be considered more sensitive in this context, and measures to mitigate significant effects where possible are being developed to recognise sensitivity at an individual level.

6.6.7 Residents with a statutory duty of care related to their housing need, for example those in receipt of housing benefit or occupying property owned and operated by the local authorities or registered social landlords, will continue to receive the same level of support as required. We will work with local authorities and registered social landlords to reduce the extent to which vulnerable tenants are affected during this process.

6.6.8 In all cases, people who are required to move home as a result of land required for the Project will have limited capacity to respond to change, notwithstanding the property policies that will be available to those that qualify (these are explained in the Property Policies Information Paper, as well as the Land and Property Acquisition and Compensation Policies within this consultation). Given the effect is permanent and cannot be reversed, the displacement of residents from their homes is considered likely to result in a **significant** adverse effect at the individual level.

6.6.9 Measures will be in place as set out within the Property Policies Information Paper and the Land and Property Acquisition and Compensation Policies to support people who would need to move. These policies have been developed over a number of years, drawing on feedback from engagement and formal consultation including as part of the 2019 Airports Expansion Consultation. The Property Policies Information Paper and the Land and Property Acquisition and Compensation Policies set out eligibility criteria, details of the package of compensation, and details of the hardship

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scheme to support those with a compelling need to move, but who are unable to sell their house on the open market.

6.6.10 Further measures are currently being developed to reduce the level of effects, including a Home Relocation Support Service.

Effects related to population and housing changes due to the CPZ and WPOZ or changes in environment

Effects of compulsory acquisition

6.6.11 The overall number of homes in the Inner and Core Study Areas would reduce due to compulsory acquisition (a reduction of 757 residential properties across the London Borough of Hillingdon and Slough Borough).

6.6.12 Effects would start during construction enabling works subject to the grant of the Development Consent Order (DCO) application and start of major civil engineering works, when all homes in the CPZ will have been purchased in vacant possession.

6.6.13 The London Borough of Hillingdon would see a reduction from present housing stock across the following tenures, based on average tenures in the output areas that make up the CPZ (2021 Census) equivalent to:

- 0.5% of the current stock of social rented homes, of a total of 17,600 homes.
- 0.7% of the current stock of owned or privately rented homes, of a total of 91,640 homes.

6.6.14 There may be potential for a secondary effect as a result of the displacement of people from their homes, causing additional turnover of residents and properties in the housing market and potentially placing additional pressure on other local housing markets. We cannot dictate where displaced residents move to and would not know where displaced residents have chosen to relocate at the point of submission of the DCO application. The acquisition will be phased to dilute the scale of this secondary effect.

6.6.15 In the overall context of housing stock and planned delivery, the CPZ represents a small proportion of a dynamic and flexible market over a substantial plan period and therefore is likely to be **not significant**.

Effects of the Wider Property Offer

6.6.16 The Wider Property Offer could apply to homes in the WPOZ which are likely to qualify, based on criteria set out in the Property Policies Information Paper. The uptake of this offer may result in changes to the population, tenure profile and turnover/churn of both households and people in the WPOZ. This is likely to be influenced by:

- The number of homes affected by the WPO.
- The location of the homes that are affected by the WPO.

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- The phasing of uptake of the WPO (processing/conveyancing and renovation of homes that qualify, which will differ from case-to-case), and the approach to dispersal back to the market (effects would be start during construction).
- The tenure of homes when they are purchased, and when they are returned to the market.

6.6.17 At this stage, no assumptions can be made about the likely scale of uptake, the order in which communities within the WPOZ may be prioritised, or the number of homes per Community Area that are likely to take up the WPO.

6.6.18 Given these inherent uncertainties, it is not possible to model and quantify levels of significance for the effects on population and housing change as a result of the WPO at this stage. Therefore, on a precautionary basis, this is currently considered to have the potential to be **significant** at the inner study area but is subject to the development of assumptions and policies to minimise any adverse effects which may arise.

6.6.19 Before the Development Consent Order (DCO) application is submitted, these assumptions will be identified and will be tested through engagement and technical assessment. We will seek to work with stakeholders including London Borough of Hillingdon to refine assumptions to enable a full assessment of likely significant effects and those will be reported within the Environmental Statement (ES).

6.6.20 The WPO does, however, offer the opportunity to help us mitigate other likely effects on the local housing market and residents, including by:

- Potentially using WPO properties purchased to relocate residents displaced from the CPZ, enabling retention of local networks and limiting the need for children to change schools.
- Potentially managing some of the demand for accommodation related to temporary demand from non-home-based construction workers.

6.6.21 We are developing a strategy for how to manage property purchased via the WPO, which would include refurbishment and noise insulation of properties purchased, aiming to improve the overall quality of stock. As more information is available, appropriate further measures may be developed to reduce the potential for adverse effects.

6.6.22 Ahead of production of the ES, population and household modelling scenarios will be developed to present a reasonable set of estimates for the future demographic and housing tenure profile of the area affected by the WPO.

6.6.23 This will include details of any measures that Heathrow will commit to regarding the effective management of the housing stock we purchase to minimise disruption/additional demand to public services and community cohesion, in the context of existing housing market pressures.

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Environmental change

6.6.24 Other effects may also occur relating to environmental effects from construction activity and operational activity. This could occur where people may temporarily leave their homes (a measure to avoid the effects of very high noise levels), either through voluntary temporary relocation during construction or temporary relocation during compulsory installation of noise insulation (where it is deemed compulsory to avoid unacceptable effects on health and quality of life). In both cases, we will support residents accessing these temporary relocations, as set out within the Property Policies Information Paper.

6.6.25 Construction activity has the potential to lead to likely **significant** adverse effects on people as a result of noise in areas close to construction activity where 24-hour working is undertaken, which is considered within **Chapter 8: Noise and vibration**.

6.6.26 Heathrow will employ reasonable and practicable measures as set out within the draft Code of Construction Practice to reduce the source of construction noise to a level that would avoid the need to offer people temporary re-housing.

6.6.27 However, during construction, environmental effects may result in offers of temporary re-location of residents, in terms of offers of voluntary temporary relocation for people in homes that have the potential to be affected by construction noise levels at night during peak activities, made under the noise insulation policy. This is intended to provide protection to residents if it is not reasonably practicable to control noise emanating from the worksites to a level below temporary re-housing trigger levels. More information is set out within **Chapter 8: Noise and vibration**.

6.6.28 The construction delivery programme is not yet sufficiently detailed at the local scale to determine the extent and detailed scale or significance of this effect, or the duration of temporary displacement in different locations (which, if for an extended period, may affect people's use of community facilities such as schools, and access to employment, for example).

6.6.29 We would promote community safety measures in the area during construction and operation, likely to include:

- A precautionary approach to manage community safety, cohesion and public services, with a focus on prevention where at all practicable.
- An information pack for accommodation providers in the private rented sector and tourism sector, setting out details of the workforce profile and a Code of Conduct.
- A process and resources for the local community to register public concerns, for example, through a hotline and awareness campaigns.

6.6.30 During the operational phase, we may need to ensure the compulsory insulation of some homes that may otherwise be within the Unacceptable Adverse Effect Level area referred to within **Chapter 8: Noise and vibration** relating to new aircraft noise at night. This may mean that in some limited, very specific and localised areas, residents may need to temporarily leave their homes while insulation is installed at their homes.

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6.6.31 In these cases, we may need to seek the powers to insulate these homes to prevent the unacceptable effect from occurring, should residents or landlords not voluntarily provide access. This would respond to a situation where, for example, a landlord does not accept our offer of noise insulation. The works to insulate homes would not be extensive but may mean that residents may need to temporarily move home for a short period of time during installation. These residents would be notified in advance and would be able to access environmental measures described in **Chapter 8: Noise and vibration** and within the Noise Insulation Policies.

6.6.32 At this stage, details of the full extent of insulation required have yet to be determined and as such the extent/scale of this effect, or the duration of temporary displacement, have not been determined.

6.6.33 Effects relating to temporary relocation of people during construction and operation have not been attributed a level of significance at this stage.

Effects of the construction workforce on housing markets

6.6.34 The construction of the Project may result in likely effects on capacity in the local accommodation markets across the Core Study Area as a result of a temporary 'non-home-based' construction workforce (workers temporarily moving to the local area during the construction activities).

6.6.35 Moving around frequently from project-to-project and staying in temporary accommodation is a normal component of the construction sector, and any major infrastructure construction project. On average in London and the South East, Construction Industry Training Board Labour Market Mobility surveys (2023) [12] estimate that around 6% to 9% of the workforce on construction sites stay in temporary accommodation outside their region of permanent residence.

6.6.36 The scale of likely effects is driven by the size of the construction workforce and the size of the 'non-home-based' workforce in particular, and its accommodation choices and location.

6.6.37 The activities that drive the potential effects during construction are related to the demand for construction workers at various points during the delivery of the Project. When the Project's construction activities reach their peak, the number of construction workers seeking accommodation will be at its maximum extent (assuming economic conditions do not change).

6.6.38 We estimate that at the peak of construction, the programme will require 21,500 workers. This includes 17,500 onsite workers.

6.6.39 The Project will actively seek ways to flatten this peak and will look at opportunities such as applicability for offsite manufacture in other parts of the UK and moving project activities to smooth resource requirements.

6.6.40 Where resources are required, we will seek to maximise the number of workers recruited locally. However, the right quantity of workers with the required skills may not already live in and around the existing airport and may require somewhere to live whilst they work on the Project.

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6.6.41 At present, it is estimated that up to 20% of the on-site workforce may be non-home-based.

6.6.42 While the effects are likely to be greatest at the peak of the construction workforce, demand for accommodation from non-home-based workers is likely to continue to a lesser extent throughout the entirety of the construction activities.

6.6.43 To address the potential for effects, we will ensure that an appropriate level of accommodation is available for the workforce. The specific form, location and delivery mechanisms for this provision would be refined as the Project develops. A balanced approach would be taken to ensure the Project can attract and support a productive workforce, provide potential economic benefits to local accommodation providers with available capacity, and minimise disruption to local housing supply and community cohesion. We will seek to provide accommodation in purpose-built or other accommodation, which may include accommodation within one or more of the construction support sites or within the construction area. More information is provided within the draft Code of Construction Practice and **Consultation Document**.

6.6.44 As such, it is currently anticipated that 20% of the on-site construction workforce may seek temporary accommodation in the area around Heathrow where they can travel to work at the airport (across the majority of the Core Study Area) in a range of accommodation sectors depending on their preferences for price, location and tenure/length of stay. This is likely to include some tourist or visitor accommodation, and some tenancies within the private rented sector. Some accommodation will also be new to the market, such as spare rooms. This is termed ‘latent’ accommodation.

6.6.45 The private rented sector accounts for 192,700 properties within the Core Study Area.

6.6.46 Overall, the effect of the proportionately small increase in temporary non-home-based construction workers over the Core Study Area is unlikely to have a **significant** effect on the housing market. This is because there is capacity to absorb some demand within existing vacancy and churn without causing undue stress to the housing market or the statutory housing and homelessness prevention duty of local authorities.

6.6.47 However, it is noted that:

- Not all of this accommodation will be available or affordable to non-home-based construction workers, and it is noted that the private rented sector can be highly sensitive to change in demand as it is relied upon by local authorities and people with a statutory housing need, as well as providing affordable accommodation options to those who are not in identified housing need.
- Effects may arise where there is localised demand in particularly sensitive accommodation markets. As such, we will develop a detailed and robust accommodation strategy to ensure this effect does not become significant through monitoring, management and effective action.

6.6.48 Heathrow will develop solutions for construction workforce accommodation. This may include the provision of accommodation, potentially within the draft Order Limits

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(subject to environmental testing of the proposed accommodation sites), to reduce likely effects on private sector housing and set out the measures to use project sponsored accommodation to manage the workforce and attract a high-quality workforce for the Project.

6.6.49 We plan to implement a comprehensive Heathrow Workers Accommodation Management Service to match workers with suitable accommodation and reduce effects on existing communities and monitor effects.

Effects related to population growth and additional demand for housing due to economic growth resulting from the Project

6.6.50 Effects on the demand for housing related to population change as a result of economic growth related to the Project are driven by employment generated by the operational activities of the Project.

6.6.51 Any 'above trend' growth in employment related to the Project has the potential to lead to a relatively small increase in population and households (and demand for housing) across the Core Study Area compared to if the existing airport were not expanded.

6.6.52 Once we have a clearer view on the 'above trend' economic growth related to the Project through refinement of the approach set out in **Chapter 5: Socio-economics and employment**, an assessment will be undertaken on the potential for additional demand in the context of regional housing targets and policy-led estimates.

Effects on community facilities and the people who use them

Effects on community facilities that will be displaced within the CPZ and the people who use those community facilities

6.6.53 The construction of the Project will result in the loss of some community facilities used by residents, with the potential to result in significant effects should the facilities be inaccessible and no longer support the needs of their users.

6.6.54 The following community facilities will be displaced or disrupted by land use change:

- In Harmondsworth:
  - Harmondsworth Primary School – a 1 Form of Entry Primary school in Harmondsworth serving areas within Harmondsworth, Longford, Sipson and West Drayton.
  - Th Landon School Harmondsworth – a specialist, independent school providing education for learners with Special Educational Needs (part of the existing school will be displaced, with some buildings being retained subject to environmental assessments).
  - Wonderland Day Nursery – a day nursery located in Harmondsworth Community Hall in Harmondsworth. It provides 52 places for children up to four years old.

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  - Harmondsworth and Longford Community Centre – a for-hire community hall with kitchen, toilets and parking available evenings and weekends.
  - Moor Lane and Pinglestone Allotments.
  - Harmondsworth Recreation Ground – open space including seasonal football pitch, outdoor gym, children's playground and tennis court.
- In Longford:
  - Littlebrook Nursery (Longford) – a day nursery located in premises on the Bath Road, near Longford. It provides up to 104 places for children up to three years old.
  - Heathrow Special Needs Centre – an established charity that provides a safe, secure and friendly community farm environment with facilities designed for people of age five and above with various disabilities and special needs.
  - The Universal Pentecostal Church – a place of worship in Longford.
- In Harlington:
  - Little Harlington Playing Fields – open space including football pitches, cricket facilities, and pavilion with changing facilities.
- In Stanwell Moor (but within LB Hillingdon):
  - Green Corridor – a registered charity, providing vocational programmes in horticulture, catering and hospitality to young people aged 16 to 25.
- In Stanwell Moor (but within Spelthorne BC):
  - Vineries Allotments.
- In West Drayton:
  - Townmead Recreation Ground – open space with various football pitch provision.
- In Poyle:
  - Tennis and basketball facilities within Pippins Park (this facility will not be displaced and will remain in its current location, but the basketball and tennis court facilities at the northern end of Pippins Park will be relocated to its eastern side).
- In Iver and Richings Park:
  - Thorney Park Golf Club/Course – an 18-hole golf course (membership with public accessibility).

6.6.55 We have committed to mitigating adverse effects on community facilities that are likely to arise from the Project, where appropriate as set out in Taking Britain Further [13] (Heathrow's submission to the Airports Commission), including to:

"ensure all community facilities, including schools that are lost by the development are re-provided or alternatives provided to meet needs of local stakeholders" (Vol. 1, Part 5, p.245).

6.6.56 We will mitigate effects where:

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1. There is statutory duty on the local authority or other public body to provide that facility.
2. The Project would result in a likely significant adverse effect on that facility or its users.

6.6.57 Details of the approach to identifying displaced facilities and their relocation criteria, engagement and current position around environmental measures and/or re-location are set out within the community facilities topic paper and the Blue and Green Infrastructure topic paper.

6.6.58 These represent the current preferred options for reprovision based on identified criteria. It should be noted that these options are in development and yet to be finalised, but reflect our intention to mitigate effects. For each relocated community facility, the following text sets out the principles behind the emerging preferred approach.

6.6.59 Each type of facility has a specific set of criteria or principles which define appropriate environmental measures, for example, relating to catchment, location, site size and access. In some cases, these are informed by standards/guidance, and in others through review of public data or engagement with the facilities.

6.6.60 Community facilities and their users vary in sensitivity depending on the type of facility and the characteristics of users, and the availability of alternatives. However, in most cases sensitivity will be high or very high given the little capacity to adapt to loss of provision. Magnitude of change is influenced by the Project's ability to adequately re-provide facilities in a timely manner to serve existing users.

6.6.61 Should all environmental measures be developed and implemented in line with legal and policy requirements, and in accordance with relevant guidance, then the magnitude of change would be low and the effects would likely not be **significant**.

6.6.62 The Project will include preferred sites or strategies for the reprovision of displaced facilities, which have been determined based on standards and guidance, data related to users and catchments, and through engagement with operators, providers, users and guardians where possible.

Effects on the demand for community facilities related to population change as a result of the CPZ and WPOZ

6.6.63 The Project will result in population change within the inner study area as a result of homes being demolished in Longford, Harmondsworth, Sipson and Poyle.

6.6.64 The receptors are local community facilities in the Inner Study Area. Their sensitivity is defined by their ability to respond to change, primarily in relation to changes in the size, age profile and transience of the population in the Inner Study Area.

6.6.65 Each type of community facility will have its own sensitivity to change. For example, the sensitivity for education capacity is judged on the basis of current capacity and future planned capacity in terms of Forms of Entry for primary and secondary schools.

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6.6.66 Most changes due to the CPZ and WPOZ would affect residential areas in the London Borough of Hillingdon and Slough Borough, and services and facilities that are the statutory responsibility of the London Borough of Hillingdon and Slough Borough Council.

Effects of compulsory acquisition

6.6.67 The effect of the CPZ would be a permanent reduction in the number of people particularly in Harmondsworth (Longford would be completely demolished) and there are few properties in other communities subject to CPZ that would have the potential to affect the provision of community facilities and services in those communities.

6.6.68 The extent to which people displaced form homes in the CPZ would remain in the local area, or in the London Borough of Hillingdon at all, is not currently known. As such, it is not possible to determine the extent of this effect on community facilities. However, a precautionary approach has been taken regarding the replacement of these facilities and it has been assumed that residents may seek to continue accessing the same community facilities as they do today.

Effects of the Wider Property Offer (WPO)

6.6.69 In addition, as a result of uptake of the Wider Property Offer (WPO) – and depending on our approach to returning properties we purchase to the market (for example, if properties are returned to the market as owner-occupied, rented or other tenures) in that area – the profile of households has the potential to change in Harmondsworth, Sipson, Harlington, Cranford Cross, Poyle, Colnbrook and Brands Hill.

6.6.70 Potential for changes to the number and characteristics of residents will be influenced by:

1. Measures within the **Property Policies Information Paper**, including the ability for people to access support to move home either locally or in the wider area.
2. Assumptions on the location and rate of change of property ownership across the area with homes that qualify for the WPO.
3. The change in the balance of private residential property, for example, between owned and rented tenures, as a result of our management of property purchased through the WPO.

6.6.71 At this stage, it is not possible to predict the demographic change in population across the communities within the WPOZ based on the level of information on the rate, scale and locations of uptake of the WPO or the approach to the properties that we would purchase.

6.6.72 It is likely that greater detail of information may become available following processing of the information gathered from Heathrow's land referencing exercises, during which information on household composition and characteristics has been sought. That data will be used to provide a more detailed analysis of changes in community facility and service capacity when collected and analysed.

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6.6.73 We will seek to work with stakeholders including the London Borough of Hillingdon to define any further environmental measures that may be appropriate as a result.

Effects on the viability of community facilities due to environmental changes resulting from the Project

6.6.74 Changes to environmental amenity (predominantly noise, aircraft and ground noise from aircraft, and air quality during construction and operational activities) may have the potential to affect the ability of some community facilities in the Inner Study Area to continue to provide services to users.

6.6.75 Heathrow is working to understand the potential changes in environment, including noise levels and other environmental changes that may result in changes to viability. For noise, this has been introduced in **Chapter 8: Noise and vibration**, which notes that preliminary assessments suggest that some schools close to the Project are at risk of potentially needing alterations to their built fabric, rebuilding or potentially relocation as a result of environmental change, predominantly linked to aircraft noise and construction activity.

6.6.76 It is noted that while there are statutory thresholds for noise effects, in most cases the effects on community buildings are influenced by the type of facility, the user group of facilities, their statutory status, and individual operational information (for example, the use of outside space). It is important that engagement with the statutory providers, operators and users of community facilities also informs the overall approach to assessment and support with environmental measures if required.

6.6.77 Detailed technical surveys and engagement with each facility identified as at risk from significant adverse effects, which will be indicated through environmental assessment ahead of the Development Consent Order (DCO) application, would continue following this consultation in order to fully understand and seek agreement on mitigation of the potential effects.

Effects on public services and users of public services

Effects on the demand for public services due to temporary, non-home-based construction workforce

6.6.78 The introduction of a new non-homed-based workforce into the Core Study Area described in **Chapter 4: People, place and Community Areas** could have effects on demand for public services, and the ability of service providers to respond. In this case, the scale of the effect is measured in terms of the net demand for the provision of public services (at local authority or Core Study Area scales) from construction workers.

6.6.79 Demand for public services can vary between different types of service depending on the demographic profile of the workforce, particularly age and gender. Establishing demographic benchmarks is therefore important to inform the assessment of likely effects on public services and direct any environmental measures to where it would be most effective.

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6.6.80 Building a profile of the construction workforce enables measures to be embedded into the design of the Project to respond to demographic and population characteristics (such as religion or language, for example, which will inform the inclusion of faith facilities and translation services within the Project). It will also enable us to work with communities and local authorities who provide public services to prepare for any potential service demand from specific groups and ensure that barriers to integration of workers and the community are limited.

6.6.81 A small proportion of the construction workforce may be working on the Project for a relatively long time and may bring families with them. Some of these workers and their families would buy homes and therefore would contribute via general taxation for public services such as emergency services, education, planning and regulatory services, sports and leisure.

6.6.82 Where workers buy or rent existing property, the assumption is that this would otherwise be occupied by other households. As such the temporary effect of construction works is not considered to be net addition to existing or future baseline positions.

6.6.83 Where workers are living in accommodation where they pay council tax, this should self-mitigate the effects of their demand, and similarly where there are fees and charges for services (for example, leisure). In theory, central Government grant formulae should also respond to a changing population. However, they are generally based on population estimates which do not take into account short-term migrant workers and funding can be slow to adjust.

6.6.84 It should be noted more broadly that migrant construction workers generally make a net contribution to the national exchequer on the basis that they are in work and of age groups (younger) and in household types (with few dependents) that make less demand on public services, for example on social services, education and acute healthcare.

6.6.85 Due to the expected demographic profile of the non-home-based workforce – mainly single, male and of working age – as well as their likely shift patterns and the temporary nature of much of the workforce, effects on council-run services such as libraries, arts and other cultural services are assumed to be minimal.

6.6.86 There may be a small increase in demand for services, other than waste collection (which Heathrow will be required to pay for), due to workers living in Project-provided accommodation.

6.6.87 An increase in population arising from the non-home-based workforce could affect crime and anti-social behaviour, and consequent effects on the requirement for policing services. Likely effects on crime are difficult to estimate as they will depend on both the behaviour of workers and the behaviour of current residents.

6.6.88 Heathrow will work with the Metropolitan Police to anticipate the potential scale of effects based on current incident rates in the area, on the assumption that a small proportion of non-home-based workers and their families, like the current population, could be both perpetrators and victims of crime.

6.6.89 The construction activities could also potentially have effects on the London Fire Brigade in two ways. Firstly, through potential incidents within the draft Order Limits during the construction process. Secondly, through in any increase in services

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required arising from the temporary increase in population caused by the construction workforce. It is not possible to quantify these effects as they will be based on responses to specific incidents.

6.6.90 In relation to on-site incidents, we and our contractors would have internal operating procedures in place to ensure that contractors operate in a safe way. We would also provide equipment, resources and training so that we can provide first response to any fire incidents.

6.6.91 In relation to any increase in services required as a result of non-home-based workers, those workers in owner-occupied and private rented accommodation will be contributing to the cost of fire services. For workers living in Project-provided accommodation, we will operate in line with statutory fire safety requirements.

6.6.92 Any additional effects on services are likely to be small, relating either to standards in accommodation and the Fire and Rescue Service's role in dealing with road traffic accidents.

6.6.93 The sensitivity of public service provision is determined based on the capacity of services to respond to a temporary change in population. Most services, as described above, are funded through central or local taxation or through charges at the point of service, and therefore theoretically can respond to absorb net additional demand where it arises.

6.6.94 However, funding mechanisms may be slow to react to the temporary nature of the change and there may therefore be a short-term, temporary period where services are more sensitive.

6.6.95 The magnitude of the effect is considered in terms of its extent, scale and permanence. In this case, the scale of the effect is measured in terms of:

- The number of construction workers potentially contributing to demand for accommodation.
- The net demand for the provision of public services (at local authority or Core Study Area scales) from construction workers.

6.6.96 The non-home-based workforce will be relatively small in the context of the existing population of the Core Study Area, which is approximately 2.16 million residents (Census 2021), and compared to the number of construction workers that currently live in the Core Study Area (88,000) (2021 Census).

6.6.97 The presence of workers would also be temporary in nature and would vary over time. There would be a short peak in the early years of construction, with substantially smaller numbers before and after this across construction activities. The non-home-based workers will be transient, often leaving the area to return home at weekends, and do not represent a permanent change in population. Where they are living in private accommodation, they will be contributing to the provision of public services through general taxation.

6.6.98 Given the temporary nature of the workforce, the fact that its net effects are far lower than gross potential effects (because workers are often occupying existing dwellings,

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paying tax, and return home at weekends if in short-term contracts) and the ability for effects to be self-mitigating, the effect is likely **not significant**.

Effects on the demand for public services related to population change as a result of economic growth related to the Project

6.6.99 Effects on the demand for public services related to population change as a result of economic growth related to the Project are driven by employment generated by the operational activities that are part of the Project.

6.6.100 Any 'above trend' growth in employment related to the Project has the potential to lead to a relatively small increase in population and households (and demand for housing) across the Core Study Area compared to a scenario without the expanded airport.

6.6.101 Local authorities are required by the National Planning Policy Framework (2025) [10] to plan for the community facilities to respond to changes in population and household growth in-line with planned housing delivery targets. Funding for these projects is derived from Council Tax, National Government and Community Infrastructure Levy and Section 106 Agreements for planned and completed housing development.

6.6.102 Whilst the Project will lead to some increased household growth and population growth within the wider study area, this is a small proportion on top of the baseline housing need that will arise regardless.

6.6.103 Once there is a clearer view on the 'above trend' economic growth related to the Project through refinement of the approach set out in **Chapter 5: Socio-economics and employment**, an assessment will be undertaken on the potential for additional demand in the context of public service demand, and this will be reported in the Environmental Statement (ES).

6.6.104 The net additionality is likely to be low due to individual developments self-funding demand for public services, and the sensitivity of the receptor (the demand for public services as a result of housing and population growth across the Core Study Area) is considered low as it is adaptive to change and affected by externalities to a substantial degree.

Likely effects on community sustainability, viability, cohesion and integration

6.6.105 We recognise that the Project has the potential to change the physical environment in communities around the existing airport, and the perception of community life as a result of factors including changes to the number and characteristics of homes, changes to community facilities and public space, and changes in the environment during the construction and operational activities from the Project.

6.6.106 This change will occur in specific geographical areas within the Inner Study Area that are likely to experience a combination of change including:

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- **Changes to homes and population**: In relation to the number of homes in each community (and the profile and turnover of households), the changes to community networks, and temporary changes to the nature of communities as a result of temporary construction workers (living within communities or in secure areas of the construction site).
- **Changes to community facilities and public-facing businesses**: Including the displacement of existing, locally significant community facilities.
- **Changes to open space and recreation**: Including the displacement of existing, locally significant spaces, facilities and routes.
- **Changes to the natural and built environment**: Including land use changes, public realm and changes to important local features and culturally important places.
- **Changes to the local economy**: Including opportunities for employment and gaining of skills to reduce social inequality.

6.6.107 Depending on the location and the factor contributing to changes in community sustainability, viability, cohesion and integration, these effects could occur during the construction and operational phases.

6.6.108 Community sustainability, viability, integration and cohesion is subjective and multi-faceted, and there is no single definition of a sustainable community. As such, an assessment to be undertaken for the ES will draw on:

- References in key national policy and guidance/information documents and supporting documents that attempt to define community sustainability and viability.
- Local strategies related to sustainable communities in the London Borough of Hillingdon, where the most substantial change to communities is anticipated.
- Assessment of effects within the ES that relate to people and places.
- Feedback from community engagement and consultation that will highlight the particular sensitivities and characteristics of each community, as identified by members of the communities themselves.

6.6.109 The degree to which change may be felt at an individual level is subjective, but can be informed by broad population, housing and other social information about the potentially affected communities, for example, the degree to which they already experience deprivation on specific indicators such as health, housing or living environment.

6.6.110 Once we have consulted on the potential scale and location of development associated with the Project and gained feedback from communities on the likely effects and approach to environmental measures for the Project, more detailed work can be undertaken to understand the local sensitivities, changes and types of physical and non-physical environmental measures that can be applied to each community to avoid or reduce likely significant effects.

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6.6.111 Reporting of effects and detailed, locally specific suites of environmental measures, embedded and additional, will be developed for each community likely to experience substantial changes to everyday life.

6.6.112 This will provide a narrative in relation to the criteria that could subjectively affect communities over the phases of the Project, highlighting the communities that are most likely to be affected and the phase at which effects may be likely to occur. It is a review of the likely effects of the Project on the stability and viability of communities and on how people go about their daily lives.

6.6.113 As such, significance is not attributed to these effects. Community sustainability is subjective and has the potential to be significant at the scale of individual households as well as at a community-wide scale.

6.6.114 We will develop strategies for all the communities that may be at risk of effects on their sustainability/viability, and on integration and cohesion of people living in those places. Embedded measures will include, for example, the planning for the replacement of new green space, and community facilities.

6.6.115 Other measures will be necessarily developed to ensure that each effect to be identified can be technically mitigated as far as practicable. However, there are likely to be some residual effects on communities for which we will need an adaptive and responsive approach to mitigate. To monitor and respond to these future effects on communities, we propose (in line with national policy) a community compensation fund. Further information about this can be found in the community compensation fund document.

6.7 Assessment results by Community Area

6.7.1 This section sets out the effects reported within this chapter (**Section 6.6**) where they can be identified and reported in each Community Area that is likely to experience them. As some effects occur at a wider scale, and some local effects (such as residential displacement) only occur in some Community Areas, not all the Community Areas are included here.

Longford

6.7.2 All 283 residential properties in Longford would be displaced as the entirety of this Community Area is within the Compulsory Purchase Zone (CPZ), resulting in the displacement of all residents. The displacement of residents from their homes is likely to result in a **significant** adverse effect at the individual level.

6.7.3 Environmental measures will be in place in the form of our property policies (set out within the **Property Policies Information Paper** and Land and Property Acquisition and Compensation Policies) to assist displaced residents in the lead up to vacant possession. Further measures are currently being developed to reduce the scale of effects, including a Home Relocation Support Service.

6.7.4 Three community facilities would be displaced from Longford as a result of the CPZ:

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- Littlebrook Nursery – a day nursery located in premises on the Bath Road, near Longford. It provides up to 104 places for zero to three-year-olds and employs 13 members of staff.
- Heathrow Special Needs Centre – an established charity that provides a safe, secure and friendly community farm environment with facilities designed for people of age five and above with various disabilities and special needs.
- The Universal Pentecostal Church – a place of worship in Longford.

6.7.5 Should all environmental measures be developed and implemented in line with legal and policy requirements, and in accordance with relevant guidance, the effects of community facility displacement would likely not be **significant**.

Harmondsworth

6.7.6 In this community area, 448 residential properties would be displaced, representing around 80% of homes. The displacement of residents from their homes is considered likely to result in a **significant** adverse effect at the individual level.

6.7.7 Environmental measures will be in place in the form of measures within the **Property Policies Information Paper** to assist displaced residents in the lead up to vacant possession. Further measures are currently being developed to reduce the scale of effects, including a Home Relocation Support Service.

6.7.8 Many of the remaining households in Harmondsworth, if they meet the qualifying criteria, could access the Wider Property Offer (WPO) and sell their property to Heathrow. We are developing a strategy for how to manage property purchased via the WPO, which will include refurbishment and sound insulation of properties purchased, aiming to improve the overall quality of stock. As more information becomes available and an assessment of the potential significance related to effects on population and housing change as a result of the WPO is developed, appropriate additional environmental measures may be developed to reduce the potential for adverse effects.

6.7.9 Several community facilities in Harmondsworth would be displaced as a result of the CPZ. These are:

- Harmondsworth Primary School – a 1 Form of Entry Primary school in Harmondsworth serving areas within Harmondsworth, Longford, Sipson and West Drayton.
- Wonderland Day Nursery – a day nursery located in Harmondsworth Community Hall in Harmondsworth. It provides 52 places for children up to four years old and employs six members of staff.
- Harmondsworth Community Hall – a for-hire community hall with kitchen, toilets and parking available evenings and weekends.
- Moor Lane and Pinglestone Allotments.
- Harmondsworth Recreation Ground – open space including seasonal football pitch, outdoor gym, children's playground and tennis court.

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6.7.10 Should all environmental measures be developed and implemented in line with legal and policy requirements, and in accordance with relevant guidance, the effects of community facility displacement would likely not be **significant**.

Sipson

6.7.11 10 residential properties in Sipson would be displaced as a result of the CPZ, approximately 2% of homes in this Community Area. The displacement of residents from their homes is considered likely to result in a **significant** adverse effect at the individual level.

6.7.12 Environmental measures will be in place in the form of measures within the Property Policies Information Paper to assist displaced residents in the lead up to vacant possession. Further measures are currently being developed to reduce the scale of effects, including a Home Relocation Support Service.

6.7.13 Many of the remaining households in Sipson, if they meet the qualifying criteria, could access the WPO and sell their property to Heathrow. We are developing a strategy for how to manage property purchased via the WPO, which will include refurbishment and sound insulation of properties purchased, aiming to improve the overall quality of stock. As more information becomes available and an assessment of the potential significance related to effects on population and housing change as a result of the WPO is developed, appropriate additional environmental measures may be developed to reduce the potential for negative effects.

Harlington

6.7.14 No homes or people in Harlington would be directly displaced as a result of the CPZ, however, many of the households in Harlington, if they meet the qualifying criteria, could access the WPO and sell their property to Heathrow. We are developing a strategy for how to manage property purchased via the WPO, which will include refurbishment and sound insulation of properties purchased, aiming to improve the overall quality of stock. As more information becomes available and an assessment of the potential significance related to effects on population and housing change as a result of the WPO is developed, appropriate additional environmental measures may be developed to reduce the potential for negative effects.

6.7.15 Little Harlington Playing Fields, an open space including football pitches, cricket facilities, and pavilion with changing facilities, would be displaced from its current location but relocated with equivalent facilities within the Community Area immediately to the east of the current location.

6.7.16 Should all environmental measures be developed and implemented in line with legal and policy requirements, and in accordance with relevant guidance, the effects of community facility displacement would likely not be **significant**.

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Poyle

6.7.17 16 residential properties in Poyle would be displaced as a result of the CPZ, approximately 3% of homes in this Community Area. The displacement of residents from their homes is considered likely to result in a **significant** adverse effect at the individual level.

6.7.18 Environmental measures will be in place in the form of measures within the Property Policies Information Paper to assist displaced residents in the lead up to vacant possession. Further measures are currently being developed to reduce the scale of effects, including a Home Relocation Support Service.

6.7.19 Many of the remaining households in Poyle, if they meet the qualifying criteria, could access the WPO and sell their property to Heathrow. We are developing a strategy for how to manage property purchased via the WPO, which will include refurbishment and sound insulation of properties purchased, aiming to improve the overall quality of stock. As more information becomes available and an assessment of the potential significance related to effects on population and housing change as a result of the WPO is developed, appropriate additional environmental measures may be developed to reduce the potential for negative effects.

6.7.20 Tennis and basketball facilities within Pippins Park in Poyle would be affected but not displaced. Facilities at the northern end of Pippins Park would remain in Pippins Park but would be relocated to its eastern side.

6.7.21 Should all environmental measures be developed and implemented in line with legal and policy requirements, and in accordance with relevant guidance, the effects of community facility displacement would likely not be **significant**.

Colnbrook

6.7.22 No homes or people in Colnbrook would be directly displaced as a result of the CPZ, however, many of the households in Colnbrook, if they meet the qualifying criteria, could access the WPO and sell their property to Heathrow. We are developing a strategy for how to manage property purchased via the WPO, which will include refurbishment and sound insulation of properties purchased, aiming to improve the overall quality of stock. As more information becomes available and an assessment of the potential significance related to effects on population and housing change as a result of the WPO is developed, appropriate additional environmental measures may be developed to reduce the potential for negative effects.

West Drayton

6.7.23 Townmead Recreation Ground would be displaced from its current location but relocated with equivalent facilities within the Community Area, immediately adjacent its current location.

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Stanwell Moor

6.7.24 Green Corridor (a registered charity providing vocational programmes in horticulture, catering and hospitality to young people aged 16 to 25) would be displaced from its current location, but relocated with equivalent facilities at Princes Lake within the Bedfont Community Area.

6.7.25 Vineries Allotments would also be displaced from their current location, but relocated with equivalent facilities within the Community Area close to the existing site.

6.7.26 Should all environmental measures be developed and implemented in line with legal and policy requirements, and in accordance with relevant guidance, the effects of community facility displacement would likely not be **significant**.

Iver and Richings Park

6.7.27 Thorney Park Golf Club/Course, an 18-hole golf course (membership with public accessibility), would be displaced from its current location. The golf club would not be re-provided.

6.8 Summary of likely significant community effects

6.8.1 The displacement of residents from their homes is considered a **significant** adverse effect at the individual level as the receptors, households and their occupants, are highly sensitive to change and experience a high magnitude of change.

6.8.2 Environmental measures would be in place in the form of Heathrow property policies to assist displaced residents in the lead up to vacant possession. These policies have been developed over a number of years, drawing on feedback from engagement and formal consultation. These policies can be seen within the Property Policies Information Paper and the Land and Property Acquisition and Compensation Policies within this consultation. They set out eligibility criteria, details of the package of compensation, and details of the hardship scheme to support those with a compelling need to move, but who are unable to sell their house on the open market.

6.8.3 Additional environmental measures are currently being developed to reduce the scale of effects, including a Home Relocation Support Service.

6.8.4 Likely **significant** adverse effects may also occur as a result of the displacement of some community facilities, subject to appropriate relocation plans being agreed with stakeholders to ensure seamless re-provision of the facilities to ensure no break in the level of capacity and access to education, early years provision, Special Education Needs (SEN) support, and community, recreation and faith facilities.

6.8.5 We are working to develop suitable mitigation and re-provision strategies for displaced community facilities in collaboration with the providers, beneficiaries and guardians of those facilities.

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

Developing the baseline

6.9.1 The social and demographic baseline is a dynamic one, subject to continual change as a result of factors such as the economy, housing market, political climate and local factors.

6.9.2 Following the 2026 Public Consultation, we will continue to review all available public data relevant to the current and future baseline and update and refine assumptions where required – for example, where annual data is released by the Office of National Statistics, this will be part of the Environmental Statement (ES) baseline. Regard will also be taken to any secondary material published by local authorities and other relevant bodies at a local, regional and national level.

Further engagement

6.9.3 Following the 2026 Public Consultation, we will build on technical engagement to further understand the potential for effects and work with relevant groups, organisations and public bodies to develop effective environmental measures.

6.9.4 This will include, but is not limited to:

- Further engagement with local authorities in the Core Study Area to seek agreement on the effects on communities and develop effective mitigation strategies.
- Engagement with community facilities and local and national representative bodies to agree approaches to embedded environmental measures and other mitigation – for example, the reprovision of community facilities.
- A continued programme of engagement with members of the public and local representative organisations to refine the Project design and develop strategies for each community likely to be significantly affected in the Inner Study Area.
- Regular engagement with Heathrow Expansion Independent Community Engagement Board as part of a structured approach to identifying the issues of most concern to communities to ensure they can constructively contribute to the planning process.

6.9.5 Specifically, we intend to use feedback from engagement and the 2026 Public Consultation to further develop important environmental measures, including measures within the Property Policies Information Paper and the community compensation fund (as required by the Airports National Policy Statement (ANPS), paragraph 5.250).

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Effects on people and homes

6.9.6 We are undertaking land referencing to identify all interests in the land and property likely to be displaced. This is required to prepare the necessary legal documentation to support the Development Consent Order (DCO) application.

6.9.7 We will continue to work with residents in the Compulsory Purchase Zone (CPZ), landlords and their tenants (including private landlords and registered housing providers) to refine the approach taken to acquisition and management of the process. Several measures are already in place to support people who will be affected by changes to homes and communities, including Heathrow's offer of free one-to-one therapy sessions and a 24/7 helpline as part of the 'Your Wellbeing Support Service'.

6.9.8 This process will continue to collect comprehensive information on the land interests for each dwelling within the CPZ, for example, tenancy arrangements, housing providers and mortgagees. However, it only collects basic information about who lives in these dwellings.

6.9.9 We intend to undertake additional data gathering amongst residents within the CPZ (owner occupiers and tenants) to understand the circumstances for each household in each dwelling. By further identifying the nature and characteristics of households within the CPZ, we will be able to understand more about the potential likely effects and ensure embedded environmental measures are designed and made accessible to ensure that individual circumstances are taken into account. The information collected will help us understand:

- The extent of any language or communication barriers, and measures needed to ensure effective communication.
- Whether residents intend to remain in the local area or move further afield.
- Whether assistance is required to help source 'local' dwellings for residents, contingent on particular circumstances, for example, children attending local schools, design interventions for homes (such as wheelchair accessibility), or those wanting to re-locate close to existing social networks.
- Who has statutory responsibility for the management of relocation of these residents, including Heathrow, social housing providers and local authorities.
- If there are any vulnerable residents including those with health issues or who are particularly young or elderly, or who have any protected characteristics that mean the compulsory acquisition process may differentially or disproportionately affect them.
- The degree of physical moving assistance that may be required.
- The order and prioritisation of relocating residents through the Home Relocation Support Service.

6.9.10 We will refine technical assessments in relation to the likely potential geographical location of construction workers and further develop strategies to manage their effects on communities around the Project.

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6.9.11 We will continue to work with stakeholders to refine and develop the assessment of effects related to population growth and subsequent change in demand for housing as a result of economic growth and will support stakeholders to develop joint strategic frameworks in order to plan for growth.

Effects on community facilities and the people who use them

6.9.12 This chapter sets out our current position regarding community facilities displaced by the Project, including preferred options for reprovision of facilities where applicable. These preferred options have been developed based on the relocation criteria identified by the operators of facilities, and relevant policy, legislation and guidance.

6.9.13 Following the 2026 Public Consultation, further engagement will be undertaken to refine these preferred options and develop re-location options and strategy, design and consenting information for the facilities affected.

6.9.14 In terms of effects relating to noise, we will continue to engage in order to:

- Develop understanding of the baseline position, and the potential change from that baseline position, which may include noise metrics for the school day will also be modelled for these sources.
- Understand existing physical elements (for example, insulation, ventilation) already in place at these facilities to reduce effects related to the existing environment.
- Develop a position regarding environmental measures, which may include changes to the building fabric or relocation.

Effects on public services and the people who use them

6.9.15 Following refinement of assumptions about construction workforce accommodation and location, and further engagement public service providers, we will set out a more detailed assessment of likely significant effects on public services used by construction workers in the Core Study Area.

Effects on community sustainability, viability, cohesion and integration

6.9.16 As set out in this chapter, refinement of the Project design will rely on feedback from consultation and further engagement with communities, community groups and organisations and local public bodies.

6.9.17 This engagement, along with technical work on developing local design and environmental measures, will enable the design and delivery of strategies for each of the communities around the Project potentially significantly affected in terms of the sustainability, viability, cohesion and integration in the community.

6.9.18 Following the 2026 Public Consultation, we will continue to engage with communities most affected by the Project in order to develop a community compensation fund (see community compensation fund document) that enables constructive input for communities throughout the remaining planning process, construction and operation of the Project.

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6.10 Glossary of terms

Term / Acronym	Definition
Compulsory Acquisition	A legal mechanism that allows public bodies and certain private entities to purchase land or property without the owner's consent, provided it is for a compelling public interest and fair compensation is paid.
Compulsory Purchase Zone (CPZ)	The defined area within the Heathrow expansion boundary where land and properties may legally be purchased through Compulsory Purchase Orders (CPOs). Properties located inside the CPZ are identified as essential for delivering the third runway and related infrastructure. Affected residents, businesses, and landowners receive tailored engagement, support, and compensation, including relocation assistance and payments aligned with statutory CPO requirements.
Development Consent Order (DCO)	The legal mechanism in England and Wales used to grant permission for Nationally Significant Infrastructure Projects.
Non-home-based (NHB) construction workforce	Construction workers who stay temporarily in the area, retaining a permanent place of residence elsewhere, for the duration of their employment on the Project.
Registered Social Landlords	Also known as Registered Providers (RPs), these are government-regulated, not-for-profit, and profit-making organizations that provide affordable housing.
Secondary effect	An effect that is considered within this assessment and caused by an effect reported in this assessment (such as the effect on the housing market as a result of the effect of the loss of property within the CPZ).
Tenure	The type of legal, financial and ownership arrangements under which a person or household occupies their accommodation – for example, owner-occupied, private rented and social rented.
The draft Order Limits	The area of land to which the Development Consent Order (DCO) applies.
Unacceptable Adverse Effect Level (UAEL)	A regulatory and toxicological concept used to describe the point at which an environmental pollutant, chemical, or noise exposure causes significant, material harm to health or quality of life.
Wider Property Offer Zone (WPOZ)	A discretionary compensation area we have designated for homeowners affected by the proposed Northwest Runway. Properties within the WPOZ can be purchased by Heathrow at an unaffected, pre-blight open market value without demolition of the property being strictly required.

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Environmental Information Consultation Document (EICD)

Chapter 7: Recreation and amenity

OCTOBER 2026

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7. Recreation and amenity

7.1 Introduction

7.1.1 As indicated within **Chapter 1: Setting the scene for consultation**, 'recreation and amenity' is an environmental aspect for which environmental information is presented for the 2026 Public Consultation.

7.1.2 This chapter is supported by a glossary of terms.

7.1.3 This chapter should be read alongside the following:

- **Blue and Green Infrastructure environmental measures topic paper**
- **Chapter 6: Community** – which sets out the changes to land and environment that affect community facilities (including sport and leisure facilities) and public services.
- **Chapter 8: Noise** – which considers environmental effects on noise-sensitive receptors, including those using recreational resources.
- **Chapter 9: Air quality** – which considers environmental effects from air pollutants and dust on sensitive receptors including those using recreational resources.
- **Chapter 11: Health** – which considers how the Project may affect population health;
- **Chapter 12: Biodiversity** – which considers effects on ecological receptors including habitats, designated sites and ecological networks.
- **Chapter 15: Landscape and visual** – which looks at effects on people and places through changes to the physical landscape and to views experienced by communities.

7.1.4 These chapters are referenced because they identify additional considerations that could influence open space provision, recreational routes, amenity, user experience and access to public rights of way and other recreational resources.

7.2 What is meant by recreation and amenity?

7.2.1 The Project may affect the use, enjoyment and value of recreation and amenity resources, including parks, open spaces, public rights of way (PRoW), walking and cycling routes, waterways and other places used for recreation, relaxation, exercise and social activities. Changes in access, views, noise levels, traffic and the surrounding environment may influence users' experiences of these places. People who use these resources are referred to as receptors. It also assesses how the changes which occur as a result of the Project might influence the quality and character of people's recreational experience.

7.2.2 Disturbance or effects on these resources may arise from:

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- Temporary physical changes, such as diversions to footpaths, changes to views, disturbance from noise, dust and other emissions, as well as traffic movements affecting users of these resources during construction.
- Permanent physical changes, such as through the loss, alteration and reprovision of open space and recreational routes during operation of the Project.
- Changes to access, convenience or connectivity, which may influence how people use recreational routes and spaces.
- Changes in patterns of use – for example, where users favour the use of certain routes or recreational areas over others in response to the Project.

7.2.3 The term open space is defined at s 336(1) of the Town and Country Planning Act 1990 [1] as, '…any land laid out as a public garden, or used for the purposes of public recreation, or land which is a disused burial ground'. Open space is further defined in the Airports National Policy Statement [2] and the National Planning Policy Framework, 2026 [3] as, 'All open space of public value, including not just land but also areas of water (such as rivers, canals, lakes and reservoirs) which offer important opportunities for sport and recreation and can act as a visual amenity'. Further information on the types of open space considered in this chapter is outlined in **Section 7.5**.

7.2.4 Recreational routes comprise routes and corridors to which the public has either a legal right of access or permitted access and are used for recreation, exercise, active travel, access to the countryside and enjoyment of amenity. These include PRoW, such as public footpaths, bridleways, restricted byways and byways open to all traffic, together with permissive footpaths, national trails and cycle routes.

7.2.5 Recreation and amenity resources also include open access land, common land, parks, nature reserves, waterways and waterbodies and other publicly accessible areas used for recreation and leisure. The relevant definitions are provided by s 329(1) of the Highways Act, 1980 [4] and The Countryside and Rights of Way Act, 2000 [5].

7.3 Why recreation and amenity change might occur

7.3.1 The potential for recreation and amenity change arises where the Project interacts with recreational and amenity resources used by the public (**Figure 7A.1**). The users of these resources can experience effects from a range of changes, including to land use, views, noise, dust and other atmospheric emissions and traffic as a result of the Project.

7.3.2 During construction of the Project, temporary changes may occur where works take place within or adjacent to recreational and amenity resources. These may include temporary closures or diversions of public rights of way (PRoW), changes to route connectivity, restrictions on access and temporary changes to the recreational experience arising from construction traffic, worksites, compounds and associated

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activities. Users of nearby recreational resources may also experience increased noise, dust, movement of vehicles and visual intrusion. Such effects may influence how recreational spaces and routes are experienced during the construction period.

7.3.3 In some places, the Project would require the permanent displacement, relocation or loss of recreational spaces and recreational routes where land is required for the construction and operation of permanent Project infrastructure. Where this occurs, replacement or alternative provision may be delivered in accordance with the relevant environmental measures and strategies, including the blue and green infrastructure strategy, **Blue and Green Infrastructure environmental measures topic paper.**

7.3.4 Permanent effects may therefore arise through changes to the location, accessibility, connectivity or availability of recreational resources.

7.3.5 During operation, permanent changes may arise from the presence and operation of new infrastructure that may affect the use, enjoyment, or amenity value of recreational resources. These changes may include the permanent diversion or alteration of recreational and amenity resources, changes to the experience and quality of open space and routes and alterations to views experienced by recreational users. For example, the increased air traffic movements from the operation of the Project may affect the scenic or visual quality or perceived tranquillity of a resource. In some cases, the Project may also introduce new or enhanced access routes, permissive paths or other recreational opportunities, which may result in beneficial effects for recreational users.

7.4 Legislation, policy and guidance

7.4.1 In the UK, a variety of legislation, policy and guidance is in place to protect recreation and amenity resources and to manage change affecting them. At a national level, the policy and legislation relevant to the assessment of the effects on recreation and amenity resources include:

- The Equality Act, 2010 [6]
- The Airports National Policy Statement, 2018 [2]
- The Planning Act, 2008 (ss 131 and 132) [7]
- The Countryside and Rights of Way Act, 2000 [5]
- The National Networks National Policy Statement, 2024 [8]
- The National Planning Policy Framework, 2026 [3]
- Planning Policy Guidance, 2014 [9]

7.4.2 Collectively these seek to ensure that the effects from the Project on groups of people and users of local recreational resources are well understood and where appropriate, that replacement and re-provided resources are well designed, maintained and integrated within the community. Local planning authorities (LPAs) surrounding Heathrow identify a comprehensive network of open space, recreational

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assets and green infrastructure within their respective local development plans. These include open space, parks, play facilities, river corridors and strategic and local walking/cycling routes, as well as the wider public realm and residential amenity spaces.

7.4.3 Across the policy framework, there is a consistent emphasis on protecting, enhancing and delivering accessible, high-quality and multifunctional open space. Policies typically require development to avoid the loss of existing open space, particularly where it is of value for recreation, unless it can be demonstrated that the land is surplus to requirements or is replaced by provision of equal or greater quantity and quality in a suitable location.

7.4.4 References for relevant regional and local plans and LPA policy documentation are included within **Section 7.11** of this chapter.

7.4.5 Policy objectives have informed the assessment of recreation and amenity resources including recreation and amenity value, quality, resource provision, accessibility and receptor sensitivity within the recreation and amenity assessment.

7.5 Assessment summary

7.5.1 There is no established methodological guidance for the preparation of a recreation and amenity assessment (RAA). Therefore, in the absence of a standard recognised methodology, the approach presented in this chapter has drawn on the legislation and policy outlined in **Section 7.4**, together with professional judgement (explained in **Chapter 3: Approach to assessment in the EICR**) and established practice from RAAs undertaken for comparable environmental impact assessment (EIA) projects.

7.5.2 The methodology has also been informed by the EIA scoping opinion and an ongoing programme of engagement with local planning authorities, statutory consultees and other stakeholders. This engagement has helped to refine the scope of the assessment, identify relevant receptors and resources and inform the approach to baseline data collection, survey design and assessment criteria. The methodology has been developed having regard to the nature of the Project, the characteristics of the surrounding area and the availability of data at this stage of the assessment process. The methodology will continue to evolve where necessary in response to ongoing consultation and refinement of the Project design.

7.5.3 The RAA focuses on how people who use recreation and amenity resources (receptors) may be affected by changes arising from the Project. For the purposes of this assessment, recreation and amenity resources comprise open spaces and recreational routes, each defined by an individual resource ID. Open spaces include publicly accessible land, private open spaces of public value and water bodies valued for recreation, leisure and amenity, while recreational routes, include public rights of way (PRoW), permissive routes, promoted recreational routes, national trails and other access corridors used for recreation and active travel.

7.5.4 As set out in **Section 7.1**, the Town and Country Planning Act 1990 [1], the Airports National Policy Statement, 2018 [2] and the National Planning Policy Framework, 2026 [3] provide a broad definition of open space. For the purposes of this

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assessment, open space is taken to mean all open space of public value, including land and areas of water that provide opportunities for recreation, leisure, sport, access and amenity. A resource classification framework has been developed – drawing on relevant legislation, planning policy, professional judgement and established assessment practice – to provide a consistent basis for the identification and assessment of recreation and amenity resources within the study area. The detailed classification framework, resource typologies and assessment methodology will be described within the Environmental Statement (ES). The approach has been informed by relevant legislation, national and local planning policy, planning practice guidance, established practice and recognised good-practice guidance relating to open space, recreation, green infrastructure and public access.

7.5.5 This consultation document (EICR), as set out in **Chapter 1: Setting the scene for consultation**, provides an assessment of the recreation and amenity resources identified to date as having the greatest potential to be affected by the Project. While the study area has been reviewed and updated since 2019, baseline review and survey work remains ongoing and may identify additional open spaces and recreational routes requiring assessment. The ES will present a comprehensive assessment of all relevant recreation and amenity resources identified through the final baseline.

7.5.6 Effects are considered in relation to both the construction and operation of the Project, as described in **Chapter 2: Description of the Project**. Construction activities would occur throughout delivery of the Project and may, in some locations, coincide with the operation of completed elements. The assessment therefore considers the potential for construction and operational effects to occur concurrently where this represents a realistic worst-case scenario. The assessment also considers how the use, enjoyment and experience of recreation and amenity resources may change over time as different elements of the Project are introduced and brought into operation.

7.5.7 The RAA is receptor-based and draws on evidence from other environmental topic assessments where those assessments influence the use, accessibility, quality or recreational experience of recreation and amenity resources. For example:

- **Landscape and visual**: changes to views and landscape character can influence how attractive and enjoyable recreational areas are.
- **Biodiversity**: effects on habitats, wildlife and protected sites may affect both access and the overall recreational experience.
- **Transport network users**: alterations to PRoW, connections between routes and general accessibility can directly affect how people reach and use recreational spaces.
- **Noise and air quality**: changes in noise levels and air quality can reduce the sense of peace and enjoyment in recreational environments.
- **Health**: access to recreational spaces supports physical and mental wellbeing, so any changes to these spaces or how they are accessed may have health implications.

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- **Community**: changes to local services, facilities and community infrastructure can influence how people use and experience recreation and amenity resources. This includes effects on the availability and quality of community infrastructure, which may in turn shape recreational use and experience.

7.5.8 Together, these assessments provide the evidence needed to understand how environmental changes may affect the use, enjoyment and experience of recreational and amenity resources. This integrated approach avoids unnecessary duplication while ensuring that all relevant factors are fully considered.

Baseline

7.5.9 Baseline information collated in 2019 has been reviewed to identify any material changes to the presence, availability, use and enjoyment of recreational and amenity resources within the RAA study area. Ongoing reviews of the baseline information will be informed by engagement with relevant statutory consultees (such as LPAs) and current data as it becomes available.

7.5.10 While conditions of and localised changes to, recreation and amenity resources may have occurred since 2019, these changes are not anticipated to materially alter the overall recreational and amenity quality, value or strategic sensitivity of these resources.

7.5.11 On this basis, the 2019 baseline information is considered to provide an appropriate and proportionate foundation for the assessment of likely effects arising from the construction and operation of the Project for the purposes of this EICR, while noting that work is ongoing to obtain up to date baseline information.

7.5.12 More in depth information with regards to baseline conditions for identified Community Areas is outlined within **Section 7.7**.

Open spaces

7.5.13 To inform the RAA, walkover surveys are being undertaken to confirm that open spaces identified through updated desk-based study are publicly accessible or are of public value and used for recreational purposes, as well as to identify any additional recreation and amenity spaces not previously identified. Recreational open spaces are then categorised according to typologies derived from Planning Policy Guidance, 2014 [9] (including the former PPG17, 2002 [10]), the current National Planning Policy Framework, 2026 [3] and professional judgement. For the purposes of this assessment, these comprise parks and gardens, natural semi-natural greenspaces, green corridors, amenity green space and provision for children and young people (play areas). Waterbodies and water features, including rivers, canals, ponds, lakes and reservoirs, may form part of any of these typologies. These can contribute significantly to the character, quality and recreational value of an open space, while also providing important functions for biodiversity, drainage and visual amenity. Open space typologies will be subject to review as updated information and survey data becomes available.

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7.5.14 The assessment has been informed by the comprehensive 2019 walkover surveys, supplemented by updated desk-based information. A programme of verification surveys is currently underway to confirm baseline conditions, capture any changes since 2019 and ensure the ES reflects the most up-to-date understanding of recreational resources within the study area (see **Section 7.9**). The open spaces and recreational routes identified during the 2019 surveys will be reverified as part of the updated surveys being undertaken in 2026/27. The verification surveys will confirm the current accessibility, recreational function and typology and identify any newly created, lost or altered recreational and amenity resources within the RAA study area.

7.5.15 **Chapter 6: Community** also considers the potential effects on users of other types of open space that serve a primarily community function. These include allotments, outdoor sports facilities, sports pitches and other formal recreation facilities associated with organised sporting, educational or community activities. Churchyards, cemeteries and civic spaces are also considered in **Chapter 6** where they have an association with community buildings, services and facilities.

Recreational routes and open access land

7.5.16 Recreational routes and areas of open access land within the RAA study area have been identified through desk-based review of definite mapping, publicly available datasets and aerial imagery, supported by field survey verification. These surveys are being undertaken to confirm accessibility, route condition, recreational function and patterns of use and to identify any changes since previous surveys or any additional routes and access opportunities. Recreation routes are categorised according to their legal status, designation or recreational function, including PRoW, permissive routes, promoted recreational routes, national trails, cycle routes and other publicly accessible access corridors used for recreation, exercise and active travel.

7.5.17 Open access land, common land and other publicly accessible areas that provide recreational opportunities are also identified and assessed where appropriate. These resources are considered alongside recreational routes where they contribute to recreational use, access to the countryside, exercise, leisure or the enjoyment of amenity.

User survey summary report

7.5.18 In addition to walkover surveys, user surveys were undertaken in 2019 to understand how the recreational spaces and routes within the study area were used. Surveys were undertaken at specific locations and at each survey location, experienced surveyors recorded user numbers at hourly intervals over a three-day period and undertook voluntary questionnaire interviews to capture qualitative insights about recreational use. This included information on visitor characteristics, trip patterns and behaviour, as well as overall levels of satisfaction with the resource. The scope of the 2019 surveys was agreed through engagement with the Heathrow Strategic Planning

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Group (HSPG), with surveys undertaken at 12 locations across four representative periods throughout the year.

7.5.19 The user surveys completed in 2019 therefore form an appropriate and proportionate foundational basis for the assessment. A new programme of visitor engagement surveys will be carried out between 2026 and 2027 to supplement the existing evidence and capture current recreational use patterns, behaviours and overall satisfaction of recreation and amenity resources across the study area (see **Section 7.9**).

Significance

7.5.20 The assessment identifies the sensitivity of recreation and amenity resources, informed by their value and susceptibility to change. The magnitude of change arising from the Project considers the scale, geographic extent, duration and reversibility of effects. These factors are considered together to determine the significance of effect.

7.5.21 Professional judgement is applied in determining both the sensitivity of recreation and amenity resources and the nature and extent of change that may arise from the Project. At this consultation stage, significance is expressed through a clear and reasoned narrative explaining whether effects are considered to be significant or not significant, rather than through the application of a detailed significance matrix or numerical scoring system. This ensures the assessment remains proportionate and focused on the key issues relevant to recreation and amenity at this stage of the Project.

7.5.22 The ES will provide further detail on the assessment approach, including the methodology used to evaluate sensitivity, magnitude of change and significance of effect where required and appropriate.

Environmental measures

7.5.23 The Project seeks to maintain access to open space and recreational routes for local communities and to retain continuity of their recreational and amenity value. This approach includes the retention, reprovision and reinstatement of affected resources, together with measures designed to maintain the function, accessibility, and useability of key recreational resources. The assessment presented within this report assumes that these measures are in place.

7.5.24 Embedded environmental measures incorporated within the Project include the reprovision of open spaces and recreational routes, where required by policy, together with wider green infrastructure interventions delivered through the blue and green infrastructure strategy. These measures are being developed in accordance with relevant legislation and policy and are guided by the principles of quantity, quality, value and accessibility, with the aim of maintaining or enhancing recreation and amenity provision throughout the study area.

7.5.25 Environmental measures also seek to avoid, reduce or offset potential effects on open spaces, recreational routes and their users, while maintaining overall

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connectivity and access during the delivery of the Project. This includes the provision of suitable alternative routes where existing routes are temporarily or permanently affected, including during construction activities and where permanent diversions or reprovision of PRoW are required. Measures will seek to minimise the duration and extent of disruption to connectivity affecting PRoW, permissive routes, national trails and other regionally or locally promoted recreational routes.

7.5.26 The Project also includes delivery of a multifunctional Green Loop, providing a strategic network of routes to enhance connectivity and expand access to high-quality recreational opportunities both north and south of the airport. Locally promoted cycling routes will be maintained through staged construction and temporary diversions, with permanent improvements delivered through upgraded off-road routes, enhanced connectivity and integration into the Green Loop network.

7.5.27 Any environmental measures proposed at this stage represent a preferred option at the time of writing this chapter. These measures are subject to ongoing development and refinement for the ES stage. As the RAA is progressed, there is potential for further embedded measures to be identified, as required, to mitigate potential adverse effects.

7.6 Assessment results

7.6.1 The principal recreation and amenity effects will arise from construction activities associated with early works and initial infrastructure delivery along with some operational characteristics. Operational characteristics include potential for ongoing aircraft and surface transport activity, associated noise and movement and the permanent arrangement of infrastructure, which together influence the perceptual qualities, accessibility and use of recreational and amenity resources.

7.6.2 Early construction works cover the period before the Northwest Runway opening and include an early peak in construction activity, from works such as major highways works (including the M25 and southern road tunnel), demolition, watercourse diversions and the establishment of Construction Support Sites (CSS).

7.6.3 When construction commences and where replacement open space is proposed, it is preferable for replacement provision to be implemented as early as possible in order to minimise temporary losses in recreation and amenity value and function. Opportunities for overall enhancements of recreation and amenity resources are being sought which could lead to a net positive permanent effect. Proposals will be developed further to inform a more detailed assessment to be presented in the Environmental Statement (ES). Positive effects may occur where the resource being re-provided or enhanced is of a higher quality, condition, value or accessibility than the existing resource, or those being lost, resulting in an overall improvement to the baseline situation. This may include improvements to the recreational experience, accessibility, connectivity or functionality of the resource for users.

7.6.4 During early construction works, construction compounds, cranes, earthworks, material storage areas and temporary lighting will be present at CSS and in other

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various locations within the draft Development Consent Order (DCO) limits around the Project.

7.6.5 In areas closest to construction activity, direct effects on recreation and amenity users and resources are likely due to the direct loss of the resource and removal of access to the resource resulting in an effect on open spaces and recreational routes such that access to the resource is no longer possible. Potential indirect effects may occur where construction works are close to a resource and users may experience disturbance from the construction works but still able to use the resource. These effects will arise from the introduction of large-scale plant and movement of construction vehicles/machinery within views, noise disturbance and from alterations to existing land use and landform during earthworks.

7.6.6 The construction period for the Project is currently anticipated to extend over approximately 25 years. While this represents a relatively long duration, construction activities will be temporary in nature and are not anticipated to occur sequentially across the study area for the full period. Instead, works will be phased and staggered, with activity taking place at different locations over time, including at CSS. The scale, nature and duration of works will vary by location. This means that some short- (zero to five years), medium- (five to 15 years) and long-term (15+ years) changes may be experienced. The specific works types and duration at CSS is yet to be determined, see **Chapter 2: Description of the Project** for more information.

7.6.7 As a result, the duration of construction effects experienced at any given location will typically be shorter than the overall duration of the construction programme. However, in some areas, shorter term construction activity may be directly followed by the Project becoming operational. Where open spaces and recreational routes are retained and remain available for public use, users may experience temporary construction-related effects, such as changes to views, noise levels or activity with the works. Once construction is complete, these temporary effects would cease and be replaced by the permanent operational influences associated with the completed Project, while the recreational resources themselves continue to perform their intended function and remain accessible to users.

7.6.8 In this context, construction-related effects are considered to be temporary in nature, although the duration for which they are experienced will vary depending on the location, type and phase of works involved. These may be experienced over the short- (zero to five years) and/or medium-term (five to 15 years), depending on duration of works. Where construction areas subsequently form part of the permanent development footprint, the temporary construction effects may be followed by the separate, long-term operational effects associated with the completed infrastructure.

7.6.9 Outside of the DCO limits, recreational and amenity resources would not be physically altered by the Project. However, users of these resources may experience indirect effects from construction activities and/or operation of the Project, including changes to views, noise levels, activity, movement and accessibility. The extent and distribution of any such effects will be considered in more detail within the ES as baseline information, survey data and Project design continue to be refined.

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7.6.10 Operational effects during early construction works will be limited as the full infrastructure build-out would not yet have occurred. Further assessment will be undertaken as part of the ES, which will fully assess the effects of the Project.

7.6.11 As construction nears completion, additional infrastructure associated with the Project will become operational and the extent of the airport will increase. This will result in more permanent changes to recreational and amenity users and resources due to the construction of the new built elements, alterations to landform and access routes.

7.6.12 Operational effects will be permanent in nature. In many areas, the incorporation of resources into the Green Loop and the introduction of re-provided public open space (RPOS) may improve the quality, accessibility and connectivity of recreational and amenity resources. As a result, operational effects in these locations may be negligible or beneficial. Beneficial effects may arise where the re-provision of recreational and amenity resources will be of a higher quality than the existing resource and where the retained resources are enhanced in accordance with the blue and green infrastructure strategy. Reprovision of open space with maintained accessibility and better integration into the wider green infrastructure network may also deliver a net improvement in functionality, connectivity and the overall user experience relative to the baseline, resulting in potential beneficial effects.

7.6.13 Overall, permanent negligible and beneficial changes to recreational and amenity resources are anticipated in some locations as a result of the Project. Widespread adverse operational effects across the wider study area (beyond the draft DCO limits) are not currently anticipated.

7.7 Community Areas

7.7.1 The use of Community Areas, as defined in **Chapter 4: People, place and Community Areas**, provides a people-focused spatial framework that aligns with patterns of settlement, movement and community identity within the recreation and amenity study area. As set out in **Chapter 4**, there are 23 Community Areas. For the purposes of reporting and assessment within the recreation and amenity assessment (RAA), the Poyle Community Area has been subdivided into two reporting areas (Poyle North and Poyle South) reflecting the influence of the proposed runway and associated infrastructure. Accordingly, the RAA reports effects across 24 reporting areas.

7.7.2 Baseline information for the Community Areas has been compiled from desk-based sources and field survey information available at the time of writing. In some Community Areas, including Datchet, Wraysbury, Feltham West, further surveys are ongoing and will be used to supplement and refine the baseline information presented within the Environmental Statement (ES).

7.7.3 Ongoing baseline work across the RAA study area includes consideration of recreational uses associated with water bodies, including their accessibility, recreational function and potential public value. This work will inform the identification of any additional recreational resources requiring assessment within the ES and will

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assist in determining whether any such resources require consideration as part of replacement, reprovision or wider recreation and amenity strategies. Where baseline information remains incomplete at this stage, the Community Area assessments reflect the current understanding of available information and will be refined through ongoing survey and assessment work.

7.7.4 The Community Areas are located within the following local planning authorities (LPAs): Three Rivers District Council, London Borough of Hillingdon, Runnymede Borough Council, London Borough of Hounslow, Spelthorne Borough Council, London Borough of Richmond upon Thames, Slough Borough Council, Buckinghamshire Council and London Borough of Ealing.

7.7.5 The Community Areas baseline text has been prepared in conjunction with **Chapter 15: Landscape and visual**. This section outlines the effects on recreational and amenity resources from the construction and operation of the Project.

7.7.6 The effects described within the Community Areas are informed by the assessment presented in **Section 7.6** above and consider both physical effects on recreation and amenity resources and changes to the experience of users arising from construction and operation of the Project.

7.7.7 Some recreational and amenity resources within the Community Areas may be physically affected by the Project. Such effects would occur as a result of:

- Temporary closure, stopping up or diversion of recreational routes.
- Temporary occupation of recreational and amenity resources during construction, following which the resource would be reinstated.
- Permanent closure, extinguishment or diversion of recreational routes.
- Permanent displacement of recreational and amenity resources, where replacement provision would be delivered in accordance with the Blue and Green Infrastructure (B&GI) strategy.

7.7.8 Accordingly, resources may either remain available throughout construction, be temporarily unavailable before reinstatement or be permanently displaced and re-provided elsewhere.

7.7.9 Where this occurs, users may experience changes in accessibility, connectivity and the use of the affected resource and may need to use temporary diversions, replacement facilities or alternative resources.

7.7.10 Where recreational and amenity resources are not physically affected by the Project, users may still experience indirect effects arising from construction and operation. These may include changes to views, noise levels, air quality, traffic conditions and patterns of recreational use, including potential changes in visitor numbers resulting from the temporary displacement of users from other nearby resources and potential increases in use by Heathrow construction workers who may use the resources during their free time.

7.7.11 A summary of environmental measures is presented in **Section 7.5**.

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Harmondsworth

7.7.12 The Community Area comprises the historic Harmondsworth village core, designated as a conservation area, together with surrounding residential areas and open land forming the settlement edge. The village lies to the north of the A4 Colnbrook Bypass and to the east of the M25/M4 junction and encompasses Harmondsworth Moor, St. Mary's churchyard and Harmondsworth recreation ground, which collectively provide a mature parkland setting with high levels of tree and vegetation cover. These spaces form part of a well-connected B&GI network and support a well-used network of footpaths and connected spaces used by the local community.

7.7.13 Harmondsworth Moor (resource ID A0078) would be partially affected by the Project, with approximately 63 hectares required for permanent Project infrastructure. Areas falling within the Project footprint would no longer be available in their current form, while access to the retained areas of Harmondsworth Moor would be maintained, where appropriate during construction. Users of retained areas are likely to experience temporary changes in the recreational experience arising from increased construction activity, including noise, movement, activity and localised access restrictions. These effects would be most noticeable during the early stages of construction and would reduce as construction activities progress and areas are reinstated or enhanced.

7.7.14 Open space affected at Harmondsworth Moor would be re-provided at a minimum 1:1 ratio within the wider area through delivery of the B&GI strategy (**Blue and Green Infrastructure environmental measures topic paper**). Areas temporarily occupied during construction would be reinstated as soon as reasonably practicable following completion of works, while retained areas of Harmondsworth Moor would be enhanced. The aim of the strategy is to maintain Harmondsworth Moor's function as a metropolitan park and ensure that equivalent or enhanced recreational provision is available within the wider area.

7.7.15 The northern portion of the open space south east of Harmondsworth Moor (resource ID A0330) that lies within the Harmondsworth Community Area and the open space north and west of the Great Barn (resource ID A0137) would be displaced by the Project and would no longer be available in their current configuration. Before construction activities commence within these resources, users may experience temporary indirect effects arising from nearby construction activity, including increased noise, movement, activity and changes in tranquillity. Once construction activities commence within affected areas, access to those areas would be restricted or removed. Replacement open space would be provided in accordance with the re-provided public open space (RPOS) strategy, with facilities and recreational functions maintained or enhanced within appropriate catchments.

7.7.16 Harmondsworth recreation ground (resource ID A0058) would be permanently displaced by the Project and would no longer be available in its current location. Users would therefore lose access to the existing facility once construction activities commence within the site. Replacement open space and recreational facilities would aim to be provided within the local area in accordance with the RPOS strategy, with delivery in advance of, or alongside, loss of the existing resource. This is intended to

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maintain the overall quantity and function of recreational provision serving the surrounding area.

7.7.17 Public rights of way (PRoW) and locally promoted cycling routes seek to be maintained during construction through staged works and temporary diversions, then reinstated, re-provided or removed where appropriate. The multifunctional Green Loop will create a strategic recreational network, improving connectivity between spaces through upgraded off-road routes and integration within the wider Green Loop network.

7.7.18 With these environmental measures in place, the majority of PRoW within this Community Area, including PRoW Y23 (R0219), PRoW Y15 (R0226), PRoW Y20 (R0227), PRoW Y19 (R0228), PRoW Y13 (R0220) and PRoW Y8 (R0229), are anticipated to remain available and continue to perform their recreational and connectivity functions during construction and operation, as routes will continue to function and any temporary disruptions will be short-term and managed.

7.7.19 Users of the Harmondsworth Moor locally promoted walk (resource ID R0347) may experience temporary changes to the recreational experience over approximately 4 kilometres of the route during construction. These changes may arise from increased construction activity – including noise, movement, activity and changes to the surrounding environment – which may influence how the route is experienced. As construction activities decrease and routes are reinstated and integrated into the wider network, these changes would reduce. In the longer term, the route would continue to perform its recreational and connectivity functions, with opportunities for enhancement through integration with the wider Green Loop and green infrastructure network.

7.7.20 Overall, the Harmondsworth Community Area contains a number of recreational and amenity resources that would be permanently displaced or partially affected by the Project, including areas of Harmondsworth Moor, Harmondsworth recreation ground and other publicly accessible open spaces. Users may experience temporary disruption, changes to accessibility and alterations to the recreational experience during construction. Replacement provision and enhancements proposed through the B&GI strategy and RPOS strategy are intended to maintain the overall quantity and function of recreational provision within the wider area. While the location and distribution of some recreational resources would change substantially, recreational opportunities and connectivity would be maintained through replacement provision, reinstatement and integration with the wider Green Loop network. The ES will provide a detailed assessment of the likely effects on recreational resources and users.

Sipson

7.7.21 Sipson Community Area lies within the London Borough of Hillingdon and comprises a linear village located to the north of the A4 Colnbrook Bypass and to the south of the M4. A spur of the M4 separates the village from the landscape to the east, resulting in a relatively contained settlement with a narrow strip of green space between the settlement edge and the motorway. Publicly accessible open spaces are

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concentrated along a north–south axis within the Community Area, forming a locally important network of recreational provision. Sipson recreation ground is the main recreational resource which provides an important focus for both formal and informal activity. A limited number of recreational routes are present, including a minor route located towards the south western boundary. Further context and setting for the Community Area is set out within the Harmondsworth Section reflecting the close spatial relationship and shared characteristics between the two settlements.

7.7.22 Direct interaction between the Project and a number of recreational resources within the Sipson Community Area is anticipated, including Sipson recreation ground and several smaller areas of publicly accessible open space located within the draft Development Consent Order (DCO) limits. The function, accessibility and connectivity of publicly accessible open spaces and recreational routes would be retained. Users may experience temporary changes to the recreational experience during construction arising from increased activity, movement and changes to the surrounding environment. Where recreational resources are affected by Project works, access would be maintained or alternative provision implemented where required.

7.7.23 The baseline environment is already influenced by nearby infrastructure, including the M4, A4 and existing airport operations. Where effects occur, they are expected to relate primarily to temporary changes in the recreational experience during construction, including increased activity, movement, noise and changes to the surrounding setting. These changes would reduce as construction activities decrease and the recreational function of affected resources would be retained.

7.7.24 Where temporary changes to the recreational experience occur during construction, these may include increased noise, movement and activity within the surrounding area. Such changes would be temporary in nature and would reduce as construction activities decrease.

7.7.25 During operation, publicly accessible open spaces and recreational routes within the Community Area would continue to perform their recreational and connectivity functions. In the longer term, the function, accessibility and connectivity of recreational resources within the Community Area would be retained as part of the wider green infrastructure network.

Longford

7.7.26 Longford Community Area includes the majority of the existing airport. Located within the draft DCO limits and Community Area, Longford village is a linear village west of the existing airport and centred along Bath Road and influenced by nearby transport infrastructure, including the M4 corridor. The village has a distinct local identity shaped by its proximity to the existing airport and a mix of historic buildings and newer development. Publicly accessible open space is limited and dispersed, including Longford Pocket Park on the southern edge of the village and smaller amenity spaces and play areas. Open land associated with the Duke of Northumberland's River also forms part of the wider green infrastructure network, although not all of it is publicly accessible.

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7.7.27 The Community Area is set within a landscape influenced by nearby infrastructure, remaining green belt land and river corridors, forming part of the wider Colne Valley. Recreational provision is supported by a limited network of local routes and spaces, with connectivity influenced by the surrounding road network and settlement pattern.

7.7.28 Longford Moor (resource ID A0136) would be substantially affected by the Project, with approximately 71 hectares required and the majority of the resource displaced. Prior to construction activities commencing within Longford Moor itself, users may experience indirect effects arising from construction works within the surrounding area, including increased noise, movement, activity and temporary access restrictions. Once construction activities commence within Longford Moor, the resource would no longer be available for public use and users would be displaced to alternative provision. This reflects the wider changes within the Community Area, where residential properties are also proposed to be displaced (**Chapter 6: Community)**.

7.7.29 Replacement district park provision would be delivered within the wider area in accordance with the B&GI strategy and RPOS strategy, with replacement provision aiming to be delivered in advance of loss. Any areas retained following construction would be reinstated and integrated into the wider green infrastructure network. While replacement provision is intended to maintain the quantity and function of recreational provision within the wider area, the existing location and pattern of provision within Longford would be fundamentally altered.

7.7.30 Longford Pocket Park (resource ID A0060) and Heathrow Close playground (resource ID A0141) would be displaced by the Project alongside the residential properties within Longford village (**Chapter 6: Community**). Given the displacement of the local residential community, these resources would not be re-provided in their existing locations. Replacement recreational provision would be delivered elsewhere within the wider area in accordance with the wider recreation and open space strategy. Before displacement, users may experience temporary changes arising from increased activity, movement and changes to the surrounding environment. Following displacement, recreational provision would be available through replacement facilities serving the wider area.

7.7.31 PRoW would be sought to be maintained through temporary diversions during construction, re-provided where they continue to serve a recreational function and reopened at the earliest opportunity. Routes would be integrated into the Green Loop network, supporting longer term recreational connectivity and access. Users may experience temporary disruption during construction; however, access and connectivity would be maintained through appropriate management measures, where required.

7.7.32 Overall, Longford would experience substantial change as a result of the Project. Longford Moor, together with other recreational resources within the village, would be displaced alongside the wider changes proposed within the Community Area. Users may experience changes arising from the loss of existing recreational resources, temporary construction activity and alterations to the pattern of recreational provision. Replacement recreational provision and the wider Green Loop network would be

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delivered to maintain recreational opportunities and connectivity within the wider area, with replacement provision aiming to be delivered in advance of loss. While the location and distribution of recreational resources within Longford would be fundamentally altered, recreational provision would continue to be available through replacement facilities and the wider green infrastructure network.

Hayes

7.7.33 Hayes Community Area lies within the London Borough of Hillingdon, north of Heathrow. The southern part of Hayes Town falls within the Recreation and amenity study area, bounded by the M4 to the south, the A312 to the east and the London to Reading railway line to the north. The area is predominantly urban and suburban in character, reflecting interwar and later residential growth and comprises residential neighbourhoods, local centres, employment areas, cemeteries and transport infrastructure.

7.7.34 Open space provision includes Pinkwell Park, the Sam Philips and Bourne Farm recreation grounds and Cherry Lane Cemetery, while the eastern edge of the Community Area adjoins the Crane Valley and provides access to Cranford Park. Publicly accessible open spaces are distributed across the Community Area, with the largest spaces and recreational routes concentrated towards the western boundary. There have been no material changes to the distribution, function or accessibility of these features since 2019, and the baseline remains appropriate for the purposes of the assessment.

7.7.35 Direct interaction between the Project and publicly accessible open spaces and recreational routes within the Hayes Community Area is anticipated to be relatively limited, as the principal recreational resources are generally located away from the main areas of Project activity. The function, accessibility and connectivity of publicly accessible open spaces and recreational routes would be retained. Users may experience temporary changes to the recreational experience during construction arising from increased activity, movement and changes to the surrounding environment. However, these changes would be localised and would not affect the ongoing recreational function of the resources.

7.7.36 Where temporary changes to the recreational experience occur during construction, these may include increased noise, movement and activity within the surrounding area. Such changes would reduce as construction activities decrease.

7.7.37 During operation, publicly accessible open spaces and recreational routes within the Community Area would continue to perform their existing recreational, community and connectivity functions, with conditions anticipated to remain broadly consistent with the baseline.

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Harlington

7.7.38 Harlington Community Area lies to the north of Heathrow and comprises a predominantly urban and suburban landscape, interspersed with areas of open land associated with agricultural land and playing fields. Harlington contains a historic village core designated as a conservation area, where traditional building form, finer grain and the relationship to surrounding open spaces contribute to a sense of place.

7.7.39 Bolton's Lane open space (resource ID A0061) lies outside the draft DCO limits and no direct physical land take is anticipated. As a result, any effects during early construction are expected to be limited and temporary. During operation, the open space would continue to be available for community use and is anticipated to retain its recreational function and value. As there is no direct physical interaction, effects will be limited to indirect perceptual changes from nearby construction activity, including increased noise, movement and activity, which may affect the perceived tranquillity of the space. These effects are anticipated to reduce as construction activity decreases and surrounding conditions stabilise. During operation, any changes experienced by users are expected to be limited in extent.

7.7.40 Little Harlington playing fields (resource reference ID S6) lie within the draft DCO limits and would be displaced by the Project. Replacement playing fields would be re-provided immediately to the east within the Harlington area in accordance with the B&GI strategy (**B&GI environmental measures topic paper**). The replacement playing fields would aim to be delivered on a like-for-like basis in terms of function and would provide equivalent or greater recreational provision within the Community Area before any loss of the existing facility. Users may experience temporary changes to the recreational experience during construction arising from increased activity, movement and changes to the surrounding environment. In the longer term, the recreational function, accessibility and provision of the resource would be retained through replacement provision within the Community Area.

7.7.41 Other publicly accessible open spaces within the Harlington Community Area would remain available for use and continue to perform their existing recreational and community functions. These spaces either lie outside the draft DCO limits or are not subject to land-take. Any effects are expected to be limited to indirect perceptual changes arising from nearby construction activity, such as temporary increases in noise, movement and activity that may influence user experience. These effects are anticipated to reduce as construction activity decreases and surrounding conditions stabilise. During operation, effects are also expected to be limited.

7.7.42 PRoW within the Harlington Community Area would continue to perform their recreational and connectivity functions throughout construction and operation. Where required, temporary diversions would maintain connectivity and access. While users may experience temporary disruption arising from increased activity, movement and noise during construction, these changes would reduce as construction activities decrease and would not materially affect the usability of routes.

7.7.43 Overall, recreational resources within the Harlington Community Area would continue to perform their recreational, community and connectivity functions throughout

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construction and operation. Little Harlington playing fields would be re-provided within the Community Area, ensuring continued recreational provision for local users. Users may experience temporary changes to the recreational experience during construction arising from increased activity, movement and changes to the surrounding environment. However, these changes would reduce as construction activities decrease. In the longer term, the function, accessibility and provision of recreational resources within the Community Area would be retained, with resources continuing to support recreation, community use and access opportunities.

Cranford Cross

7.7.44 Cranford Cross lies to the north and east of Heathrow and comprises a predominantly urban and suburban area interspersed with areas of open land associated with agricultural land, playing fields and Cranford Park, along with river corridors. The area is characterised by more modern residential development and proximity to major infrastructure, including airport-related buildings and associated transport corridors. Publicly accessible open spaces are generally larger in scale and are concentrated towards the north of the Community Area and along the eastern boundary, forming an important component of the local green infrastructure network. A series of recreational routes are interlaced throughout these spaces, particularly in the north and along the eastern edge, supporting both local and strategic connectivity, including the London loop regional trail. There have been no material changes to the distribution, function or connectivity of these features since 2019, and the baseline remains appropriate for the purposes of the assessment.

7.7.45 Berkeley Meadows (resource ID A0080) lies within an area of Project interaction. Users may experience temporary changes to the recreational experience during construction arising from increased activity, movement and changes to the surrounding setting. These changes would be temporary and would reduce as construction activities decrease. The resource would continue to function as a local recreational space and its recreational role and accessibility would be retained.

7.7.46 The **B&GI environmental measures topic paper** states that public open spaces along the River Crane, including Cranford Park, Crane Meadows and Crane Bank, would be temporarily affected during construction but largely retained. The proposals would deliver longer-term improvements to accessibility, condition and setting, while maintaining ecological, recreational and active travel connections. Replacement open space would be provided where required and Crane Bank local nature reserve would be retained.

7.7.47 Cranford Park (resource ID A0073) would be subject to landscape enhancement works along parts of its southern perimeter as part of the wider Green Loop proposals. Users may experience temporary changes to the recreational experience during construction arising from increased activity and movement associated with the works. In the longer term, enhancements to connectivity, accessibility and landscape quality are anticipated to strengthen the recreational function of the resource and its integration within the wider green infrastructure network.

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7.7.48 The London Loop regional trail between the Grand Union Canal and the A30 (resource ID R0048) forms part of a regionally important recreational network and passes through an area of Project interaction over approximately 5 kilometres of route length. Users may experience temporary changes to the recreational experience during construction arising from increased activity, movement and changes to the surrounding environment. Connectivity and access would be maintained throughout construction through appropriate management measures where required. During operation, improvements to route quality, accessibility and integration with the wider Green Loop and green infrastructure networks are anticipated to enhance the recreational function and user experience of the route.

7.7.49 Other publicly accessible open spaces within the Cranford Cross Community Area are anticipated to remain available and continue to perform their existing recreational and community functions. Land-take would affect only a small number of resources, with any changes largely limited to direct physical interaction or short-term, localised changes in how spaces are experienced during construction, such as temporary increases in noise, movement and activity. These effects are anticipated to reduce as construction activity decreases and surrounding conditions stabilise. During operation, the experience of these spaces is expected to remain broadly consistent with existing conditions.

7.7.50 PRoW and recreational routes within the Community Area would be maintained through temporary diversions where required during construction, ensuring continuity of access and connectivity across the network. Following construction, affected routes would be reinstated and integrated into the wider Green Loop and green infrastructure networks. While users may experience temporary disruption during construction, routes would continue to perform their recreational and connectivity functions throughout the life of the Project.

7.7.51 Overall, a number of recreational resources within the Cranford Cross Community Area lie within or adjacent to areas of Project interaction, including Berkeley Meadows, Cranford Park and sections of the London loop regional trail. Users may experience temporary changes to the recreational experience during construction arising from increased activity, movement and changes to the surrounding environment. Recreational spaces and routes would continue to perform their recreational and connectivity functions throughout construction and operation, with connectivity maintained through temporary diversions where required. In the longer term, improvements associated with the Green Loop and wider green infrastructure network are anticipated to enhance accessibility, connectivity and the quality of the recreational experience across the Community Area.

West Drayton

7.7.52 West Drayton is a large settlement north of the M4 and west of the A408. The recreation and amenity study area is bounded to the north by the London to Reading railway line. The Community Area is characterised by inter-war and newer residential growth, comprising a mix of residential neighbourhoods, local centres, cemeteries, employment areas and transport infrastructure. It retains elements of a historic core,

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including conservation designations and the West Drayton area of special character. A well-distributed network of publicly accessible open spaces is present throughout the area, including The Closes, The Southlands, The Green, The Dell, the grounds of Drayton Hall and West Drayton Cemetery, along with associated open space corridors linked to the River Fray, including Frays Island and Mabey's Meadow nature reserve. Recreational routes are broadly distributed across the Community Area, with a more concentrated network in the south west. Material changes to the distribution, function or connectivity of these features since 2019 and the baseline remains appropriate for the purposes of the assessment.

7.7.53 The Closes (resource ID A0019) lies outside the draft DCO limits and is not anticipated to experience direct interaction with the Project. Users may experience temporary changes to the recreational experience associated with nearby construction activity, including increased movement, activity and noise; however, these changes would be localised and would reduce as construction activities decrease.

7.7.54 The Dell (resource ID A0021) lies outside the draft DCO limits and is not anticipated to experience direct interaction with the Project. Any changes to the recreational experience would be limited to temporary influences arising from nearby construction activity and would reduce as construction activities decrease. The recreational function and accessibility of the space would be retained.

7.7.55 Frays Island and Mabey's Meadow nature reserve (resource ID A0124) lie outside the draft DCO limits and is not anticipated to experience direct interaction with the Project. Users may experience limited temporary changes associated with nearby construction activity. However, the recreational, ecological and amenity functions of the resource would be retained, and the user experience would remain broadly consistent with the baseline.

7.7.56 Townmead recreation ground (resource ID OS127) would be partially affected by floodplain works and would be re-provided immediately north of its current location, in accordance with the B&GI strategy (**B&GI environmental measures topic paper**). Replacement playing fields would be delivered on a like-for-like basis in terms of size and function, with replacement provision aiming to be delivered before, or alongside, loss of the existing facility. Users may experience temporary changes to the recreational experience during construction arising from increased activity, movement and changes to the surrounding environment. In the longer term, the recreational function, accessibility and provision of the resource would be retained through replacement provision within the local area.

7.7.57 Direct interaction between the Project and other publicly accessible open spaces within the West Drayton Community Area is anticipated to be limited. Where effects occur, they are expected to relate primarily to temporary changes in the experience of spaces during construction, including localised increases in noise, movement and activity. These changes would reduce as construction activities decrease and the recreational function of affected spaces would be retained.

7.7.58 PRoW and recreational routes within the West Drayton Community Area are not anticipated to experience direct physical interaction with the Project and would

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continue to perform their recreational and connectivity functions. While users may experience temporary disruption associated with nearby construction activity, connectivity and accessibility would be maintained throughout the life of the Project.

7.7.59 Overall, interaction between the Project and recreational resources within the West Drayton Community Area is anticipated to be limited, with Townmead Recreation Ground representing the principal resource affected by the proposals. Users may experience temporary changes to the recreational experience during construction arising from increased activity, movement and changes to the surrounding environment. Replacement provision for affected recreational facilities would be delivered within the local area and the function, accessibility and provision of recreational resources within the Community Area would be retained. In the longer term, recreational resources would continue to contribute to the wider green infrastructure network and perform their recreational and connectivity functions.

Cranford

7.7.60 Cranford is a settlement bounded to the north by the M4, to the south by the A4 (Bath Road), to the east by the A312 and to the west by the existing airport. The Community Area is predominantly urban and suburban in character, interspersed with areas of open land associated with agricultural land, playing fields, Cranford Park and river corridors. Cranford also includes a designated conservation area, although this has been influenced by modern development associated with Bath Road. A number of good quality parks and open spaces provide a range of recreational opportunities, including Avenue Park, Cranford Park and smaller green spaces such as Wayne Avenue and Crane Bank. Publicly accessible open spaces and recreational routes are concentrated along the western boundary, with an additional grouping of open spaces within the central part of the Community Area, forming part of the local green infrastructure network. There have been no material changes to the distribution, function or accessibility of these features since 2019, and the baseline remains appropriate for the purposes of the assessment.

7.7.61 Crane Meadows/Crane Bank (resource ID A0120) extends across the boundary between Cranford and Cranford Cross, with parts of the resource located within the Cranford Community Area. The resource lies within an area of Project interaction and would be retained as part of the wider green infrastructure network, with replacement provision delivered within the Community Area where required. Users may experience temporary changes to the recreational experience during construction arising from increased activity, movement, noise and changes to the surrounding setting. These changes would reduce as construction activities decrease. During operation, improvements to the setting, accessibility and integration of the resource within the wider green infrastructure network are anticipated to enhance its recreational, biodiversity and connectivity functions.

7.7.62 The Cranford Park and Avenue Park locally promoted walk (resource ID R0031) forms part of the local recreational network and provides access between key open spaces within the Community Area. Users may experience temporary changes to the recreational experience during construction over approximately 3.6 kilometres of the

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route, including increased activity and changes to the surrounding environment. Where required, temporary arrangements would maintain connectivity and access. During operation, improvements to connectivity and integration with the wider Green Loop and green infrastructure networks are anticipated to enhance the recreational function and user experience of the route.

7.7.63 Direct interaction between the Project and other publicly accessible open spaces within the Cranford Community Area is anticipated to be limited. Where effects occur, they are expected to relate primarily to temporary changes in the experience of spaces during construction, including localised increases in noise, movement and activity. These changes would reduce as construction activities decrease and the recreational function of affected spaces would be retained.

7.7.64 PRoW and recreational routes within the Cranford Community Area would be maintained through temporary diversions where required during construction, ensuring continuity of access and connectivity across the network. Following construction, affected routes would be reinstated and integrated into the wider Green Loop and green infrastructure networks, supporting longer-term connectivity and accessibility. While users may experience temporary disruption during construction, routes would continue to perform their recreational and connectivity functions throughout the life of the Project.

7.7.65 Overall, recreational resources within the Cranford Community Area would continue to perform their recreational, amenity and connectivity functions throughout construction and operation. Users may experience temporary changes to the recreational experience during construction arising from increased activity, movement and changes to the surrounding environment. However, these changes would reduce as construction activities decrease. Resources within areas of Project interaction, including parts of Crane Meadows/Crane Bank and sections of the Cranford Park and Avenue Park walking route, would remain connected to the wider recreational network. In the longer term, the function, accessibility and connectivity of recreational resources within the Community Area would be retained and enhanced through integration with the wider Green Loop and green infrastructure networks.

Heston

7.7.66 No baseline surveys were completed for this community in 2019. A desktop study has therefore been undertaken to establish the baseline conditions.

7.7.67 The Heston Community Area lies within the London Borough of Hounslow, to the east of Heathrow and is characterised by a mix of residential neighbourhoods, local centres, employment areas and transport infrastructure. Major transport corridors, including the A4 and other strategic and local routes, contribute to an urban baseline environment influenced by movement, activity and noise. Publicly accessible open spaces and recreational routes are concentrated in the north-west of the Community Area, supported by a more limited and dispersed network of routes elsewhere.

7.7.68 Direct interaction between the Project and publicly accessible open spaces and recreational routes within the Heston Community Area is anticipated to be relatively

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limited, as the principal recreational resources are generally located away from the main areas of Project activity. The function and accessibility of publicly accessible open spaces and recreational routes would be retained. Users may experience temporary changes to the recreational experience during construction arising from increased activity, movement and changes to the surrounding environment. However, these changes would be localised and would not affect the ongoing recreational function of the resources.

7.7.69 Where temporary changes to the recreational experience occur during construction, these may include increased noise, movement and activity within the surrounding area. Such changes would reduce as construction activities decrease. During operation, publicly accessible open spaces and recreational routes within the Community Area would continue to perform their existing recreational and connectivity functions, with conditions anticipated to remain broadly consistent with the baseline.

Feltham North

7.7.70 The part of Feltham within the recreation and amenity study area lies in the western part of the London Borough of Hounslow and includes a number of established parks and open spaces, such as Hounslow Heath, Feltham Park, Glebelands Playing Fields, Blenheim Park, Cage Park, Bedfont Recreation Ground and Myrtle Avenue Park. The Community Area is suburban in character, comprising interwar and newer residential neighbourhoods, local roads, employment areas and established town centre functions centred on Feltham town centre. It includes conservation areas at Feltham town centre and St Dunstan's at its edges and is influenced by transport infrastructure and associated commercial and industrial activity related to Heathrow. A patchwork of publicly accessible open spaces is present towards the southern part of the Community Area, with a robust network of recreational routes along the eastern boundary associated with the River Crane corridor. There have been no material changes to the distribution, function or accessibility of these features since 2019, and the baseline remains appropriate for the purposes of the assessment.

7.7.71 Crane Corridor/River Crane Park (resource ID A0354) lies within an area of Project interaction and forms part of a wider green infrastructure corridor within Feltham North. Users may experience temporary changes to the recreational experience during construction arising from increased activity, movement, noise and changes to the surrounding setting. The nature and extent of any direct interaction with the resource will be refined through ongoing design development and reported within the ES. The recreational, ecological and connectivity functions of the corridor are anticipated to be retained, with opportunities for enhancement through integration with wider green infrastructure improvements.

7.7.72 The London Loop regional trail between the A30 and Hounslow Heath and the Donkey Wood locally promoted walk (resource ID R0049) forms part of a regionally important recreational network. Users may experience temporary changes to the recreational experience during construction over approximately 4 kilometres of the route, including increased activity and changes to the surrounding environment. The

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route would remain available for use and, where required, appropriate access arrangements would maintain connectivity. During operation, improvements to route connectivity, accessibility and integration with the wider green infrastructure network are anticipated to enhance the recreational function and user experience of the route.

7.7.73 Direct interaction between the Project and other publicly accessible open spaces within the Feltham North Community Area is anticipated to be limited. Where effects occur, they are expected to relate primarily to temporary changes in the experience of spaces during construction, including localised increases in noise, movement and activity. These changes would reduce as construction activities decrease and the recreational function of affected spaces would be retained.

7.7.74 PRoW and recreational routes within the Community Area would be maintained through temporary diversions where required during construction, ensuring continuity of access and connectivity. Following construction, affected routes would be reinstated and integrated into the wider Green Loop and green infrastructure networks, supporting longer-term connectivity and accessibility. While users may experience temporary disruption during construction, routes would continue to perform their recreational and connectivity functions throughout the life of the Project.

7.7.75 Overall, a number of recreational resources within the Feltham North Community Area lie within or adjacent to areas of Project interaction, including sections of the Crane Corridor/River Crane Park and the London loop recreational network. Users may experience temporary changes to the recreational experience during construction arising from increased activity, movement and changes to the surrounding environment. Recreational resources and routes would continue to perform their recreational and connectivity functions throughout construction and operation. In the longer term, the function, accessibility and connectivity of recreational resources within the Community Area would be retained and enhanced through integration with wider green infrastructure improvements.

Hounslow (West and Heath)

7.7.76 The baseline description for the Hounslow (West and Heath) Community Area is set out the Feltham North section, reflecting the shared context and spatial relationship between these areas. The Community Area lies within the London Borough of Hounslow and is characterised by a mix of suburban residential neighbourhoods, employment areas and transport infrastructure, with publicly accessible open spaces and associated recreational routes primarily concentrated within the southern portion of the area. These spaces form part of a locally important green infrastructure network, supported by a network of routes providing connectivity across the Community Area and beyond.

7.7.77 PRoW within the Community Area would be maintained through temporary diversions where required during construction, with replacement provision provided where routes continue to serve a recreational function. Measures would be implemented to minimise disruption to connectivity and affected routes would be integrated into the wider green infrastructure network following construction.

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7.7.78 Direct interaction between the Project and publicly accessible open spaces and recreational routes within the Hounslow (West and Heath) Community Area is anticipated to be relatively limited, as the principal recreational resources are generally located away from the main areas of Project activity. The function and accessibility of publicly accessible open spaces and recreational routes would be retained. Users may experience temporary changes to the recreational experience during construction arising from increased activity, movement and changes to the surrounding environment; however, these changes would be localised and would not affect the ongoing recreational function of the resources.

7.7.79 Where temporary changes to the recreational experience occur during construction, these may include increased noise, movement and activity within the surrounding area. Such changes would reduce as construction activities decrease.

7.7.80 During operation, publicly accessible open spaces and recreational routes within the Community Area would continue to perform their existing recreational and connectivity functions, with conditions anticipated to remain broadly consistent with the baseline.

Bedfont

7.7.81 Bedfont is a suburb of Hounslow located to the south east of the existing airport. Much of the land historically used for gravel extraction has been restored and is now in recreational or amenity use, including Bedfont Lakes Country Park, Raleigh Park Open Space, The Pitts, Bedfont Lake and Bedfont Cemetery. These spaces form an important component of the local green infrastructure network, providing recreational, ecological and amenity value. The Community Area lies within Spelthorne Borough Council and shares a close spatial and functional relationship with Feltham North, with similar characteristics in terms of suburban development, open space provision and river corridor environments. A significant concentration of publicly accessible open spaces is located within the southern part of the Community Area, with a more limited network of recreational routes along the southern boundary. There have been no material changes to the distribution, function or accessibility of these features since 2019, and the baseline remains appropriate for the purposes of the assessment.

7.7.82 Bedfont Lakes Country Park (resource ID A0074) lies partially within the draft DCO limits and is one of the main publicly accessible recreational resources within the Community Area. Users may experience temporary changes to the recreational experience during construction arising from increased activity, movement, noise and changes to the surrounding setting. The nature and extent of any direct interaction with the resource would be refined through ongoing design development and reported within the ES. Subject to the final design, the recreational, ecological and amenity functions of the country park are anticipated to be retained, with opportunities for continued integration within the wider green infrastructure network.

7.7.83 A number of small areas of publicly accessible open space within Bedfont lie within the draft DCO limits, including sections of the Longford River corridor and open spaces associated with the A315 corridor. These resources form part of the wider

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local green infrastructure network and provide amenity, recreational and connectivity functions. Users may experience temporary changes to the recreational experience during construction arising from increased activity, movement, noise and changes to the surrounding setting. The scale of interaction with these resources is anticipated to be limited and their recreational function would be retained.

7.7.84 During construction, temporary disturbance may occur within and adjacent to affected spaces, including changes to access arrangements, increased activity and alterations to the surrounding environment. These changes would reduce as construction activities decrease. During operation, the resources would continue to contribute to local recreational and amenity provision as part of the wider green infrastructure network.

7.7.85 The affected open spaces form part of the network of green corridors and amenity spaces that connect the wider Bedfont area. Their longer-term function and accessibility would be retained, with opportunities for enhancement through integration with wider green infrastructure improvements where applicable.

7.7.86 Direct interaction between the Project and other publicly accessible open spaces within the Bedfont Community Area is anticipated to be limited. Where effects occur, they are expected to relate primarily to temporary changes in the experience of spaces during construction, including localised increases in noise, movement and activity. These changes would reduce as construction activities decrease and the recreational function of affected spaces would be retained.

7.7.87 PRoW within the Bedfont Community Area would be maintained through temporary diversions where required during construction, ensuring continuity of access and connectivity. Following construction, affected routes would be reinstated and integrated into the wider green infrastructure network, supporting longer-term connectivity and accessibility.

7.7.88 Overall, Project interaction within the Bedfont Community Area is primarily associated with a small number of open spaces forming part of the Longford River and A315 green corridors. Users may experience temporary changes to the recreational experience during construction arising from increased activity, movement and changes to the surrounding environment. The recreational, amenity and connectivity functions of these spaces would be retained and would continue to contribute to the wider green infrastructure network. In the longer term, the function, accessibility and connectivity of recreational resources within the Community Area would be maintained, with opportunities for enhancement through wider green infrastructure improvements.

Stanwell Moor

7.7.89 Stanwell Moor is a village located within the Colne Valley landscape, to the south west of the draft DCO limits. It is characterised by a low-density settlement pattern set within a rural context comprising open farmland, reservoirs and former quarry landscapes. Despite this rural setting, the proximity of the existing airport and associated aircraft overflight contributes to an already influenced baseline in terms of

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noise and activity. The main publicly accessible open space within the settlement is Stanwell Moor recreation ground (resource ID A0035), with additional provision including Hithermoor Pocket Park. Publicly accessible open spaces are concentrated within the central and southern parts of the Community Area, located between Wraysbury Reservoir and King George VI Reservoir and are supported by a network of recreational routes that run broadly north-south through the area. There have been no material changes to the distribution, function or accessibility of these features since 2019, and the baseline remains appropriate for the purposes of the assessment.

7.7.90 Hithermoor Pocket Park (resource ID A0036) lies within an area of Project interaction and would form part of the wider Green Loop network. Users may experience temporary changes to the recreational experience during construction arising from increased activity, movement, noise and changes to the surrounding setting. The space would continue to function as a local amenity resource and its recreational function and accessibility would be retained. In the longer term, integration with the Green Loop would provide opportunities to enhance connectivity within the wider recreational network.

7.7.91 Stanwell Moor recreation ground (resource ID A0035) lies within the draft DCO limits and is one of the principal recreational resources serving the Community Area. Users may experience temporary changes to the recreational experience during construction arising from increased activity, movement, noise and changes to the surrounding setting. The nature and extent of any direct interaction with the resource will be refined through ongoing design development and reported within the ES. Subject to the final design, the recreational function and accessibility of the resource are anticipated to be retained.

7.7.92 The Colne Valley Way south of M25 junction 14 (resource ID R0054) is a strategic recreational route within the wider Colne Valley network. Users may experience temporary disruption during construction arising from increased activity, movement, noise and changes to the surrounding environment over approximately 6 kilometres of the route. Where required, temporary diversions would maintain connectivity and access. During operation, improvements to route connectivity, accessibility and integration with the wider green infrastructure network are anticipated to enhance the recreational function and user experience of the route.

7.7.93 Direct interaction between the Project and a number of recreational resources within the Stanwell Moor Community Area is anticipated, including Stanwell Moor recreation ground, Hithermoor Pocket Park and sections of the Colne Valley Way. Users may experience temporary changes to the recreational experience during construction, including increased activity, movement, noise and changes to the surrounding setting. These changes would reduce as construction activities decrease and the recreational function of affected resources would be retained.

7.7.94 PRoW and recreational routes within the Community Area will be maintained through temporary diversions during construction where required, ensuring continuity of connectivity. Where routes are affected, these will be reinstated and integrated into the wider green infrastructure network, supporting improved connectivity and

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accessibility over time. Users may experience some temporary construction disturbance; however, this will be limited in duration and will not materially alter the usability of routes. During operation, routes will continue to function as part of the wider recreational network, with overall limited effects likely.

7.7.95 Overall, a number of recreational resources within the Stanwell Moor Community Area lie within or adjacent to areas of Project interaction, including Stanwell Moor recreation ground, Hithermoor Pocket Park and sections of the Colne Valley Way. Users may experience temporary changes to the recreational experience during construction arising from increased activity, movement and changes to the surrounding environment. Connectivity would be maintained through temporary diversions where required and recreational resources would continue to perform their recreational functions throughout construction and operation. In the longer term, the function, accessibility and connectivity of recreational resources within the Community Area would be retained and integrated within the wider Green Loop and green infrastructure networks.

Stanwell

7.7.96 Stanwell Community Area is located immediately to the south of the existing airport with the village of Stanwell bounded by the Staines reservoirs to the west and the A30 to the south. The Community Area is more urban in character than nearby Stanwell Moor, comprising a mix of residential neighbourhoods, local centres, transport infrastructure and service uses. A range of publicly accessible open spaces are distributed throughout the area, including Stanwell recreation ground, Long Lane recreation ground, Village Park and Lauser Road Park, together with smaller amenity spaces and green corridors such as the Longford River corridor to the north. Recreational routes are associated with these spaces, with a more concentrated network located towards the north west of the Community Area. The baseline environment is influenced by surrounding infrastructure and existing activity, including road traffic and aircraft overflight. There have been no material changes to the distribution, function or accessibility of these features since 2019, and the baseline remains appropriate for the purposes of the assessment.

7.7.97 Oaks Road biodiversity site (resource ID A0109) would be displaced by the Project and replacement provision delivered elsewhere within the local catchment. Replacement provision would aim to be delivered before, or alongside, the loss of the existing resource. Users may experience temporary changes associated with construction activity, including increased movement, activity and changes to the surrounding setting before displacement of the resource. Following delivery of replacement provision, its recreational and green infrastructure functions would continue to be available within the wider area.

7.7.98 Village Park (resource ID A0038) and Long Lane recreation ground (resource ID A0040) lie partially within the draft DCO limits and would form part of the Green Loop. The proposed works are anticipated to comprise integration with the Green Loop rather than the loss of the existing recreational resources. Users may experience temporary changes during construction arising from increased activity,

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movement and changes to the surrounding setting. However, the recreational function and accessibility of these spaces would be retained.

7.7.99 Lauser Road Park Town Lane (resource ID A0402) lies partially within the draft DCO limits and would form part of the Green Loop. While there would be some direct interaction between the Project and the resource, the space would continue to function as publicly accessible open space. Users may experience temporary changes to the recreational experience during construction arising from Green Loop works, including increased activity, movement and changes to the surrounding setting. In the longer term, the recreational function and accessibility of the space would be retained through its integration within the Green Loop network.

7.7.100 Users of the Stanwell Village locally promoted walk (resource ID R0355) may experience temporary changes over approximately 5 kilometres of the route during construction, arising from increased activity, temporary alterations to route conditions and changes to the surrounding environment. These changes would reduce as construction activities decrease. During operation, the route would remain available and continue to function as part of the wider recreational network, with opportunities for enhanced connectivity through integration with the wider Green Loop and green infrastructure network.

7.7.101 Direct interaction between the Project and other publicly accessible open spaces within the Stanwell Community Area is anticipated to be limited. Where effects occur, they are expected to relate primarily to temporary changes in the experience of spaces during construction, including localised increases in noise, movement and activity. These changes would reduce as construction activities decrease and the recreational function of affected spaces would be retained.

7.7.102 PRoW and recreational routes within the Community Area would be maintained through temporary diversions where required during construction, ensuring continuity of access and connectivity. Following construction, affected routes would be reinstated and integrated into the wider green infrastructure and Green Loop networks, supporting longer term connectivity and accessibility.

7.7.103 Within Stanwell, a number of recreational resources lie within or adjacent to the draft DCO limits, including Oaks Road biodiversity site, Village Park, Long Lane recreation ground, Lauser Road Park Town Lane and sections of the Stanwell Village locally promoted walk. Users may experience temporary changes to the recreational experience during construction arising from increased activity, movement and changes to the surrounding environment. Recreational spaces and routes would generally remain available for use, with access maintained through temporary diversions where required. In the longer term, the function, accessibility and connectivity of recreational resources within the Community Area would be retained through integration with the wider Green Loop and green infrastructure networks.

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Brands Hill

7.7.104 Brands Hill is a small settlement located to the north-west of Colnbrook. It is characterised by predominantly low-rise residential development and is strongly influenced by major transport infrastructure, including the M4 and A4, as well as airport-related activity. There is no designated open space within the settlement boundary; however, nearby resources such as Crown Meadow and Colnbrook recreation ground, located to the south east, provide recreational provision for the local community. Vegetation within the area is typically limited to private gardens and road verges and views are generally short-range and frequently interrupted by surrounding infrastructure and built development. The settlement lies outside the Colne Valley regional park. Publicly accessible open space and recreational routes are limited, with a modest network of routes along the eastern and northern edges of the Community Area. There have been no material changes to the distribution, function or accessibility of these features since 2019, and the baseline remains appropriate for the purposes of the assessment.

7.7.105 Crown Meadow (resource ID A0046) falls partially within the draft DCO limits and would form part of the Green Loop. Users may experience temporary changes to the recreational experience during construction associated with the delivery of the Green Loop and associated recreational routes, including increased activity, movement, noise and changes to the surrounding setting. The resource would continue to provide local recreational and amenity value and its function and accessibility would be retained.

7.7.106 Crown Meadow contributes to the limited network of publicly accessible open space serving Brands Hill and the surrounding area. Its overall recreational and amenity function would be retained, with opportunities for enhancement through integration with the Green Loop and wider green infrastructure network.

7.7.107 Direct interaction between the Project and other publicly accessible open spaces within the Brands Hill Community Area is anticipated to be limited. Where effects occur, they are expected to relate primarily to temporary changes in the experience of spaces during construction, including localised increases in noise, movement and activity. These changes would reduce as construction activities decrease and the recreational function of affected spaces would be retained.

7.7.108 PRoW within the Brands Hill Community Area would be managed through temporary diversions, closures or realignments where required during construction to maintain continuity of access and connectivity. Following construction, affected routes would be reinstated and integrated into the wider Green Loop network. While users may experience temporary disruption during construction, routes would continue to perform their recreational and connectivity functions throughout the life of the Project.

7.7.109 Locally promoted cycling routes would be maintained through staged construction and temporary diversions where required, with opportunities for longer term improvements delivered through enhanced off-road provision, improved connectivity and integration within the wider Green Loop and green infrastructure network.

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7.7.110 Within Brands Hill, Crown Meadow is the principal recreational resource that falls partially within the draft DCO limits. Users may experience temporary changes to the recreational experience during construction arising from increased activity, movement, noise and changes to the surrounding environment associated with Green Loop delivery. The resource would remain available for recreational use and its function and accessibility would be retained. In the longer term, recreational resources within the Community Area would continue to contribute to the wider green infrastructure network, with opportunities for enhancement through improved connectivity and integration with the Green Loop.

Horton

7.7.111 Horton is a small rural settlement located between the Queen Mother Reservoir and Wraysbury Reservoir within the wider Colne Valley floodplain. The surrounding landscape is characterised by open agricultural land, reservoirs and long-distance views, with a strong sense of openness. Despite the presence of extensive water bodies and green infrastructure within the wider area, there is no publicly accessible open space within the settlement itself. Nearby resources, including Arthur Jacob nature reserve and Poyle Poplars, are located to the east and provide recreational and ecological value within the wider landscape. The area is influenced by aircraft overflight and distant infrastructure associated with Heathrow. Publicly accessible open spaces are concentrated in the south east of the Community Area, with recreational routes primarily located along the eastern boundary and within the north east of the area, contributing to the wider network of access within the Colne Valley. There have been no material changes to the distribution, function or accessibility of these features since 2019, and the baseline remains appropriate for the purposes of the assessment.

7.7.112 Arthur Jacob nature reserve (resource ID A0117) will form part of the Green Loop, with ecological enhancement works implemented nearby in the Eric Mortimer Rayner Memorial Lakes (see **B&GI environmental measures topic paper**). Users may experience temporary changes to the recreational experience during construction arising from increased activity, movement, noise and changes to the surrounding setting. The nature reserve would remain an important component of the wider green infrastructure network and its recreational and ecological functions would be retained.

7.7.113 Temporary construction activity within and adjacent to the nature reserve may influence how the space is experienced, including through increased movement, activity and changes to views. These changes would be localised and temporary in nature and would reduce as construction activities decrease. During operation, the resource would continue to contribute to the recreational and ecological value of the wider Colne Valley landscape.

7.7.114 Arthur Jacob nature reserve contributes to the wider green infrastructure network within the Colne Valley and provides recreational and ecological value. Its overall function and accessibility would be retained, with opportunities for enhancement through integration with the Green Loop and wider landscape improvements.

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7.7.115 Direct interaction between the Project and other publicly accessible open spaces within the Horton Community Area is anticipated to be limited. Where effects occur, they are expected to relate primarily to temporary changes in the experience of spaces during construction, including localised increases in noise, movement and activity. These changes would reduce as construction activities decrease and the recreational function of affected spaces would be retained.

7.7.116 PRoW within the Horton Community Area will be maintained through temporary diversions where required during construction, ensuring continuity of access and connectivity. Environmental measures would minimise the duration of disruption and support longer term enhancements, including improved integration within the wider network. During operation, routes will continue to function as part of the recreational network, with accessibility and usability maintained or improved.

7.7.117 Within Horton, Arthur Jacob nature reserve is the principal recreational resource that falls within the draft DCO limits. Users may experience temporary changes to the recreational experience during construction arising from increased activity, movement and changes to the surrounding environment. The resource would continue to contribute to the wider green infrastructure network, and its recreational and ecological functions would be retained. In the longer term, the function, accessibility and role of recreational resources within the Community Area would be maintained, with opportunities for enhancement through integration with the Green Loop and associated landscape improvements.

Colnbrook

7.7.118 Colnbrook is a village located between the settlements of Poyle and Brands Hill, approximately 1.8 kilometres west of the existing airport. The settlement contains a small number of publicly accessible open spaces, including Albany Park and Colnbrook recreation ground on the eastern and western fringes, together with Crown Meadow on the western edge. These spaces provide a range of recreational opportunities, from informal amenity grassland and parkland settings to equipped play areas and sports provision. The wider character of the area is influenced by surrounding infrastructure and airport-related activity, with a relatively contained network of open spaces and routes providing local connectivity. There have been no material changes to the distribution, function or accessibility of these features since 2019, and the baseline remains appropriate for the purposes of the assessment.

7.7.119 PRoW HORT/5/1 (resource ID R0138) passes through an area of Project interaction and users may experience temporary changes to the recreational experience during construction over approximately 0.3 kilometres of the route. These changes may include temporary route diversions, increased activity, movement and alterations to the surrounding setting. Where required, temporary access arrangements would maintain connectivity and access during construction.

7.7.120 As construction activities decrease and routes are reinstated, the user experience should improve. During operation, PRoW HORT/5/1 would continue to function as part of the local access network and would remain connected to surrounding recreational routes and the wider green infrastructure network.

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7.7.121 Direct interaction between the Project and other publicly accessible open spaces within the Colnbrook Community Area is anticipated to be limited. Where effects occur, they are expected to relate primarily to temporary changes in the experience of spaces during construction, including localised increases in noise, movement and activity. These changes would reduce as construction activities decrease and the recreational function of affected spaces would be retained.

7.7.122 PRoW and recreational routes within the Community Area will be maintained through temporary diversions during construction where required, ensuring continuity of movement. Where routes are affected, these will be reinstated and integrated into the wider green infrastructure network, supporting longer-term improvements to connectivity. Users may experience some temporary construction disturbance; however, this will be limited in duration and will not materially affect usability. During operation, routes will continue to function as part of the wider recreational network.

7.7.123 Overall, direct interaction between the Project and recreational resources within the Colnbrook Community Area is anticipated to be limited and primarily associated with a short section of PRoW HORT/5/1. Users may experience temporary changes to the recreational experience during construction arising from diversions, increased activity, movement and changes to the surrounding environment. Connectivity would be maintained through temporary access arrangements where required and routes would be reinstated following construction. In the longer term, the function, accessibility and connectivity of recreational resources within the Community Area would be retained and integrated within the wider green infrastructure network.

Poyle (north of runway)

7.7.124 Poyle is a settlement located immediately to the west of the M25, approximately 500 metres west of the existing airport boundary. The surrounding landscape comprises a combination of restored gravel extraction and landfill sites and remaining areas of arable land, which are generally not publicly accessible. Recreational provision within the Community Area is limited, with Pippins Park representing the principal publicly accessible open space resource. Pippins Park is located to the north of the settlement and comprises open grassland with perimeter tree planting and a tributary of Colne Brook along its southern edge. A network of recreational routes extends through the area, including sections of the Colne Valley Way, forming part of the wider Colne Valley recreational network. There have been no material changes to the distribution, function or accessibility of these features since 2019, and the baseline remains appropriate for the purposes of the assessment. Ongoing baseline work will continue to review recreational uses associated with waterbodies within and adjacent to the Community Area to confirm whether any additional recreational resources require consideration within the ES.

7.7.125 The Colne Valley Way west of M25 junction 14 to the A4 (resource ID R0055) would continue to function as part of the strategic recreational network. Users may experience temporary disruption during construction arising from changes to route alignment, increased activity and changes to the surrounding environment over approximately 5 kilometres of the route. Where required, temporary diversions would

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maintain connectivity. During operation, improvements to route connectivity, accessibility and integration with the wider Green Loop network are anticipated to improve the overall recreational experience available to users.

7.7.126 The Colne Valley Way between the A4 and M4 (resource ID R0056) would experience a greater degree of interaction with the Project than other recreational routes within the Community Area. During construction, users may experience temporary disruption arising from increased activity, noise, changes to route alignment and alterations to the surrounding setting over approximately 2 kilometres of the route. These effects would reduce as construction activities decrease. During operation, improvements to connectivity, route condition and integration with the wider recreational network are anticipated to enhance the recreational function of the route.

7.7.127 Slough PRoW 2a and Slough PRoW 3 would remain available through the use of temporary diversions where required. Users may experience temporary changes associated with construction activity, including diversions, increased movement and changes to the local setting over approximately 0.2 kilometres and 1 kilometre of route respectively. Following completion of construction, both routes would continue to perform their recreational and connectivity functions within the local access network.

7.7.128 Pippins Park is the principal publicly accessible open space within the Community Area and lies in proximity to areas of Project activity. Users may experience temporary changes to the recreational experience during construction arising from increased activity, movement, noise and changes to the surrounding setting. The nature and extent of any direct interaction with the resource will be refined through ongoing design development and reported within the ES. The recreational function of the park would be retained.

7.7.129 PRoW and recreational routes within the Community Area would be maintained through temporary diversions where required during construction, ensuring continuity of access and connectivity. Where routes are affected, they would be reinstated and integrated into the wider Green Loop network. While users may experience temporary disruption during construction, routes would continue to perform their recreational and connectivity functions throughout the life of the Project.

7.7.130 Overall, several recreational routes within the Poyle (north of runway) Community Area would interact with the Project, including sections of the Colne Valley Way and local PRoW. Users may experience temporary changes to the recreational experience during construction arising from diversions, increased activity, movement and changes to the surrounding environment. Connectivity would be maintained through temporary diversions where required and routes would be reinstated following construction. In the longer term, the function, accessibility and connectivity of recreational resources within the Community Area would be retained and integrated within the wider Green Loop and green infrastructure network.

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Poyle (south of runway)

7.7.131 Poyle (south of runway) is located within Slough Borough Council and forms part of the wider Poyle and Colnbrook area, characterised by a strong influence from surrounding transport infrastructure and proximity to the existing airport. The baseline, context and setting are consistent with those described for the wider Poyle area, reflecting a landscape comprising a mix of residential development, infrastructure and limited publicly accessible open space. Publicly accessible open space within this Community Area is limited and largely linear in form, located along the western boundary, with a small concentration of additional provision to the south. A corresponding network of recreational routes follows a similar pattern, extending along the western edge and branching into the south-west of the Community Area, forming part of the wider connectivity network. There have been no material changes to the distribution, function or accessibility of these features since 2019, and the baseline remains appropriate for the purposes of the assessment.

7.7.132 Poyle Poplars (resource ID A0396) falls within the draft DCO limits but would largely be retained as part of the Green Loop. Users may experience temporary changes to the recreational experience during construction arising from increased activity, movement, noise and changes to the surrounding setting. Access to the resource would seek to be maintained and its recreational function would be retained. During operation, integration with the Green Loop and associated landscape improvements would provide opportunities to enhance the quality, accessibility and connectivity of the resource.

7.7.133 Temporary construction activities within and adjacent to Poyle Poplars may influence how the space is experienced, including through increased noise, movement and construction activity. These effects would be localised and temporary in nature and would reduce as construction activities decrease. Following completion of construction works, the resource would continue to contribute to the wider green infrastructure network and would remain available for recreational use.

7.7.134 Poyle Poplars forms part of the limited publicly accessible open space provision within the Community Area and contributes to the wider green infrastructure network. Its overall function and accessibility would be retained, with opportunities for enhancement through integration with the Green Loop and associated landscape improvements.

7.7.135 Direct interaction between the Project and other publicly accessible open spaces within the Poyle (south of runway) Community Area is anticipated to be limited. Where effects occur, they are expected to relate primarily to temporary changes in the experience of spaces during construction, including localised increases in noise, movement and activity. These changes would reduce as construction activities decrease and the recreational function of affected spaces would be retained.

7.7.136 PRoW and recreational routes within the Community Area would be maintained through temporary diversions where required during construction, ensuring continuity of access and connectivity. Where routes are affected, they would be reinstated and integrated into the wider green infrastructure network. While users may experience

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temporary disruption during construction, routes would continue to perform their recreational and connectivity functions throughout the life of the Project. During operation, connectivity would be maintained and enhanced through integration with the wider Green Loop network.

7.7.137 Within the Poyle (south of runway) Community Area, Poyle Poplars is the principal recreational resource that falls within the draft DCO limits. While users may experience temporary changes to the recreational experience during construction arising from increased activity, movement and changes to the surrounding setting, the resource would largely be retained and remain part of the wider green infrastructure network. In the longer term, the function, accessibility and recreational role of publicly accessible open spaces and routes within the Community Area would be retained, with opportunities for enhancement through integration with the Green Loop and wider landscape improvements.

Iver and Richings Park

7.7.138 Iver and Richings Park Community Area is located to the north west of the existing airport and partially within the draft DCO limits within Buckinghamshire Council and comprises a mix of suburban and semi-rural character. Richings Park is a large residential area characterised by tree-lined streets and local open spaces, while Iver retains elements of a historic village with a close relationship to the surrounding countryside. The wider landscape includes agricultural land, woodland, parkland and golf courses associated with the Colne Valley, including Thorney Country Park located nearby.

7.7.139 The area is influenced by major transport infrastructure and aircraft overflight. Publicly accessible open spaces are concentrated to the north of the Community Area, supported by an extensive network of recreational routes that extend across the northern half of the area and along the northern and eastern boundaries, forming part of the wider Colne Valley network. There have been no material changes to the distribution, function or accessibility of these features since 2019, and the baseline remains appropriate for the purposes of the assessment.

7.7.140 Thorney Country Park (resource ID A0113) lies within the draft DCO limits but would be retained as part of the Project. Construction activities within and adjacent to the park may result in temporary changes to the user experience, including increased activity, movement and changes to the surrounding setting. The park would remain available for public use and access would be sought to be maintained. During operation, the long-term recreational and ecological functions of the park would be retained, with opportunities for enhancement through wider landscape and green infrastructure improvements.

7.7.141 Users of Thorney Country Park may experience temporary construction disturbance, including increased activity, movement, noise and changes to views within parts of the park. These effects would be localised and would reduce as construction activities decrease. Following completion of construction works, reinstatement and landscape enhancements would contribute to maintaining the park's role as a

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recreational and ecological resource within the Colne Valley. Its long-term accessibility and function would be retained.

7.7.142 The Colne Valley Way north of the M4 to the Grand Union Canal (resource ID R0057) would continue to function as part of the strategic recreational network. Users may experience temporary disruption during construction arising from changes to route alignment, increased activity and changes to the surrounding environment over approximately 4 kilometres of the route. Where required, temporary diversions would maintain connectivity. During operation, improvements to route connectivity, accessibility and integration within the wider green infrastructure network are anticipated to improve the overall recreational experience available to users.

7.7.143 South Bucks PRoW IVE/28/1, IVE/29/1 and IVE/28/4 (resource IDs R0104-106) lie outside the draft DCO limits and are not anticipated to be directly affected by the Project. Users may experience limited temporary perceptual changes associated with nearby construction activity, including increased movement and activity; however, the routes would remain available and continue to perform their recreational and connectivity functions.

7.7.144 Users of South Bucks PRoW IVE/36/1 (resource ID R0109) and South Bucks PRoW IVE/16/2 (resource ID R0119) may experience temporary perceptual changes over approximately 0.1 kilometres and 1 kilometre of route respectively as a result of nearby construction activity. No direct changes to the routes are currently anticipated and both routes would remain available for use throughout construction and operation.

7.7.145 Users of South Bucks PRoW IVE/34/1 (resource ID R0122) may experience temporary changes to its surrounding setting over approximately 3 kilometres of route length during construction. These changes would primarily relate to increased activity and movement within the surrounding area and would reduce as construction activities decrease. The route would remain available and continue to function as part of the local access network

7.7.146 For other publicly accessible open spaces within the Iver and Richings Park Community Area, direct interaction with the Project is anticipated to be limited. Where effects occur, they are expected to relate primarily to temporary changes in the experience of spaces during construction, including localised increases in noise, movement and activity. These changes would reduce as construction activities decrease and the recreational function of these spaces would be retained.

7.7.147 PRoW and recreational routes within the Community Area would be maintained through temporary diversions where required during construction, ensuring continuity of access and connectivity. Following construction, affected routes would be reinstated and integrated into the wider green infrastructure network. While users may experience temporary disruption during construction, routes would continue to perform their recreational and connectivity functions throughout the life of the Project

7.7.148 Overall, a number of recreational resources within the Iver and Richings Park Community Area fall within or lie adjacent to the draft DCO limits, including parts of Thorney Country Park and sections of the Colne Valley Way and local PRoW

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network. Users may experience temporary changes to the recreational experience during construction arising from increased activity, movement, alterations to route alignments and changes to the surrounding setting. However, recreational resources would generally remain available for use, with access maintained through temporary diversions where required. In the longer term, the function, accessibility and connectivity of recreational resources within the Community Area would be retained, with opportunities for enhancement through integration with the wider green infrastructure network.

Hounslow (Central and South)

7.7.149 Hounslow (Central and South) Community Area is located within the London Borough of Hounslow and lies to the south-east of the draft DCO limits. It is characterised by interwar and newer residential development, together with areas of commercial and industrial use. Major transport routes, including the A4 and the wider local road network, contribute to a baseline environment influenced by movement, activity and connectivity. Publicly accessible open spaces within the Community Area comprise a network of parks, smaller amenity spaces and green corridors, often located in proximity to transport infrastructure and forming part of the local green infrastructure network.

7.7.150 Users of publicly accessible open spaces and recreational routes within the Hounslow (Central and South) Community Area are unlikely to experience direct effects as a result of the Project, as no substantial loss or permanent alteration of key publicly accessible open spaces or strategic recreational routes is currently anticipated within the Community Area. The function and accessibility of these resources are therefore expected to be retained.

7.7.151 Perceptual effects that may arise during construction include temporary increases in noise, movement and activity within the surrounding area, influencing how nearby spaces are experienced. However, these effects will be limited in extent and duration and will reduce as construction activity decreases.

7.7.152 During operation, publicly accessible open spaces and recreational routes are anticipated to continue to perform their existing recreational and connectivity functions, with the experience of users remaining broadly consistent with the baseline situation.

7.7.153 Environmental measures focus on maintaining and enhancing the quality, accessibility and connectivity of existing recreational resources. Measures include enhancements to existing spaces and improved integration within the wider green infrastructure network, ensuring that recreational provision is maintained and where possible, incrementally improved over time.

Datchet

7.7.154 Datchet was not included within the 2019 baseline and has subsequently been identified as an additional Community Area following updates to the study area. As a result, the baseline information currently available is derived primarily from desktop

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sources. Additional baseline surveys and assessment work will be undertaken to inform the ES and refine understanding of recreational and amenity resources within the Community Area.

7.7.155 The Datchet Community Area lies within the Royal Borough of Windsor and Maidenhead and is located to the west of the existing Heathrow boundary. It comprises a historic settlement within the low-lying floodplain of the River Thames and the wider Colne Valley. The village contains a conservation area, listed buildings and a network of river-related landscapes which contribute to its distinctive character. Desktop review has identified one publicly accessible open space and three PRoW within the Community Area. Based on the current Project design, the Community Area lies outside the draft DCO limits and substantial direct effects on recreational and amenity resources are not currently anticipated. Further baseline surveys and assessment work will be undertaken to confirm the nature and extent of any potential effects, which will be reported within the ES.

7.7.156 At this stage of the assessment, direct interaction between the Project and recreational or amenity resources within Datchet is anticipated to be limited. This position will be reviewed and refined through further baseline surveys and assessment undertaken for the ES.

Wraysbury

7.7.157 Wraysbury was not included within the 2019 baseline and has subsequently been identified as an additional Community Area following updates to the study area. As a result, the baseline information currently available is derived primarily from desktop sources. Additional baseline surveys and assessment work will be undertaken to inform the ES and refine understanding of recreational and amenity resources within the Community Area.

7.7.158 The Wraysbury Community Area lies within the Royal Borough of Windsor and Maidenhead and is located to the south west of the existing Heathrow boundary. It comprises a historic settlement centred on Wraysbury village and includes a conservation area, together with extensive areas of open land, floodplain, parkland and waterbodies associated with the River Thames, Wraysbury Reservoir and former gravel workings. Publicly accessible open spaces are concentrated within the eastern and southern parts of the Community Area, while recreational routes are distributed throughout the area. Based on the current Project design, direct interaction between the Project and these resources is anticipated to be limited; however, further baseline surveys and assessment work will be undertaken to confirm the nature and extent of any potential effects, which will be reported within the ES.

7.7.159 At this stage of the assessment, the Community Area lies outside the main areas of direct interaction with the Project and direct effects on recreational and amenity resources are not currently anticipated. This position will be reviewed and updated following completion of baseline surveys and detailed assessment for the ES.

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Feltham West

7.7.160 Feltham West was not included within the 2019 baseline and has subsequently been identified as an additional Community Area following updates to the study area. As a result, the baseline information currently available is derived primarily from desktop sources. Additional survey work and assessment will be undertaken to inform the ES and provide a more detailed understanding of recreational and amenity resources within the Community Area.

7.7.161 The context and setting of Feltham West Community Area is described within the Cranford Cross Community Area section, reflecting the close spatial relationship between the two settlements and their shared landscape and recreational context. Feltham West lies within the London Borough of Hounslow. A small cluster of publicly accessible open spaces is located within the northern part of the Community Area, together with a limited network of associated recreational routes. Based on the current Project design, the Community Area lies outside the draft DCO limits and no direct effects on open spaces, recreational routes or their users are anticipated. Further baseline surveys and assessment work will be undertaken for the ES to confirm this position.

7.7.162 On the basis of the current Project design and available baseline information, no significant effects on recreational and amenity resources within Feltham West are anticipated. The ES will update the baseline and provide a detailed assessment following completion of further survey work

7.8 Summary of likely recreation and amenity effects

7.8.1 There will be adverse and beneficial recreation and amenity effects arising from the Project. These effects are associated with the introduction of new and improved infrastructure associated with the Project, changes in land use (including the temporary reprovision and permanent relocation of resources) and alterations to the relationship between Heathrow and surrounding Community Areas. The provision of new and/or improved infrastructure and resources (for example, open spaces and recreational routes) may enhance the recreation opportunities and amenity in some locations, while changes in land use and the relocation of resources may result in adverse effects elsewhere.

7.8.2 Baseline information has been reviewed to identify any changes since 2019. This is supplemented by current information and will be supported through ongoing engagement with statutory consultees. As expected, some localised changes have occurred over time. However, these do not materially alter the strategic distribution or value, function and sensitivity of recreational and amenity resources. Ongoing surveys will confirm current conditions and inform the Environmental Statement (ES) where updates are required.

7.8.3 This review has considered potential changes to recreational resources, including public rights of way (PRoW), open spaces, land use, development and relevant

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policy. The recreation and amenity baseline, open space baseline and recreational usages have not changed in a way that will materially influence sensitivity of resources or alter the overall assessment conclusions. While some localised changes and updates have been identified since 2019, these do not materially alter the overall value, function or sensitivity of recreational and amenity resources at a strategic level.

7.8.4 The operational design refinements have also been reviewed. While aspects of the preferred masterplan have evolved, the fundamental parameters relevant to the recreation and amenity assessment (RAA) – including the overall extent of development, its broad location and its proximity to surrounding communities – remain comparable to those assessed previously in the 2019 information. The scale and nature of change to recreation and amenity resources therefore remain consistent with the 2019 information.

7.8.5 During construction, temporary but potentially substantial adverse effects are anticipated in open spaces, and recreational routes close to major works, reflecting the scale, duration and visibility of construction activity. These effects will vary depending on proximity to construction works, the availability of alternative provision and the degree of existing screening.

7.8.6 Some open spaces and recreational routes would be displaced by the Project, particularly within Harmondsworth, Longford and parts of Sipson where permanent elements of the Project are proposed. Replacement open space and recreational provision is intended to be delivered in advance of, or alongside, the loss of existing resources. Where replacement provision is not available before the loss of existing resources, there is the potential for significant adverse effects on users during the transition period between loss and reprovision.

7.8.7 During operation, permanent changes to recreational and amenity resources – including open spaces, PRoW, national trails and areas of public access – are expected where new infrastructure is introduced or where existing land uses are altered. In some locations, particularly those where existing recreational resources are displaced and re-provided, users may experience changes in the location, accessibility and distribution of recreational opportunities. Conversely, the delivery of replacement open space, enhancements to existing resources and the implementation of the Green Loop and wider blue and green infrastructure network could result in beneficial effects through improved connectivity, accessibility and recreational provision. The likely significance of these adverse and beneficial effects will be assessed in detail within the ES.

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

7.9.1 The Environmental Statement (ES) will present a detailed and technical assessment of recreation and amenity resources. The assessment will build upon 2019 information using updated site surveys to provide a proportionate assessment of all likely open spaces and recreational routes affected by the Project.

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7.9.2 While this chapter adopts a high-level framework to describe potential changes in recreational and amenity experience across defined Community Areas, the ES will adopt a more conventional receptor-based assessment structure. This will consider the effects of the Project on specific recreation and amenity receptors, including users of open spaces, recreational routes and other publicly accessible areas, as well as relevant residential and community receptors. The assessment will consider both physical changes and changes in amenity, in accordance with established environmental impact assessment practice and relevant policy and guidance, including applicable national policy statements relating to open space, green infrastructure and public access, the National Planning Policy Framework, 2026 [3] and relevant planning practice guidance.

7.9.3 To support this, the recreation and amenity baseline will be refreshed through a combination of desk-based review, site surveys and open space assessment, undertaken in accordance with relevant national policy and good practice guidance, including the National Planning Policy Framework, planning practice guidance on open space, sports and recreation facilities, PRoW and local green space [11], former Planning policy guidance 17, Green Flag award criteria [12] and Landscape Institute (LI) technical guidance notes such as LI TGN 02/21 [13]. The assessment will also draw on additional benchmarks and standards, including Fields in Trust guidance for outdoor sport and play [14], Fields in Trust guidance on the green space index [15], Natural England's accessible natural greenspace guidance standards [11] and Sport England advice, to ensure a robust and proportionate understanding of the quantity, quality, accessibility and condition of open space and recreational resources.

7.9.4 The ES will also be informed by an updated programme of visitor engagement and research, building on the previous 2018/19 evidence base. This will reflect changes in patterns of use following the COVID-19 pandemic, recognising the increased importance of parks and open spaces for health, wellbeing and community activity. The updated approach will address limitations of earlier survey methods, which relied on short-duration visitor counts and intercept surveys, by incorporating a combination of traditional and more advanced techniques, including passive monitoring and spatial data analysis where appropriate and feasible.

7.9.5 A visitor engagement strategy will be designed to capture a broader and more representative evidence base, including both users and non-users of open space. This will enable the assessment to consider existing patterns of use, as well as access, perceptions of quality and latent demand for recreational space. Where appropriate, elements of the previous survey methodology will be retained to allow for comparison over time, while the enhanced approach will provide a more comprehensive and forward-looking understanding of recreational and amenity value.

7.9.6 The updated baseline will inform a detailed assessment of effects of recreational and amenity receptors, including users of PRoW, open spaces and other publicly accessible locations. The assessment will consider both direct physical changes to resources and changes in amenity experience, including factors such as accessibility, tranquillity, levels of use and user perception.

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7.9.7 The ES will report the findings of the assessment of the effects from the Project as set out in the Development Consent Order (DCO) application. Any further design evolution will be reviewed to determine whether it materially alters the scale, extent or visibility of infrastructure.

7.9.8 All elements of the open space recreation and amenity assessment (RAA) methodology will be confirmed in the ES. The ES will clearly present construction, early operational and established operational effects and will identify residual effects following the implementation of environmental measures. The methodology will be discussed through engagement with relevant stakeholders, including local planning authorities and statutory consultees. This ongoing engagement will ensure the ES reflects the shared understanding between stakeholders on method, coverage and presentation and that the assessment is transparent, proportionate and robust.

7.9.9 A separate tranquillity assessment for key designated assets is being prepared as part of landscape and visual impact assessment (LVIA), where tranquillity is considered as an integral component of landscape character and visual amenity, (see **Chapter 15: Landscape and visual**). Within this Recreation and amenity chapter, tranquillity (including noise influences) is considered as part of the overall receptor value and user experience, rather than as a standalone topic, (see **Chapter 8: Noise and vibration**). Noise is anticipated to be a key influence on recreational amenity within the updated recreation and amenity study area for 2026 and is being considered as part of ongoing desk study and survey works. The findings will be reported separately within the ES and cross-referenced within the Recreation and amenity chapter where relevant.

7.9.10 The assessment of effects on recreation and amenity will be refined as updated information on aircraft movements, airspace design and indicative flight path envelopes becomes available. This will enable consideration of changes in noise, overflight visibility and associated perceptual effects, including tranquillity and user experience. The approach will be coordinated with the Project's noise assessment and LVIA to ensure a consistent and integrated assessment across topics.

7.9.11 Ongoing consultation and/or engagement with local authorities and other relevant stakeholders and consultees will continue to take place to discuss key elements of the assessment of recreation and amenity effects.

7.9.12 The ES will therefore present a receptor-based RAA, supported by updated baseline evidence, an enhanced visitor engagement programme and a comprehensive understanding of open space provision and use. Final judgements on the significance of effects will be made at ES stage, drawing on the updated baseline, environmental measures and the detailed design information available at that time.

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7.10 Glossary of terms

Term/acronym	Definition
Blue and green infrastructure (B&GI)	A network of natural and semi-natural features including planting, habitat areas, watercourses, sustainable drainage systems (SuDS), open spaces and landscape corridors designed to provide environmental, visual and amenity benefits and to integrate development into its surroundings.
Bridleways	Public rights of way where the public have a legal right to walk, ride horses and cycle. Motor vehicles are not permitted.
Byways open to all traffic (BOATs)	Highways over which the public have rights for all forms of traffic, including motor vehicles, although they are mainly used for walking, cycling and horse-riding.
Common land	Land owned collectively or by an individual over which other people may hold historic rights, such as grazing livestock, collecting wood or access rights. Many commons are protected under the Commons Act 2006.
Community Area	A series of Community Areas defined for the purposes of reporting effects in this chapter.
Compulsory acquisition/compulsory purchase order (CPO)	Legal mechanism allowing public bodies to acquire land or property without the owner's consent for major infrastructure or regeneration projects deemed to be in the public interest.
Construction support site (CSS)	A temporary site used to accommodate construction activities, including compounds, storage, plant, welfare facilities and access routes.
Cycle routes	Designated routes for cyclists that may include on-road, off-road or shared-use paths. They can form part of local networks or the national cycle network.
Environmental measures	Measures incorporated into the design from the outset to avoid, reduce or offset adverse landscape and visual effects, including planting, landform, SuDS and design integration.
Environmental impact assessment (EIA)	A process that identifies, predicts and evaluates the likely significant environmental effects of a project.
Environmental Statement (ES)	A formal document submitted with a Development Consent Order application that reports the findings of the environmental impact assessment, including significance of effects and mitigation.

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Term/acronym	Definition
Green belt	A planning designation intended to prevent urban sprawl by keeping land permanently open. Green belt land contributes to openness, separation between settlements and landscape character.
Green infrastructure	A strategically planned network of natural and semi-natural features – such as parks, waterways, green spaces and habitats – designed and managed to deliver a wide range of environmental, social and economic benefits.
Green Loop	The Green Loop is a continuous, predominantly recreational route within the active green network. It connects communities, workplaces, open spaces, biodiversity sites and cultural locations via a network of existing and new footpaths, cycleways and bridleways, enhancing connectivity around the airport while supporting active travel and mitigating green belt effects.
Heathrow Strategic Planning Group (HSPG)	A collaboration of local authorities surrounding Heathrow Airport. The HSPG was established in 2015 to help shape the proposed expansion plans for Heathrow Airport, regardless of individual members' support or opposition to it. HSPG operates on a sub-regional level and works with, (but independently of) Heathrow Airport, as well as with local and national stakeholders including the Civil Aviation Authority and the Department for Transport.
Land-take	The permanent or temporary occupation or loss of land associated with recreational or amenity resources, which may affect the availability, accessibility, or use of those resources.
Landscape character	The distinct and recognisable pattern of elements, such as landform, vegetation, settlement and land use, that give an area its sense of place.
Landscape and visual impact assessment (LVIA)	A structured assessment of the likely effects of a development on landscape character and views experienced by people.
National trails	Long-distance walking and riding routes officially designated in England and Wales by Natural England or Natural Resources Wales. They are nationally significant recreational routes.
Nature reserves	Areas protected and managed for wildlife, habitats and geological features. These may include national nature reserves (NNRs) or local nature reserves (LNRs).

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Term/acronym	Definition
Open access land	Land where the public has a legal right to walk freely for open-air recreation under the Countryside and Rights of Way Act 2000. This mainly includes mountains, moorland, heath, downland and registered common land.
Open space	All open space of public value, including both land and areas of water (such as rivers, canals, lakes and reservoirs), which offer important opportunities for sport and recreation and can act as a visual amenity.
Permissive footpaths	Paths that the public are allowed to use by permission of the landowner rather than through a legal public right of way. Access can usually be withdrawn by the landowner.
Permitted access land	Land where public access is allowed through agreements, stewardship schemes or landowner permission, rather than statutory public rights.
Public footpaths	Public rights of way where the public has a legal right to pass and repass on foot only.
Public rights of way (PRoW)	Legally protected routes over which the public has rights to travel, including footpaths, bridleways, restricted byways and byways open to all traffic.
Receptors	The people, groups of people or recreational assets that may experience changes to recreational use, access or amenity as a result of the Project.
Recreation and amenity study area	The geographic area identified for a recreation and amenity assessment, encompassing the proposed development site and the surrounding area within which recreational resources, recreational users and amenity receptors may experience effects arising from the project. The extent of the recreation and amenity study area is defined through professional judgement and is informed by factors such as the scale, nature and location of the proposed development, the distribution of recreational assets and routes, patterns of recreational use, accessibility and the potential for changes to amenity value. It provides the spatial framework for the identification and assessment of effects on recreational activities, recreational resources and amenity receptors.
Recreational routes	Public rights of way including public footpaths, bridleways, restricted byways and byways open to all traffic, permissive footpaths, national trails, permitted access land, locally promoted walking routes and cycle routes.
Resources	Recreation and amenity assets such as open spaces and recreational routes that support formal and informal

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Term/acronym	Definition
	recreation, while also contributing to overall value and quality of the local environment.
Restricted byways	Public rights of way open to walkers, horse riders, cyclists and non-motorised vehicles, such as horse-drawn carriages, but not motor vehicles.
Significance (of effect)	A professional judgement on whether an effect is important in EIA terms, based on the sensitivity of the receptor and the level of change.
Users	People who use publicly accessible recreation and amenity resources.
Visitor engagement	Visitor engagement gathers information from users to understand how recreation and amenity resources are used and valued, typically from a sample group.

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Appendix 7A Figures

Figure 7A.1: Site location plan

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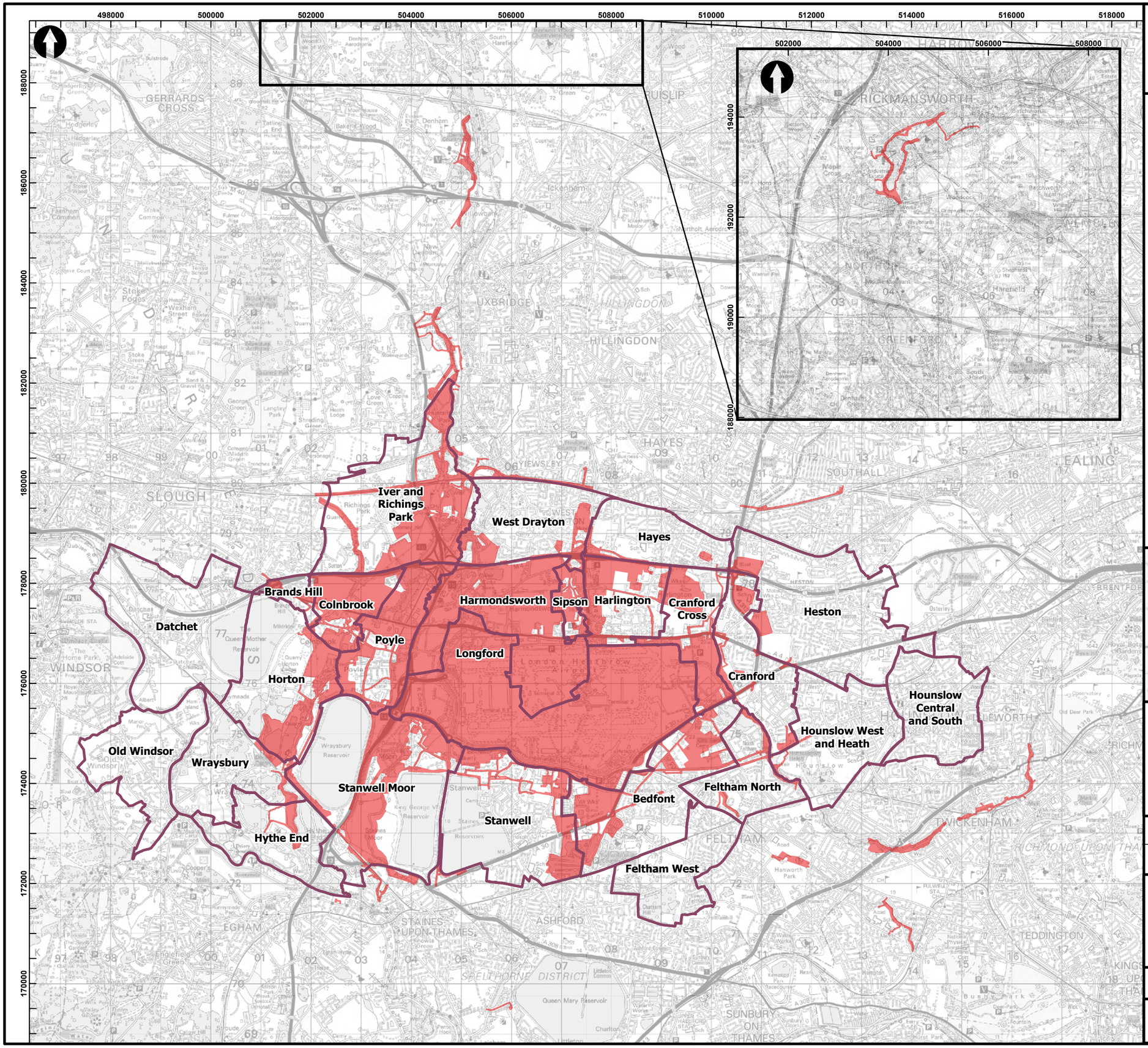

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Community Areas

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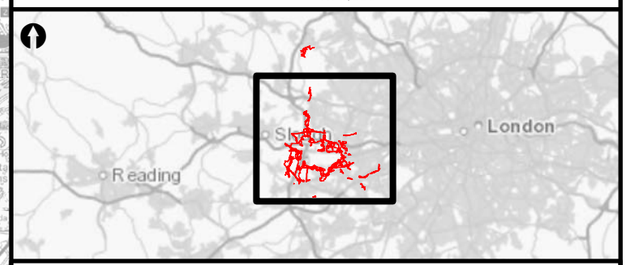

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Title

Figure 7A.1 Site Location Plan

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Version: 1.0

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Figure 7A.2: Recreation and Amenity Study Area

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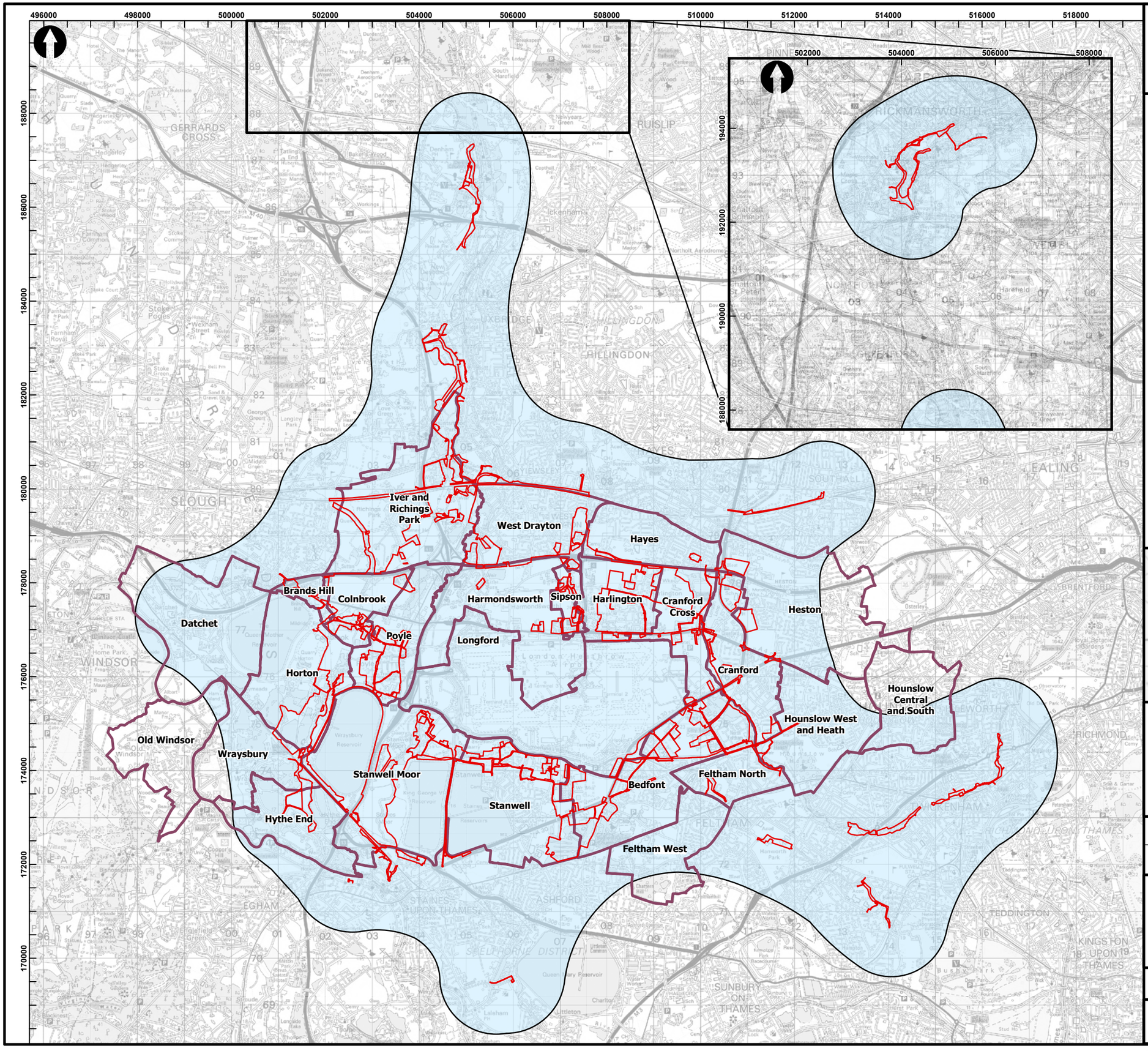

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- Community Areas

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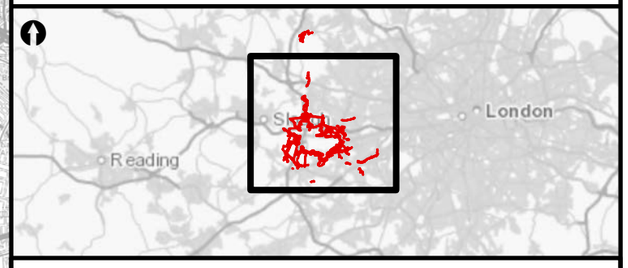

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Title

Figure 7A.2: Recreation and Amenity Study Area

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Location-Level-Sub Series/System-Identifier	Version
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Figure 7A.3: Public open spaces

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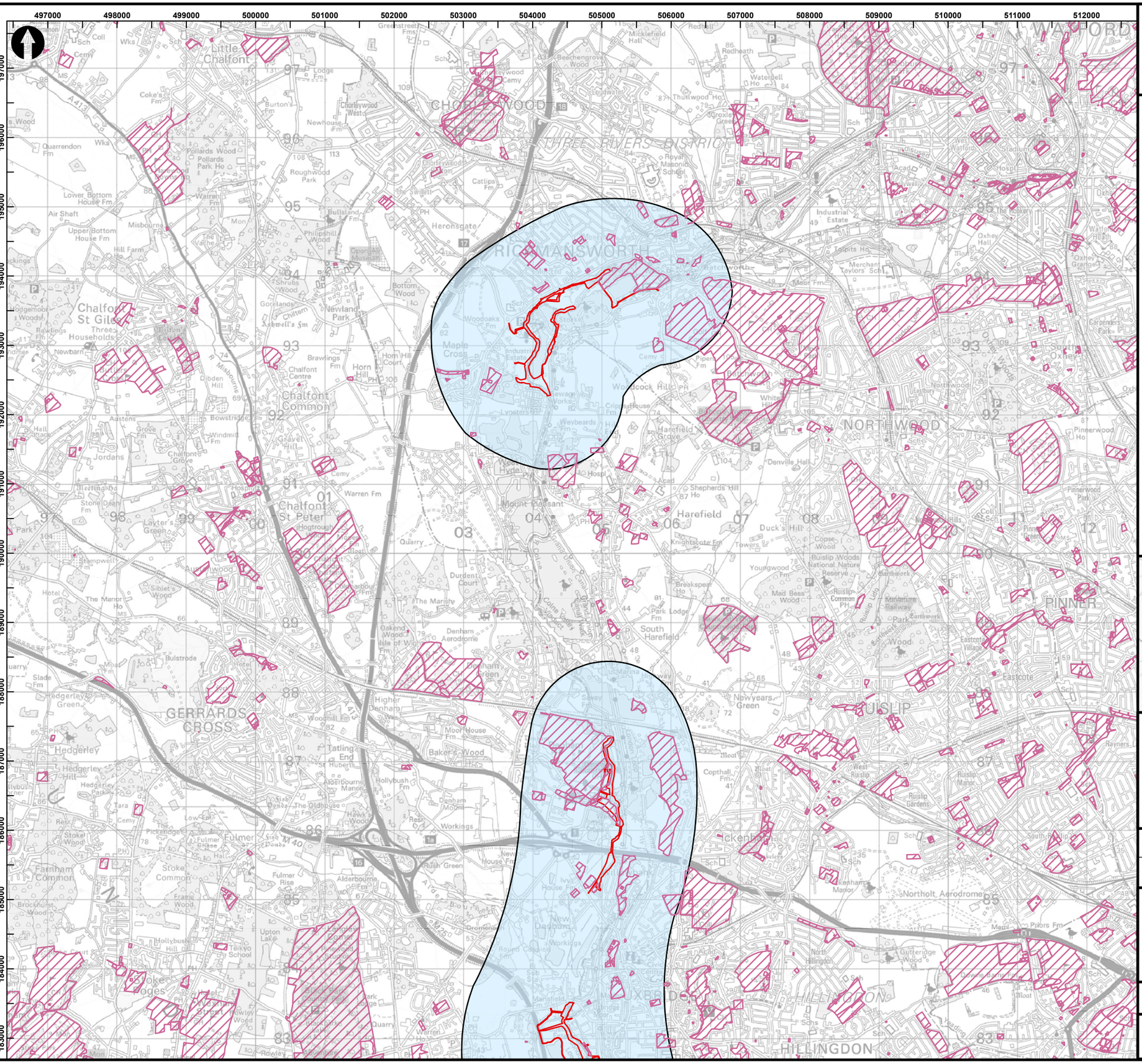
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CHORLEYWOOD
THREE RIVERS DISTRICT
RICKMANSWORTH
WATFORD
Chalfont St Giles
Chalfont Common
Chalfont St Peter
Maple Cross
Harefield
NORTHWOOD
PINNER
GERRARDS CROSS
HILLINGDON
Northolt Aerodrome
Ickenham
Uxbridge
Denham
South Harefield
Ruislip
Newyears Green
Harefield Grove
Woodcock Hill
Mount Pleasant
Heronsgate
Chorleywood West
Chorleywood Common
Rickmansworth Aerodrome
Denham Aerodrome
Ruislip Woods National Nature Reserve
Ruislip Lido
Ruislip Common
Ruislip Gardens
Ruislip Manor
Eastcote
Eastcote Village
Pinner Park
Pinner Hill
Pinnerwood Park
Northwood Hills
Northwood Cemetery
Moor Park
Sandy Lodge
Batchworth
Croxley Green
Watford Heath
Oxhey
Oxhey Hall
Oxhey Grange
Cassiobury Park
Whippendell Wood
Whippendell Hill
Whitelands Hill
Harefield Hospital
Denville Hall
Merchant Taylors' Schs
Royal Masonic School
Industrial Estate
Watford Stadium
Watford Hospital
Chalfont Centre
Chalfont Grove
Chalfont Park
Gerrards Cross Golf Course
Gerrards Cross Cemetery
Bulstrode
Hedgerley
Hedgerley Green
Fulmer
Stoke Common
Farnham Common
Iver
Iver Heath
Richings Park
Langley Park
Langley Park Golf Course
Langley Park School
Langley Corner
Parlaunt Park
Parlaunt Park Golf Course
Slough Arm
Grand Union Canal
Colne Valley Park
Colne Valley Regional Park
Misbourne
Chess
Colne
Pinn
Yeading Brook
Yeading Brook East
Frays River
Frays Farm Meadows
Little Britain Lake
Wraysbury Reservoir
Staines Reservoir
Queen Mother Reservoir
Wraysbury No 1 Gravel Pit
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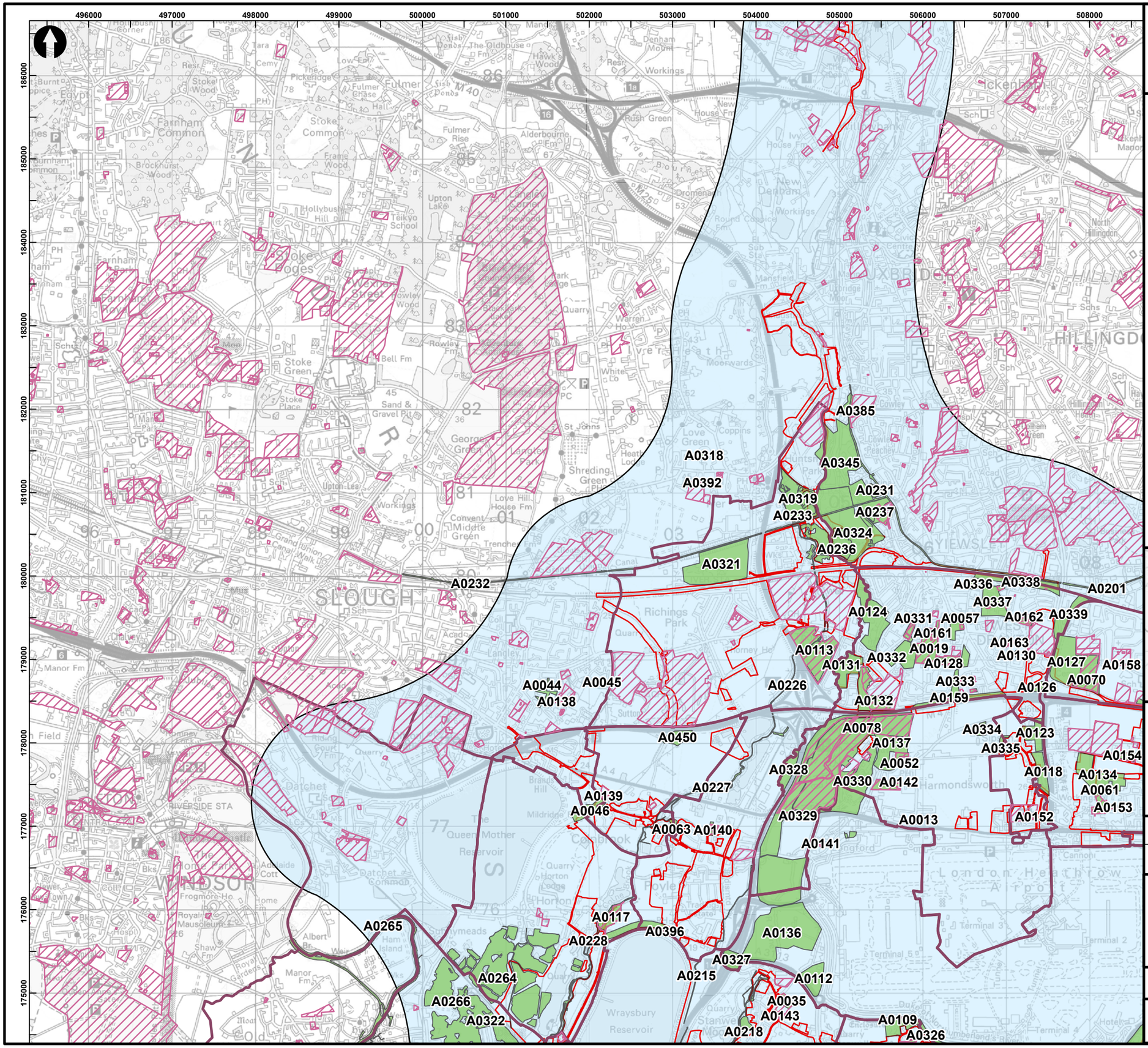

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- OS Greenspace

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Scale 1:45,000

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Title

Figure 7A.3: Public Open Spaces

Page 2 of 5

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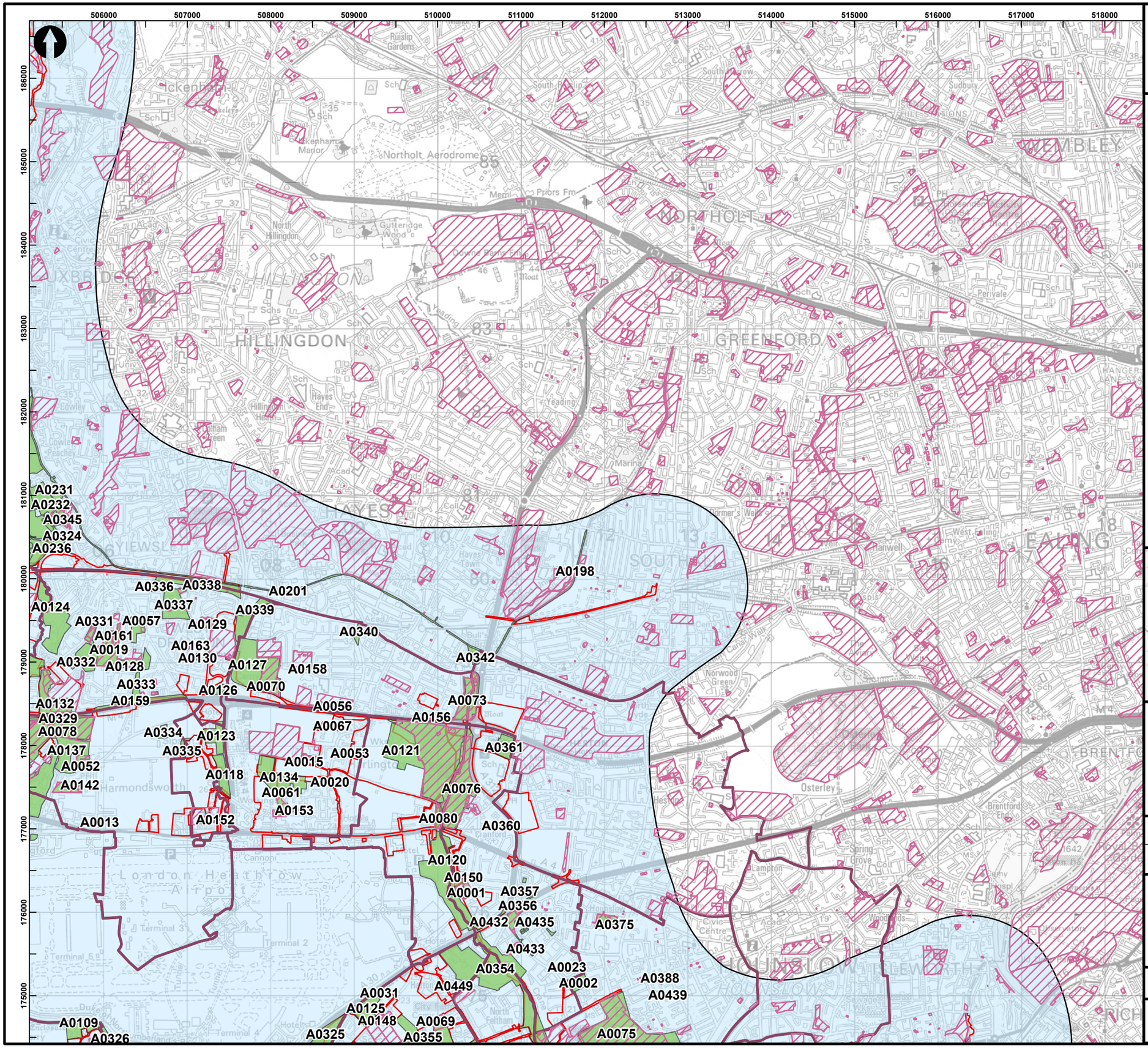

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Figure 7A.3: Public Open Spaces

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Scale 1:45,000

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Title

Figure 7A.3: Public Open Spaces

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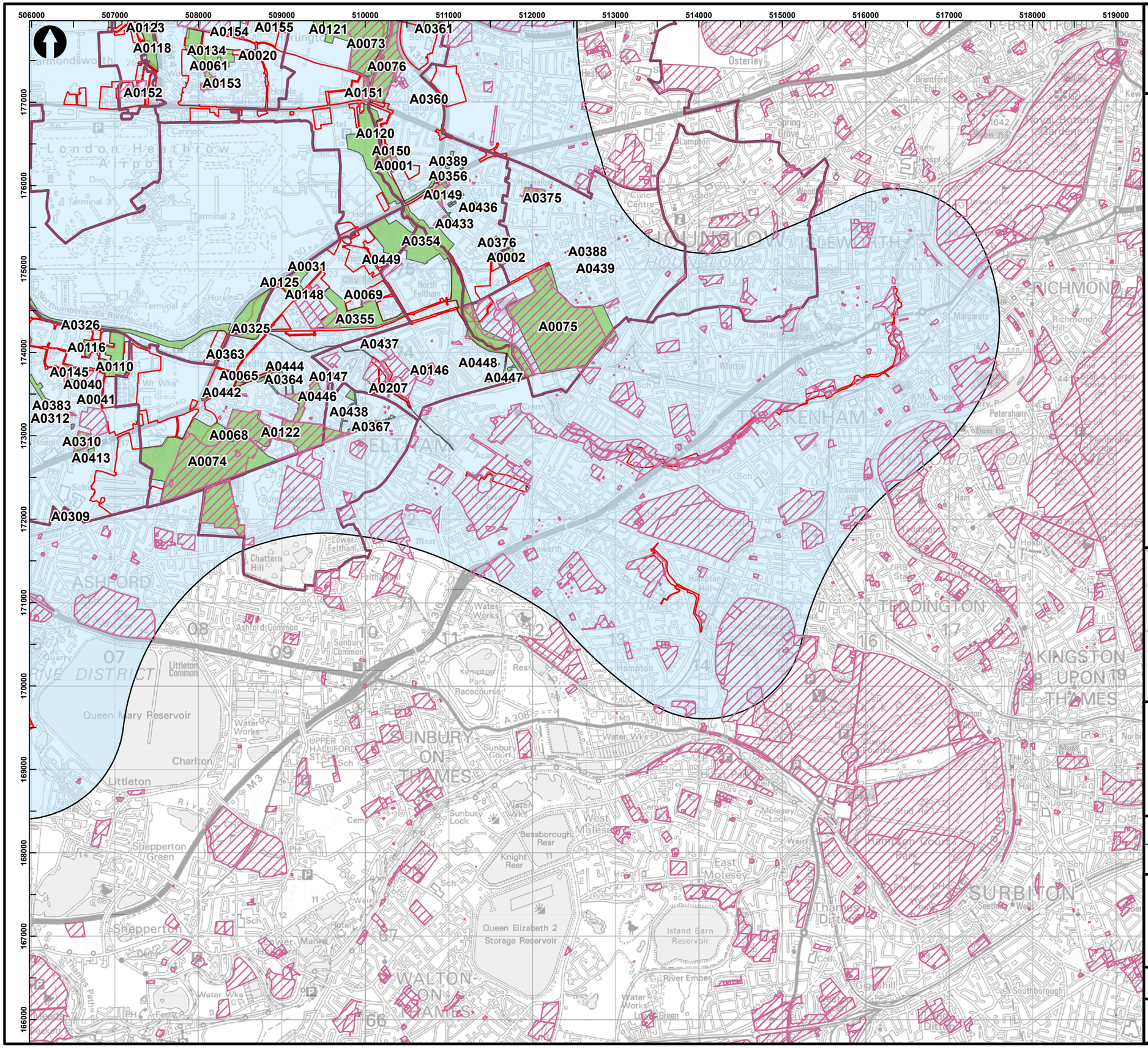

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Figure 7A.4: Public rights of way, recreational routes and trails

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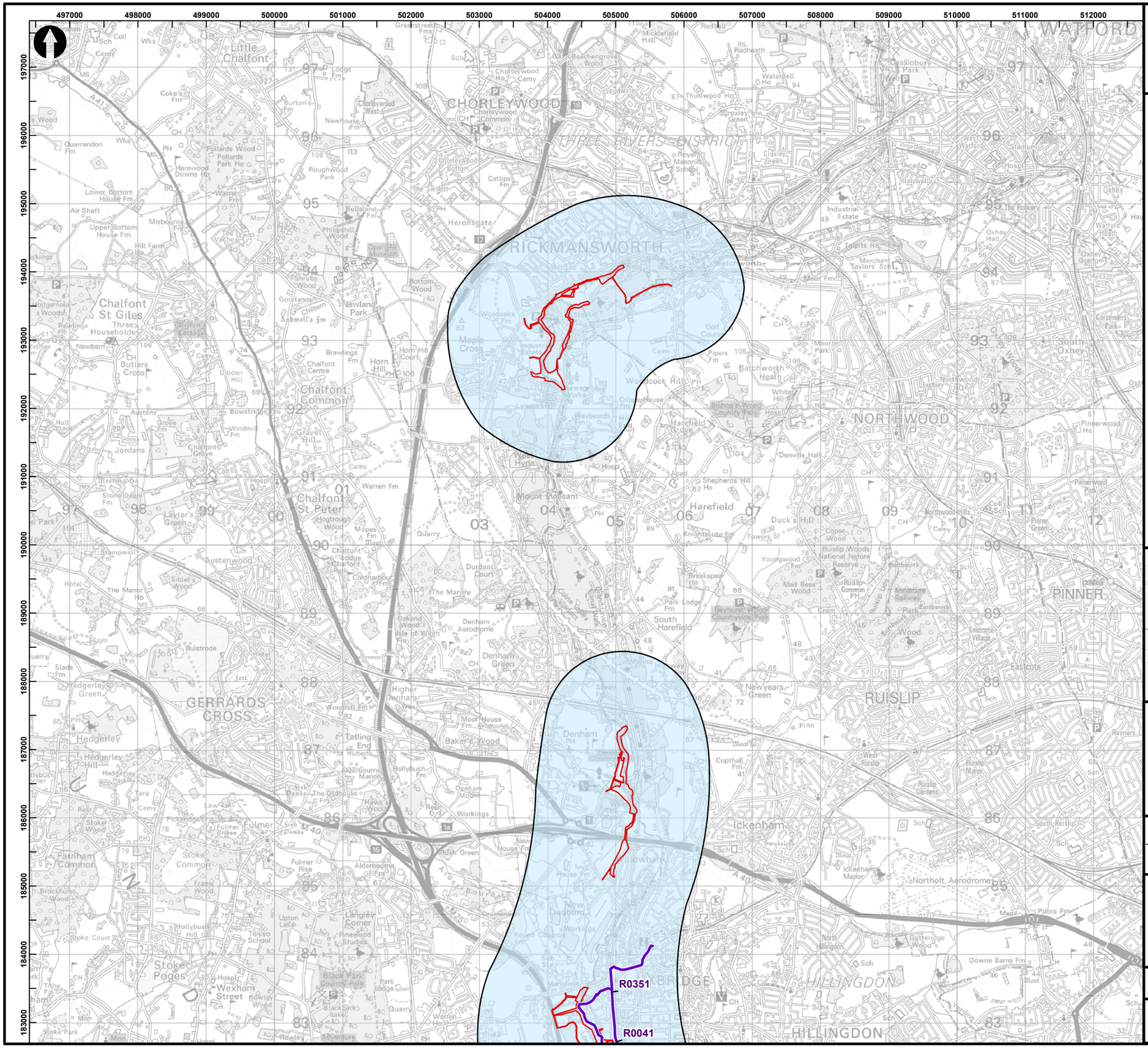

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- Public Rights of Way, National Trails and Long Distance Walking Routes (Assessed in 2019)

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Scale 1:55,000

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Figure 7A.4: Public Rights of Way and Recreational Routes and Trails

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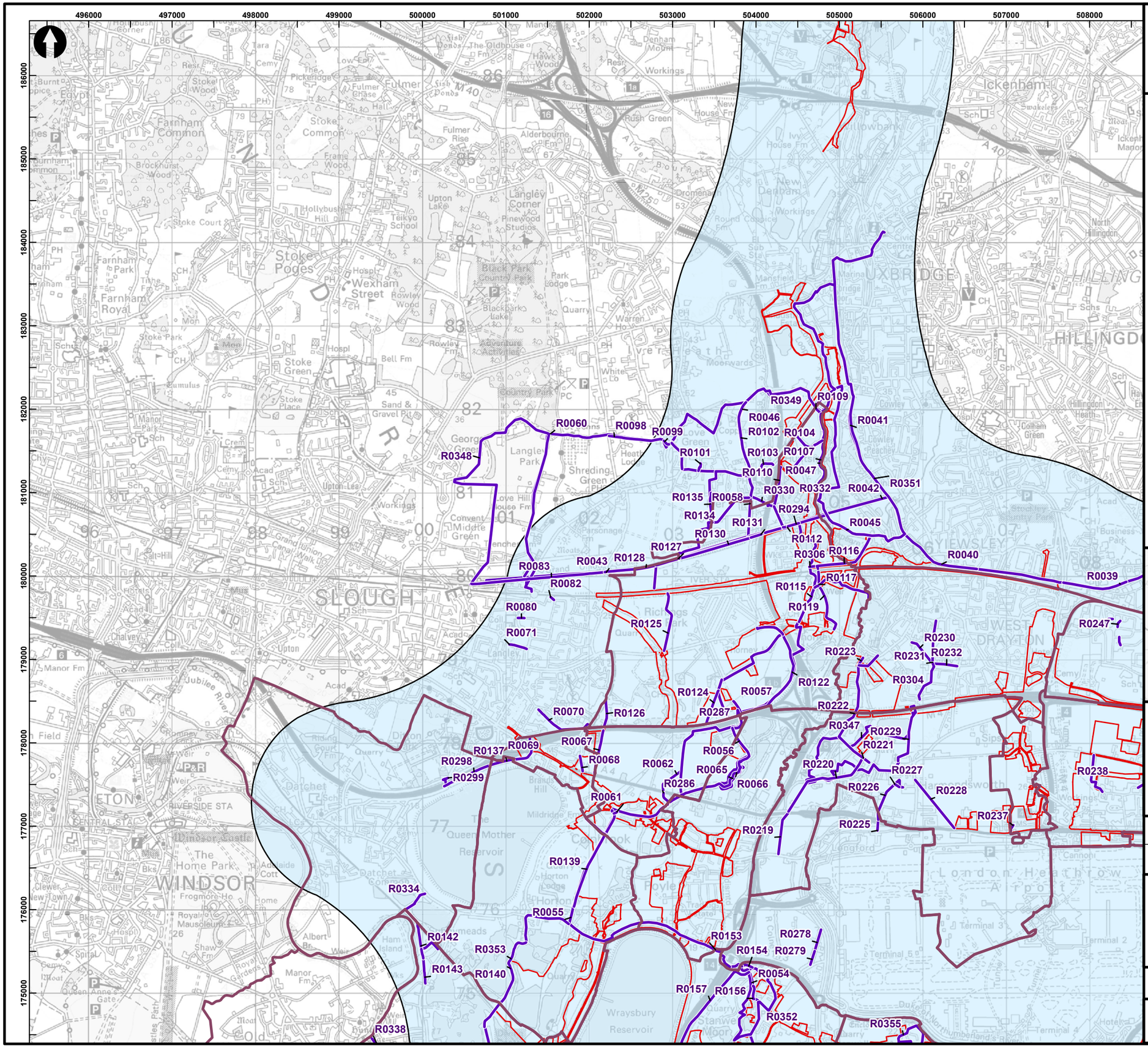

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- Public Rights of Way, National Trails and Long Distance Walking Routes (Assessed in 2019)

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Title

Figure 7A.4: Public Rights of Way and Recreational Routes and Trails

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Company	Drawn By	Chk/Approved	Drawn Date	Status
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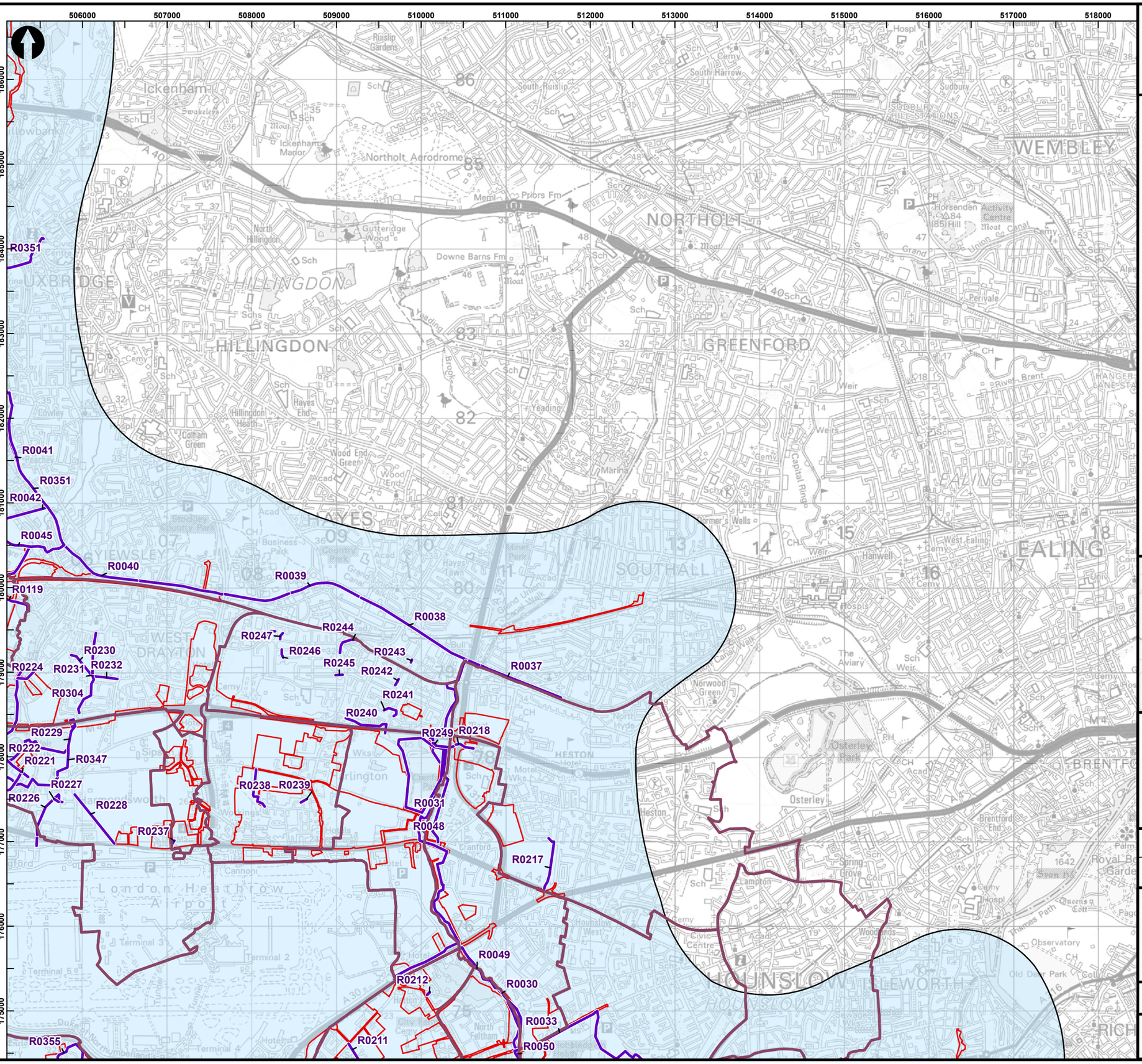

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- Draft DCO Order Limits
- Community Areas
- Amenity and Recreation Study Area
- Public Rights of Way, National Trails and Long Distance Walking Routes (Assessed in 2019)

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

Scale 1:45,000

Heathrow

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

Title

Figure 7A.4: Public Rights of Way and Recreational Routes and Trails

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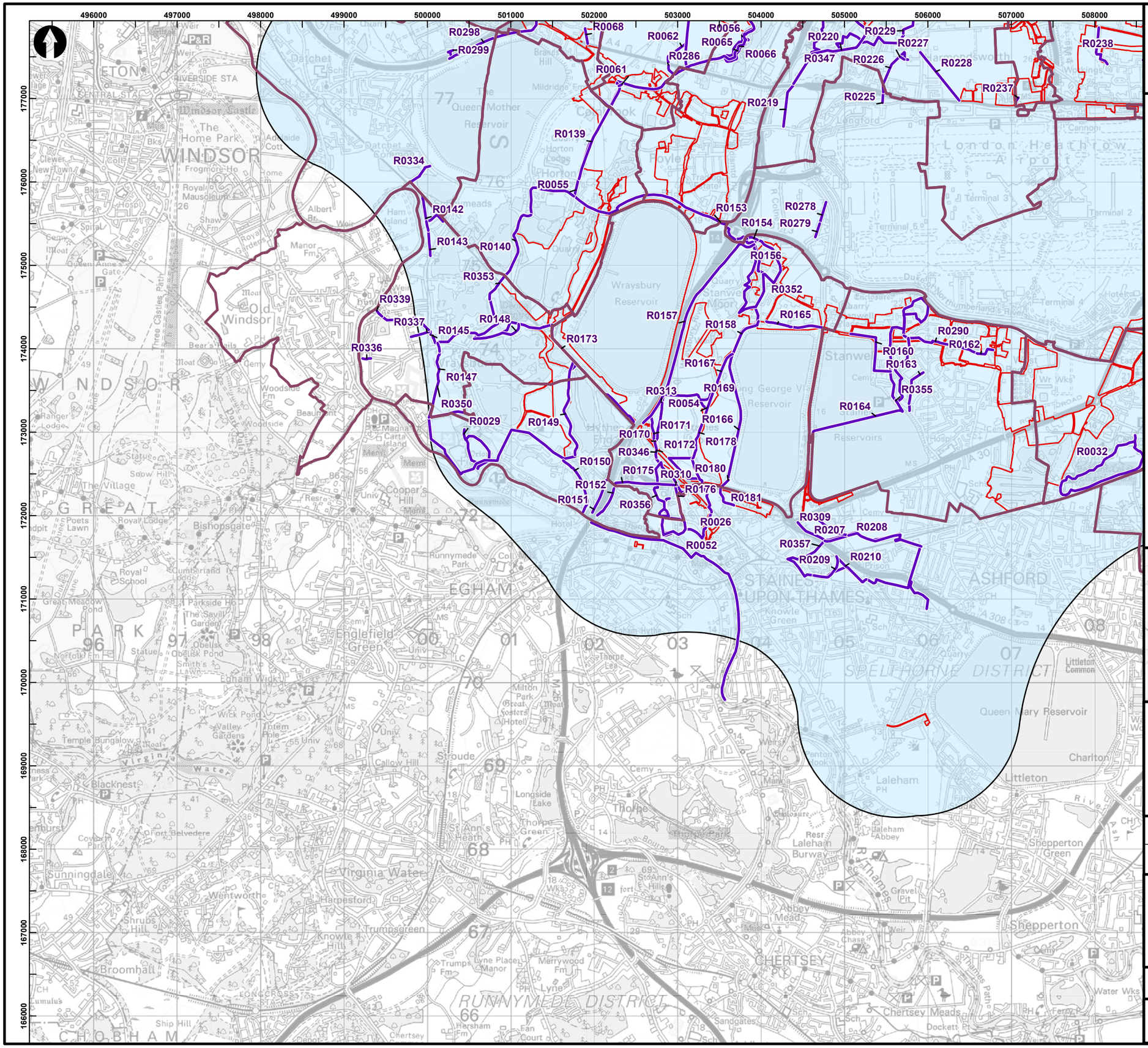

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Figure 7A.4: Public Rights of Way and Recreational Routes and Trails

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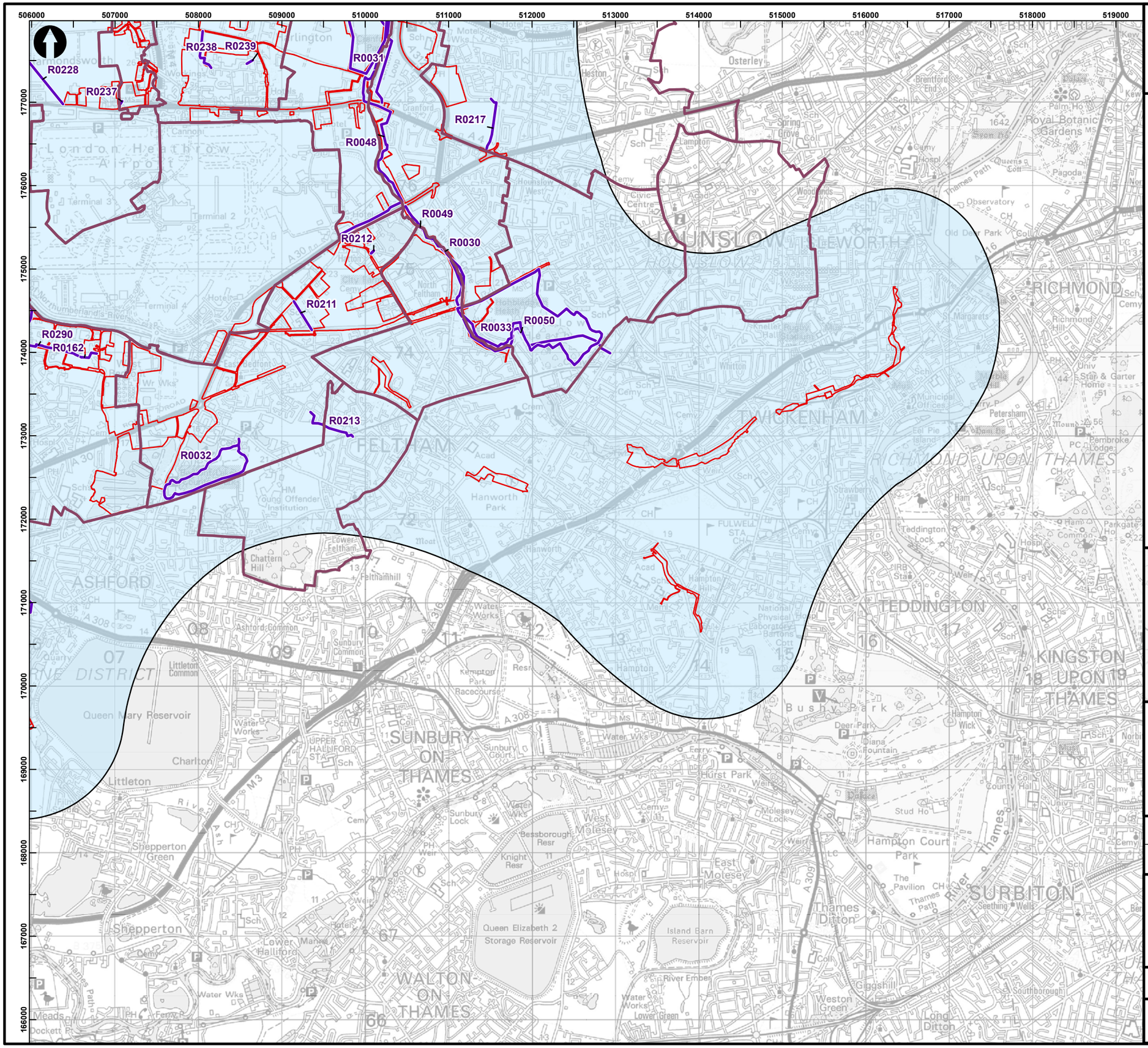

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Heathrow

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Project Name Heathrow Expansion Project	Heathrow Project No. 3R000

Title

Figure 7A.4: Public Rights of Way and Recreational Routes and Trails

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Heathrow

EXPANSION CONSULTATION 2026

Environmental Information Consultation Document (EICD)

Chapter 8: Noise and vibration

OCTOBER 2026

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8. Noise and vibration

8.1 Introduction

8.1.1 As indicated in **Chapter 1: Setting the scene for consultation –environmental information**, 'noise and vibration' is an environmental aspect for which environmental information is presented for the 2026 Public Consultation.

8.1.2 This chapter is supported by figures from **Figure 8.1** to **Figure 8A.4** and a glossary of terms.

8.1.3 This chapter should be read in conjunction with **Chapter 2: Description of the project**, and is used to inform other chapters, including:

- **Chapter 5: Socio-economics and employment** – for the economic and employment consequences of any likely significant effects of noise or vibration on businesses.
- **Chapter 6: Community** – for the combination of noise and other environmental likely significant effects on each community.
- **Chapter 7: Recreation and amenity** – for an assessment of noise effects on recreation and amenity.
- **Chapter 11: Health** – for the assessment of population health effects including preliminary in-combination health effects, which considers the noise-related effects on health and quality of life identified in this chapter.
- **Chapter 12: Biodiversity** – for likely significant effects of noise on protected species.
- **Chapter 14: Historic environment** – for the effect of noise on the settings of historic buildings and scheduled ancient monuments.
- **Chapter 15: Landscape and visual** – for the contribution of noise to any change in the wider consideration of landscape and visual amenity (including, as relevant, tranquillity and effects on National Landscapes and National Parks).
- **Chapter 19: Next steps and preparation of the Environmental Statement (ES)** – for a summary of the approach that will be undertaken to assess potentially significant in-combination or cumulative effects.

8.1.4 This chapter also refers to other key documents, including:

- **Draft Code of Construction Practice** – outlines the Code of Construction Practice (CoCP) which includes noise and vibration control measures and standards to be implemented throughout construction of the Project.
- **Noise Insulation Policy** – provides an outline of the proposed noise insulation schemes that will be provided to address noise from aircraft movements in the air, and on the ground from road, rail and construction noise associated with the Project.

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- **Environmentally Managed Growth Topic Paper** – outlines the draft principles for the Environmentally Managed Growth (EMG) framework proposed for the Project. The EMG framework will provide a transparent mechanism to responsibly manage and facilitate airport growth within environmental limits.
- **Future Runway Operations (FRO)** – this document outlines the reasons for the proposals, including how future use of runways would provide predictable periods of respite from aircraft noise and manage night flights, and how other operational measures would help reduce and mitigate noise impacts.

8.2 What do we mean by 'noise and vibration'

8.2.1 Noise is generally defined as unwanted, unpleasant or disruptive sound. Noise can interfere with activities, affect health and detract from the character and enjoyment of places.

8.2.2 The primary sources of noise for the nearest areas surrounding the airport include aircraft taking off and landing (particularly to the east and west), as well as aircraft on the ground. Noise is also produced by transport to and from the existing airport by road or rail. Noise can also occur from the use of buildings and during airport construction and maintenance activities. At locations further away, aircraft overflight is the main source of noise from Heathrow.

8.2.3 Vibration in the context of this chapter refers to environmental vibration. Such vibration is usually defined as unwanted tremors or oscillations that can be experienced by people through the ground or through the air. Like noise, vibration can also interfere with activities and affect health and in extreme circumstances can lead to damage to buildings and structures.

8.2.4 Vibration in the vicinity of Heathrow mainly occurs as a result of transportation, such as rail, and can be produced by aircraft as they begin to take-off. Vibration can also be an issue during construction and maintenance activities.

8.2.5 Noise and vibration are controlled and managed in the context of government policy on sustainable development. Relevant legislation, policy and guidance establish intervention thresholds used to identify when effects on health and quality of life may occur and when mitigation or management measures may be required.

8.3 Why noise and vibration might change

Noise and vibration effects during construction

8.3.1 During construction of the Project, use of construction plant and construction vehicles travelling to and from construction worksites and support sites is likely to result in adverse noise and vibration effects.

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Noise and vibration effects during operation

8.3.2 The operation of the Project will lead to increased airport activity with an increase in aircraft movements in the air and on the ground. The Project will result in changes to the locations that are exposed to aircraft noise and the extent to which they are exposed. At locations in the vicinity of Heathrow, such changes will occur due to the introduction and use of the Northwest Runway along with changes in the use of the existing runways and associated ground infrastructure. Further away from Heathrow, changes in aircraft noise may also occur due to changes to Heathrow's flightpaths.

8.3.3 The use of Heathrow's airspace, in particular the design and location of flightpaths, will have a major influence on the location and level of noise that may arise due to the Project. The Airports National Policy Statement (ANPS) [1] acknowledges that the assessment of aircraft noise for the Project should be undertaken using the developing indicative airspace design, and that this may involve the use of appropriate design parameters and scenarios based on indicative flightpaths. The use of indicative flightpaths allows the noise assessment of the Project to proceed without the need for the separate Airspace Change Process to be formally commenced or concluded. The airspace design will be developed by a new body created by the Department for Transport and the CAA; the UK Airspace Design Service (UKADS) which was established in May 2026. This work is subject to a separate consenting process (the Airspace Change Process) which is overseen by the Civil Aviation Authority (CAA). Further details are provided in **Chapter 3: Approach to environmental assessment** and the **FRO Document** with regard to airspace, UKADS, the CAA and the Project.

8.3.4 With an increase in people and goods travelling to and from the expanded airport, road traffic movements in surrounding areas will change, leading to changes in road traffic noise. Changes to the road network will also redistribute traffic, leading to changes in noise levels which may be beneficial for some and adverse for others. The Project may influence how people get to and from the airport, resulting in changes in noise from other modes of transport, such as rail.

8.4 Noise and vibration measures

Current and ongoing noise and vibration measures

8.4.1 Minimising the impact of noise, as far as is reasonably practical to do so, is a priority for Heathrow. We have been at the forefront of efforts to tackle noise and as a result our noise footprint has shrunk considerably over the past few decades. For example, based on 2024 data, the 55 decibel (dB) L_{den} noise contour has reduced by over 39% since 2006, resulting in over 200,000 fewer people being exposed above this noise exposure level. However, noise remains an issue and we continue to make efforts to reduce the impact of noise.

8.4.2 Our Noise Action Plan 2024–28 (NAP) [2] is the latest in a series of long-established strategies that sets out how we currently manage our noise impacts, along with actions and initiatives for how noise will be further reduced.

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8.4.3 Heathrow's noise strategy is built around the International Civil Aviation Organization (ICAO) Balanced Approach to Aircraft Noise Management [3]. The Balanced Approach is a process under which the range of available measures are considered in a consistent way with a view to addressing the noise problem at an airport in the most cost-effective way.

8.4.4 The Balanced Approach involves a sequential approach being taken to the consideration of noise management measures, namely:

1. Reduction at source (such as quieter aircraft)
2. Land-use planning and management (such as noise insulation)
3. Noise abatement operational procedures (such as optimising how aircraft are flown and the routes they follow to limit the noise impacts)
4. Operating restrictions (such as preventing certain noisier types of aircraft from flying at certain times, or at any time), which are not applied as a first resort, but only after consideration of the other measures of the Balanced Approach.

8.4.5 The Balanced Approach is central to government aviation noise policy and is a process under law which must be followed when considering airport operating restrictions for noise reasons. The Balanced Approach is given legal effect in the UK through EU Regulation 598/2014, which is described later in this chapter. For more information on Heathrow's noise abatement objective, see the Environmentally Managed Growth Topic Paper, and for more information on how we have employed the Balanced Approach, see the FRO document.

8.4.6 Our current noise strategy comprises six pillars based on the ICAO Balanced Approach as shown in **Figure 8.1**. These include the 'Working with Local Communities' and 'Supporting Research' pillars which go beyond the ICAO Balanced Approach. We recognise the importance of community engagement and collaboration in identifying and understanding issues and working towards improvements, as well as supporting new insights through research. All pillars of our noise strategy are supported by Foundation Activities that are guided by actions set by the NAP. The Foundation Activities are detailed in the NAP and cover Compliance and Regulation ('Heathrow will comply with Department for Transport (DfT) night noise restrictions'), Monitoring and Reviewing ('Heathrow will review the NAP to ensure that it aligns with government policy and stated objectives') and Reporting and Learning ('Heathrow will internally audit its systems, processes and databases').

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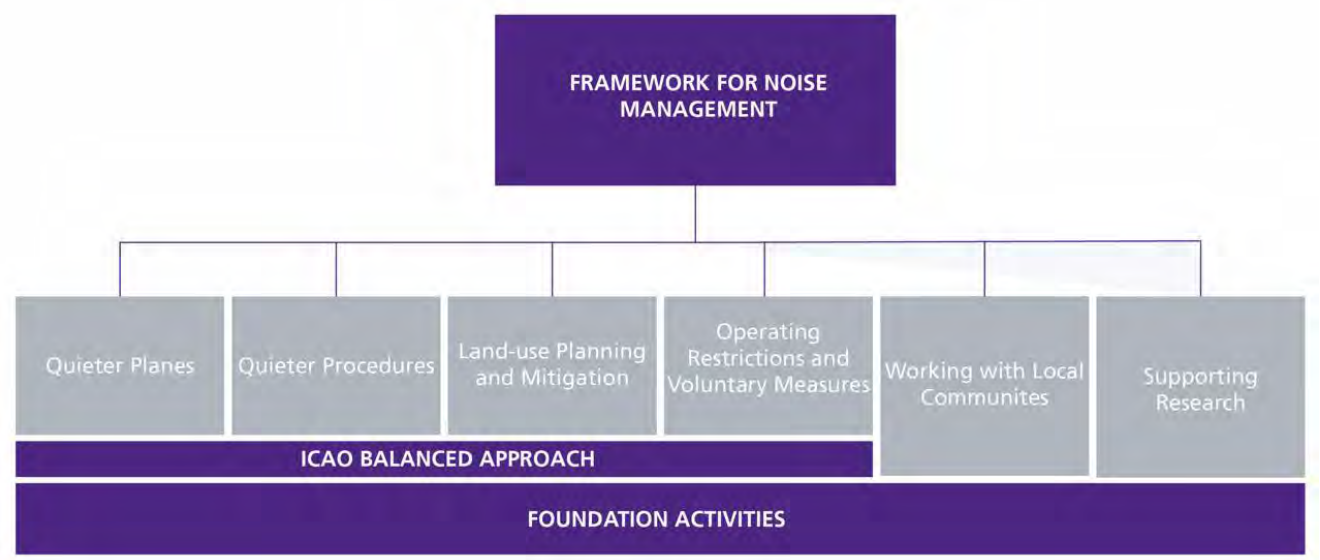
Figure 8.1: Heathrow's framework for noise management and application of the ICAO Balanced Approach



8.4.7 In response to actions set by successive NAPs, we have successfully introduced a range of initiatives and measures to manage noise. This includes the development and introduction of its Quieter Neighbourhood Support (QNS) programme of noise insulation, development of quieter operating procedures and improvements in fleet technology. Today, Chapter 3 aircraft (the noisiest classification permitted currently) represent just 0.01% of the annual movements and Chapter 14 (currently the quietest ICAO classification) make up 86% of the annual movements operating at Heathrow.

Project noise and vibration measures

8.4.8 The ANPS includes an expectation for Heathrow to explore all measures, initiatives and opportunities to mitigate the impact of construction and operational noise and vibration impacts from the Project. It is recognised that measures will need to be embedded and introduced to mitigate and minimise the noise and vibration effects of the Project on health and quality of life. The development of these measures will be informed by the noise assessment presented in this chapter, with measures introduced or developed as necessary in response to identified noise effects. These measures will be additional to and will build on those already in place as summarised in the NAP.

8.4.9 The ANPS requires the Project to incorporate noise measures and sets expectations on certain operational noise measures that must be brought forward by Heathrow to manage and limit the effects of aircraft noise. In line with the ANPS, these measures are the subject of this 2026 Public Consultation and have been developed following engagement with relevant stakeholders. Some of the key measures are:

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- **Noise Envelope –** this is a component of our proposed Environmentally Managed Growth framework and is the primary measure for managing aircraft noise as the airport grows. The Noise Envelope is a framework that is being defined with engagement with local communities and relevant stakeholders. It will seek to manage and, where reasonably practicable, reduce aircraft noise while enabling the expanded airport to operate efficiently and to grow within the limits that will be defined as part of granting the DCO. The Noise Envelope is being designed around five yearly Noise Action Plans and five yearly reviews that will respond to future changes such as the approval of airspace change, enabling limits to be reduced where possible. The Noise Envelope will share the benefits of growth (including enhanced connectivity and economic opportunities), among communities, consumers and businesses**.**
- **Runway alternation** – a system where the runways in use for arrivals and departures are alternated according to a published schedule to give people living close to the ends of the runways a predictable break from aircraft noise, known as respite. The proposals and options for a runway alternation scheme for the Project are discussed in the FRO document.
- **Noise insulation scheme** – an expansive and comprehensive noise insulation programme for both homes and community buildings is proposed as part of the Project. Alongside other measures, this new scheme aims to mitigate and minimise the effects of the Project and will geographically extend eligibility beyond Heathrow's existing noise insulation schemes. Details of the noise insulation proposals can be found in the Noise Insulation Policy. The Noise Insulation Policy sets out the eligibility criteria, the package of measures and the phased delivery of the Project's noise insulation proposals. While the eligibility criteria for the noise insulation schemes are defined in the policy, the geographic extent of the new scheme will be dependent on airspace design. Where there is a potential that Community Areas may be eligible for the scheme, this is indicated in the assessment in this chapter.
- **Night flights** – Government noise policy recognises the additional health impacts of night flights and therefore expects the Project to include a ban on scheduled night flights for a nightly period of at least six and a half hours. Measures and controls to limit and reduce the impact of night flights, including proposals and options for a scheduled ban on night flights can be found in the FRO document.

8.4.10 We are exploring further noise and vibration measures as part of the Project in line with government noise policy, published guidance and best practice according to the environmental measures hierarchy as presented in **Figure 8.2**.

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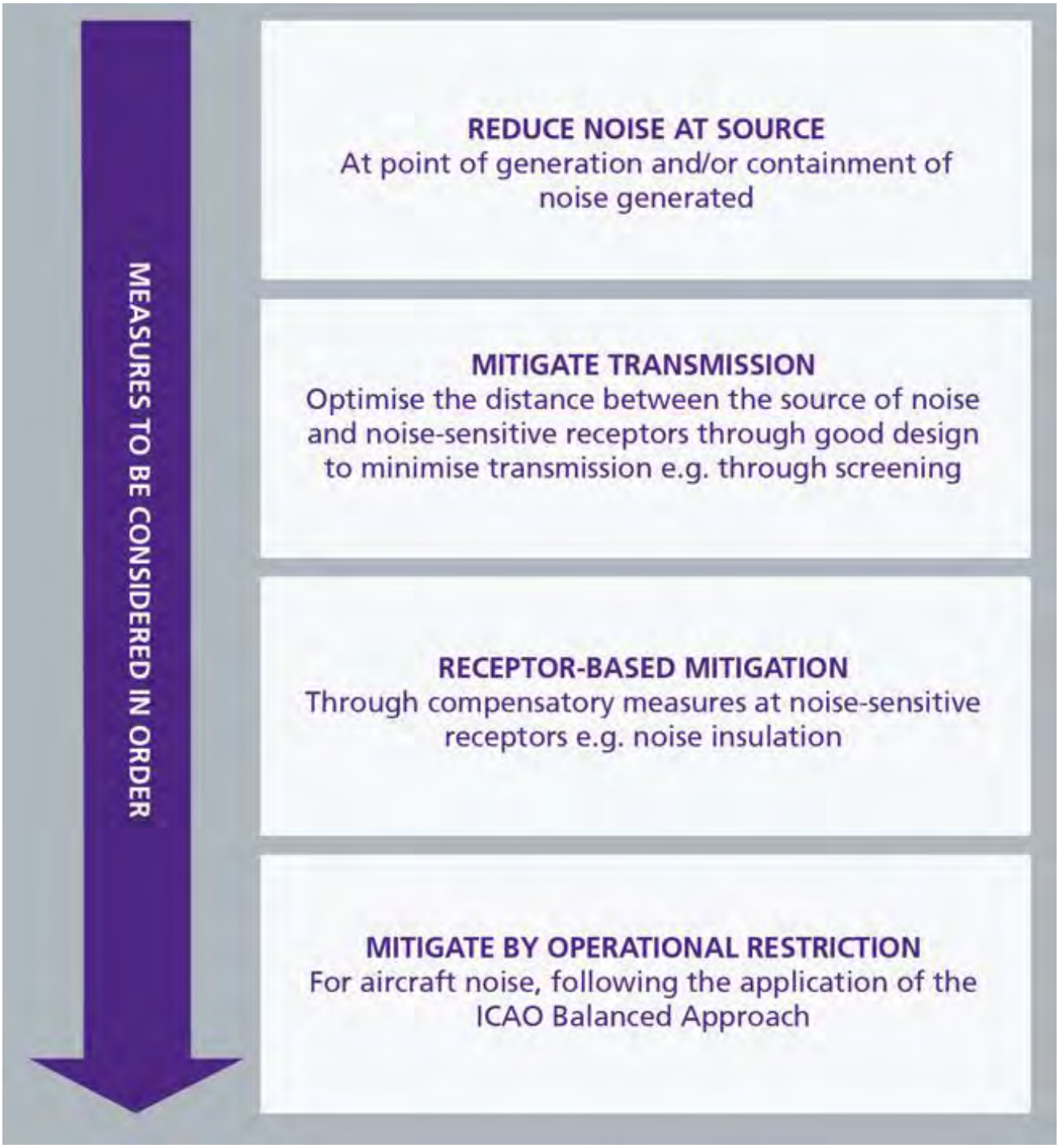
Figure 8.2: Noise and vibration environmental measures hierarchy



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8.4.11 A material factor in determining the length and location of the Northwest Runway is to reduce aircraft noise so that aircraft are higher above areas of dense population as they approach the expanded airport. The Northwest Runway will also contain displaced aircraft landing points, known as 'displaced thresholds', which will further reduce aircraft noise by keeping aircraft higher as they approach the expanded airport. The phased introduction of displaced thresholds on Heathrow's existing runways is being considered as part of the Project which will further reduce noise impacts on the existing runways (see the FRO document).

8.4.12 We are committed to working with UKADS as a partner to identify and seek initiatives and measures that can mitigate aircraft noise through the airspace design process through quieter operating procedures. Such measures may include steeper descent approaches, continuous climb operations for departures and the consideration of additional departure routes as part of the airspace design. These measures could further reduce exposure to and the impact of aircraft noise.

8.4.13 For aircraft ground noise, measures such as providing electricity and air conditioning to aircraft when parked will help minimise noise impacts by reducing the use of aircraft engines on the ground. The Project will also include physical measures through landscaping and noise barriers to reduce noise effects caused by activities on the ground.

8.4.14 For road traffic noise, measures to reduce traffic noise impacts from new and/or realigned roads include low noise road surfacing. Further development of environmental measures for road traffic noise will be undertaken with further environmental assessment and will be reported within the Environmental Statement (ES). This will consider roadside noise barriers and very low noise surfacing where justified. Noise insulation will also be provided for road traffic noise in line with the Noise Insulation Policy.

8.4.15 For construction noise and vibration, details of how the construction process will be managed to minimise the effects of noise and vibration are included in the draft Code of Construction Practise (CoCP). This will include the use of best practicable means (BPM), for example, the selection of quieter working methods and quieter equipment. Specific measures secured by secondary consents (additional approvals that may still be needed alongside the DCO) will also be implemented to control the transmission of sound from the worksites and support sites, for example through use of local enclosures and screening of equipment, and/or perimeter solid hoarding, bunds or dedicated noise barriers. Noise insulation and, where necessary, temporary rehousing will also be provided for construction noise in line with the Noise Insulation Policy.

8.4.16 The draft CoCP also includes proposals for a bespoke approach for construction noise secondary consents.

8.5 Legislation, policy and guidance

8.5.1 In the UK, there is a wide range of legislation, policy and guidance in place to manage and control noise and vibration, a summary of which is provided relevant to

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this chapter. All such relevant legislation, policy and guidance has been considered when carrying out this assessment.

8.5.2 The Government recently concluded its consultation on proposed amendments to the 2018 Airports National Policy Statement (ANPS) [1], to be known once amended as the Heathrow Expansion National Policy Statement (HENPS) [4]. The Government is now considering consultation feedback, alongside the outcome of parliamentary scrutiny once concluded, and subject to parliamentary approval of the Government's final form of the proposed amendments, is expected to publish the amended form of what will then be the HENPS by the end of 2026. In preparing our consultation materials, we have reviewed the proposed amendments to the ANPS and are continuing to consider the potential implications for our preferred scheme and accompanying assessments. Where relevant, the requirements of the ANPS are referenced in this document together with any potential changes arising from the proposed ANPS amendments, recognising that current policy in the ANPS remains the starting point for the consideration of Heathrow expansion until the amendments to the ANPS have been finalised and the amended version published as the HENPS. Once the ANPS has been amended and published as the HENPS, we will engage with relevant stakeholders on the policy amendments as part of our ongoing programme of pre-application engagement and also consider if targeted consultation is necessary.

Policy

8.5.3 The Government's overarching noise policy is described in the Noise Policy Statement for England 2010 (NPSE) [5]. The NPSE recognises that noise is an inevitable consequence of a mature and vibrant society and therefore sets a policy vision to promote good health and quality of life through the effective management of noise within the context of the Government's policies on sustainable development. The policy applies to all forms of environmental noise.

8.5.4 The NPSE policy vision is supported by three policy aims, all within the context of sustainable development:

- **Aim 1:** Avoid significant adverse impacts on health and quality of life.
- **Aim 2:** Mitigate and minimise adverse impacts on health and quality of life.
- **Aim 3:** Where possible, contribute to the improvement of health and quality of life.

8.5.5 The NPSE aligns its aims to two thresholds of noise: the Lowest Observed Adverse Effect Level (LOAEL) and the Significant Observed Adverse Effect Level (SOAEL) as presented in **Figure 8.3**.

8.5.6 The LOAEL represents a threshold level of noise exposure above which adverse effects on health and quality of life become observed. The LOAEL therefore represents a level of noise exposure where noise becomes a primary issue (known as a 'material consideration') in decision making by the government with respect to planning applications. The second aim of the NPSE is that adverse effects from

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noise on health and quality of life should be mitigated and minimised, though it notes that this does not mean that such adverse effects cannot occur. The SOAEL marks a level of noise exposure above which significant adverse effects on health and quality of life (sHQL) occur and the first aim of the NPSE is that these effects should be avoided.

8.5.7 The Planning Practice Guidance Noise (PPG-N) [6] introduces the Unacceptable Adverse Effect Level (UAEL). The PPG-N requires exposure above the UAEL to be prevented as effects above this level are deemed unacceptable if unmitigated.

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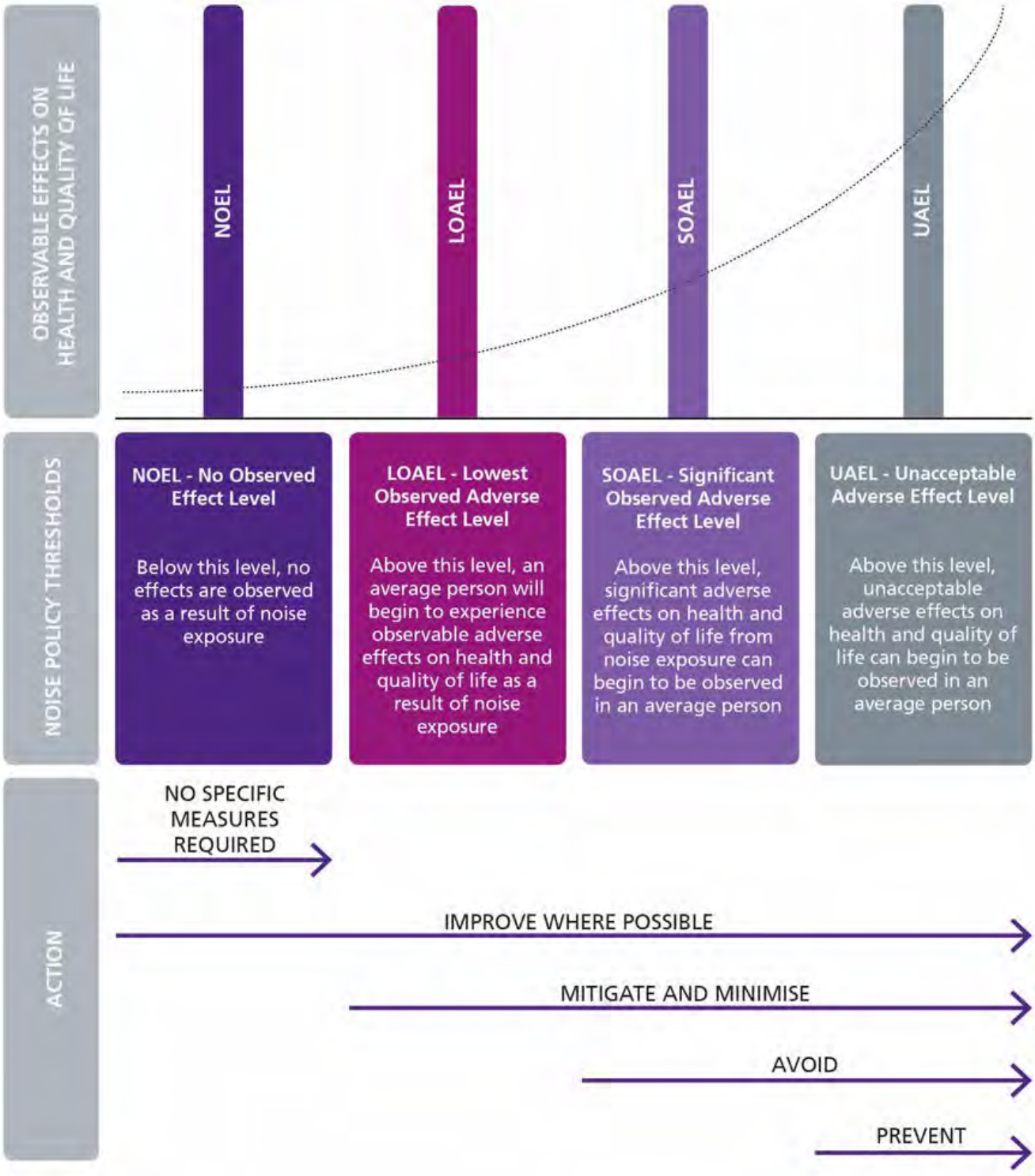
Figure 8.3: Noise policy aims



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8.5.8 The NPSE is cited throughout National Policy Statements (NPS), including the ANPS and the National Networks National Policy Statement (NNNPS) [7]. It is also cited in wider aviation policy, namely the Overarching Aviation Noise Policy Statement (OANPS) [8], the Aviation Policy Framework (APF) [9], and the Air Navigation Guidance 2026 (ANG) [10]. The aims are also widely reflected in planning policy through the National Planning Policy Framework (NPPF) [11].

8.5.9 The Government's national aviation noise policies recognise that the impact of aviation noise on health and quality of life must be mitigated as much as it is practical and realistic to do so. This means limiting and, where possible, reducing impacts.

8.5.10 These noise policies also define noise metrics and thresholds for where aircraft noise can result in an adverse impact on health and quality of life in line with the NPSE, and when specific measures and interventions are required. These noise thresholds have been used in the assessment for this chapter.

8.5.11 The policies, and particularly the OANPS, also recognise that the impact of aviation noise must be balanced against the economic and consumer benefits of aviation. To this end, government policy recognises that this balance can be achieved by applying the ICAO Balanced Approach [3]. The Balanced Approach complements government noise policy and follows the environmental measures hierarchy adopted by the Project.

8.5.12 With respect to aircraft noise, the ANPS states that the government will consider the acceptability of the proposed noise environmental measures having regard to the aims of the NPSE. It also sets an expectation that the aircraft noise impacts of the Project are limited to and, where possible, reduced compared to the impacts that occurred in 2013 as assessed by the Airports Commission. The draft HENPS introduces an updated requirement to limit and, where reasonably possible, reduce overall aircraft noise compared to 2024. As described above, current policy remains the starting point for the consideration of Heathrow expansion until the amendments to the ANPS have been finalised and the amended version published as the HENPS. This chapter therefore continues to report against a 2013 baseline. The Environmental Statement will aircraft noise against the relevant baseline as contained in the national policy at the time of the DCO Application.

8.5.13 The ANPS acknowledges that the assessment of aircraft noise for the Project should be undertaken using the developing indicative airspace design, and that this may involve the use of appropriate design parameters and scenarios based on indicative flightpaths. The use of indicative flightpaths allows for the noise assessment of the Project to proceed without the need for the separate Airspace Change Process to have formally commenced or concluded.

8.5.14 At the time of writing this chapter, the Government was consulting on changes to airspace policy as set out in the Air Navigation Guidance. The Air Navigation Guidance 2026 [26] was published in August 2026 which sets out the Government's key guidance on environmental objectives for airspace modernisation. The Planning Inspectorate acknowledge in their Scoping Opinion that any changes to policy and guidance, changes to noise policy thresholds and metrics, along with any publication of relevant research may require changes to how aircraft noise is assessed for the

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Project. This includes changes in policy or assessment guidance arising from the publication of the Civil Aviation Authority's (CAA) Aviation Noise Attitudes Survey (ANAS) and Department for Transport's Aviation Night Noise Effects (ANNE) research studies. At the time of writing this chapter, initial outputs of the ANAS and ANNE studies have been published [12 and 13]. However, while the Government has acknowledged their publication in the draft HENPS, other publications accompanying the HENPS [4] note that aviation noise policy has yet to be reviewed in light of this newly published evidence. The draft HENPS and the Air Navigation Guidance 2026 hence maintain current policy on aviation noise assessment thresholds.

8.5.15 There are also regional and local policies that are relevant to the noise and vibration assessment and these have also been taken into account. Full details will be provided in the ES.

Legislation

8.5.16 Under the Civil Aviation Act 1982 [15] the government has powers to set noise controls at certain airports which it designates for noise management purposes, including Heathrow. Measures currently in place under this legislation include night flying restrictions and specific operating procedures that dictate how Heathrow operates today.

8.5.17 Regulation (EU) No. 598/2014 [16] ensures that the Balanced Approach is adopted in respect of aircraft noise management. This regulation sets out rules on the process to be followed for the introduction of noise-related operating restrictions. It requires the Secretary of State, as the competent authority, to ensure that the Balanced Approach is adopted in respect of aircraft noise management at an airport where a noise problem has been identified. To that end, the Secretary of State must ensure that a noise abatement objective for that airport is defined, the measures available to reduce the noise impact are identified, the likely cost-effectiveness of the noise mitigation measures is thoroughly evaluated, the measures are selected without detriment to safety taking into account public interest in air transport as regards the development of airports, and that stakeholders are consulted in a transparent way on the intended actions. It is made clear that noise mitigation measures taken in accordance with EU Regulation 598 must not be more restrictive than is necessary to achieve the environmental noise abatement objectives set for that airport.

8.5.18 EU Regulation 598/2014 requires the Secretary of State to ensure that the noise situation at designated airports is assessed on a regular basis. If the assessment indicates that new operating restrictions may be required to address a noise problem at an airport, the Secretary of State must ensure that, before operating restrictions are introduced:

- The contribution of each type of measure under the Balanced Approach is evaluated.

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- Technical cooperation is established between the airport operator, aircraft operators and air navigation service providers to examine noise mitigation measures.
- The cost-effectiveness of any envisaged new operating restriction is assessed, taking into account the anticipated noise benefit of the measures, safety, capacity and any effects on the wider aviation network. The cost-effectiveness assessment should also take account of the health and safety of local residents, environmental sustainability (including interdependencies between noise and emissions) and effects on employment and the wider economy.
- Local residents (or their representatives) and relevant local authorities are consulted and technical information on noise mitigation measures is provided to them.
- The process of consultation with interested parties and industry stakeholders including airlines is organised in a timely and substantive manner, ensuring transparency as regards data and computation methodologies, and giving consultees at least three months to submit comments prior to the adoption of new operating restrictions. This Consultation forms part of our ongoing engagement in this regard.

8.5.19 Heathrow is a major airport under the Environmental Noise (England) Regulations 2006 [17]. These regulations require the routine preparation of noise contours and Noise Action Plans (NAPs). The 2024–2028 NAP is the latest plan to be prepared and approved under these regulations and is designed to manage noise issues and effects arising from aircraft noise at the airport. The NAP provides a comprehensive description of relevant policy, legislation and guidance that currently applies to Heathrow in relation to noise management. It also sets out all current noise measures, operational practices and Heathrow's approach to noise management.

8.5.20 Construction noise and vibration is subject to controls available through the Control of Pollution Act 1974 [18]. This Act enables the control of noise and vibration disturbance from construction activities. The legislation provides local authorities with powers to impose requirements on how construction works are carried out to minimise noise and vibration impacts, and a process for obtaining prior consent for work on construction sites.

8.5.21 For road and railway noise, the Noise Insulation Regulations 1975 [19] and Noise Insulation (Railways and Other Guided Transport Systems) Regulations 1996 [20] apply to projects implementing new or significant modifications to road and rail infrastructure respectively. These regulations set eligibility criteria for grants towards the installation of noise insulation subject to a level of change in road and railway noise arising from such projects.

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Guidance

8.5.22 There is a wide range of guidance that covers the prediction and assessment of environmental noise and vibration. In particular, the ANPS requires that noise should be assessed using the principles of the relevant British Standards and other guidance. The assessment in this chapter has given due regard to relevant guidance, including but not limited to those from recognised bodies and professional institutions such as UK Government, the British Standards Institute, the Institute of Environmental Management and Assessment, the CAA and the World Health Organization (WHO). Full details will be provided in the ES.

8.6 Assessment summary

8.6.1 This section describes the approach to baseline data gathering and how the assessment reported in this chapter has been undertaken.

Baseline

8.6.2 The strategy for obtaining appropriate baseline information to inform the environmental assessments for the Project employs a three-round process:

- **Round 1: Data gathering (existing data)** – review existing datasets such as historic monitoring data and strategic modelling for areas surrounding Heathrow.
- **Round 2: Computational modelling** – use baseline noise modelling to calculate noise levels from existing transportation sources in the areas surrounding Heathrow and consider how these could change over time.
- **Round 3: Monitoring** – use targeted field surveys where possible to validate the noise models and provide detailed local characterisation for particularly sensitive areas.

8.6.3 The future baseline is not static and accounts for several anticipated changes in the without-Project (two-runway) scenario across the Project lifecycle. These include future aircraft technology and fleet mix changes, which account for natural fleet retirement and the transition to quieter new-generation aircraft (such as the Airbus 350 and Neos, and Boeing 787 and Maxes). The future baseline also incorporates a scenario in which airspace modernisation has been deployed in the two-runway operation, alongside associated surface access and road traffic noise changes driven by regional traffic growth forecasts, road network modifications and electric-vehicle transitions where relevant.

Assessment approach

8.6.4 The noise and vibration effects of the Project have been considered in the context of government noise and planning policy. This Chapter identifies receptors that may be exposed to levels of noise and vibration that give rise to a significant adverse effect on health and quality of life (sHQL) as a result of exposure above the Significant Observed Adverse Effect Level (SOAEL). Government guidance [6] notes that noise

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above the SOAEL is present and disruptive and can cause a material change in behaviour, attitude or other physiological response. This could include avoiding certain activities during periods of intrusion or, where there is no alternative ventilation, having to keep windows closed most of the time because of the noise. Night-time noise above the SOAEL has the potential to result in sleep disturbance resulting in difficulty in getting to sleep, premature awakening and difficulty in getting back to sleep. Above the SOAEL, quality of life can be diminished due to a change in the acoustic character of the area. Where noted in the assessment, sHQLs above the SOAEL are avoided by environmental measures and fully funded noise insulation.

8.6.5 The assessment also identifies locations which may experience an unacceptable adverse effect (UAE) as a result of exposure above the Unacceptable Adverse Effect Level (UAEL). Government guidance notes that noise above the UAEL is present and very disruptive and can lead to extensive and regular changes in behaviour, attitude or other physiological response leading to psychological stress. This could include regular sleep deprivation/awakening, loss of appetite and significant, medically definable harm. UAELs due to the Project are prevented by environmental measures and fully funded noise insulation. If necessary, the Development Consent Order (DCO) can include powers which may assist with carrying out noise insulation works to prevent unacceptable effects.

8.6.6 Exposure above the SOAEL and the UAEL are considered ‘new’ effects as a result of the Project if they occur due to an increase in noise of 1 decibel or greater.

8.6.7 As well as considering effects due to exposure to noise and vibration in the context of noise and planning policy, the assessment of noise and vibration has also considered whether the Project will give rise to ‘likely significant effects’ due to changes in noise and/or vibration. The assessment of likely significant effects (LSEs) is the approach undertaken in respect of the Environmental Impact Assessment (EIA) Regulations [21] (refer to **Chapter 3** for further details). This is consistent with the approach that will be undertaken in the Environmental Statement (ES) that will be prepared for the DCO application and is well established by precedent. This is a separate assessment concept to the exposure-based assessments considered by noise policy i.e. the NPSE which focuses on adverse effects on health and quality of life. LSEs consider both exposure to and changes in noise and/or vibration due to the Project along with additional factors such as the number of people that may experience changes.

8.6.8 In general, LSEs can be identified in situations where noise exposure is above the Lowest Observed Adverse Effect Level (LOAEL) and where changes in exposure noise and/or vibration due to the Project are considered significant. Government guidance notes that noise above the LOAEL is present and intrusive. Above the LOAEL, noise can be heard and can cause small changes in behaviour, attitude or other physiological response, such as turning up volume of television, speaking more loudly and, where there is no alternative ventilation, having to close windows for some of the time because of the noise. At night-time, there is also potential for some reported sleep disturbance. In general, exposure above the LOAEL affects the acoustic character of the area such that there is a small actual or perceived change

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in the quality of life. An LSE therefore describes where the Project could result changes experienced by individuals or communities that may affect the character and enjoyment of an area and therefore could be perceived by people as causing a change in their quality of life.

8.6.9 LSEs can be either temporary or permanent. Temporary LSEs are more likely to occur due to construction activities as the noise and/or vibration impacts are finite. Permanent LSEs are more likely to arise from the operation of the Project.

8.6.10 LSEs can be either beneficial (BLSE) due to noise decrease, or adverse (ALSE) due to noise increase. LSEs have been considered for both residential and other noise sensitive non-residential receptors. At this stage, LSEs have been identified on a precautionary basis and will be confirmed in the ES.

8.6.11 Modelling has been undertaken to evaluate the effects of the Project on levels of noise and vibration. The approach to modelling is consistent both with the approach that will be undertaken in the ES and best practice. Where there are uncertainties due to the early status of development of proposals, worst-case assumptions have been adopted. It is anticipated that these worst-case assumptions will be refined to reasonable worst-case assumptions in the ES.

8.6.12 The construction modelling has forecast levels of noise and vibration from construction activities in the proximity of worksites, support sites and construction vehicle routes and latest available, indicative conveyor routes. The modelling has also considered impacts from rail transport that supports construction activities.

8.6.13 The construction noise and vibration assessment reported in this chapter is based on the anticipated most intensive construction activities for each construction area. The overarching construction approach and activities, including the Construction Support Sites and principal construction activities, are described in **Section 2.4 of Chapter 2: Description of the Project.** At this stage, the assessment does not account for noise reduction afforded by acoustic screening or the implementation of best practicable means (BPM). These measures will be further developed and then accounted for in the noise assessment work to be presented within the ES.

8.6.14 The operational modelling has considered noise from aircraft in the air and on the ground (referred to as ‘air noise’ and ‘ground noise’ respectively). The modelling has also considered operational noise from road vehicle journeys to and from the expanded airport. Operational effects associated with noise-induced vibration have been predicted.

8.6.15 The design of Heathrow’s airspace and its flightpaths will have a major influence on where and how many people and places are exposed to aircraft noise. The Project will require the design of new flightpaths and may also require changes to Heathrow’s existing flightpaths. We have worked with UKADS as a partner to identify initial parameters and scenarios that will be carried into their design work. At this stage, this engagement has been used to identify the areas where flightpaths may be designed or changed to facilitate the Project.

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8.6.16 On this basis, a range of indicative flightpaths have been prepared to support the assessment of air noise. These assume that flightpaths could be located anywhere around Heathrow and assume no design constraints. The indicative flightpaths have also considered the use and number of routes potentially required to meet the minimum future operational capacity required by the ANPS, and different ways in which an expanded Heathrow could be connected to the wider aviation network. Indicative flightpaths have been modelled to identify locations which may be exposed to various levels of aircraft noise, and where certain levels of aircraft noise are likely to occur irrespective of where and how flightpaths are designed. This approach has allowed the air noise effects of the Project to be identified and to show where effects will be dependent on the design of flightpaths, as well as areas where effects may occur irrespective of flightpath design.

8.6.17 Between the Environmental Information Consultation Document (EICD) and the ES, we will continue to work with UKADS as a partner and the ES will be based on the latest available airspace design information at the time of undertaking the assessment.

8.6.18 The air noise assessment presented in this chapter has considered outcomes which may arise from our directional preference and runway alternation proposals which can be found in the FRO document. It has also been assumed that aircraft noise performance does not improve beyond that currently demonstrated by new-generation aircraft (such as the Airbus 350 and Neos, and Boeing 787 and Maxes) and is therefore a conservative assessment.

8.6.19 All assumptions and uncertainties associated with the air noise assessment will be refined as far as is reasonably practicable for the ES through engagement with relevant stakeholders such as UKADS and undertaking of technical studies.

8.6.20 To reflect the uncertainty and limitations in the indicative flightpath and runway operation assumptions at this stage, the assessment of noise and vibration presented in this chapter is described for two geographic reporting areas. These areas reflect the influence of aircraft noise impacts along with the presence and influence of other noise and vibration sources associated with the Project. These reporting areas are referred to as the ‘Inner’ and ‘Outer’ areas and are presented in **Figure 8A.1**.

Reporting approach – Inner Area

8.6.21 The Inner Area represents locations and communities closer to the airport where air noise is more likely to result in significant adverse effects on health and quality of life (sHQL) in the context of government noise policy. Within the Inner Area aircraft noise effects are more likely to be a consequence of the physical and operational proposals of the Project (namely the location and configuration of the Northwest Runway forecast runway operations, aircraft movements and fleet mix) than the location of flightpaths. The Inner Area also covers locations where changes in noise and vibration due to other ground-based noise and vibration sources (such as construction, new and realigned roads and increased road traffic) associated with the Project are likely to occur. The noise and vibration effects of the Project within the

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Inner Area are reported for each of the Community Areas presented in **Figure 8A.2: .** For each Community Area, sHQL in the context of government noise policy and LSE in the context of the EIA Regulations are reported.

Reporting approach – Outer Area

8.6.22 The Outer Area represents locations further from the Project where air noise is less likely to result in sHQL, in the context of government noise policy, as distance from the airport increases, but where LSE may occur due to aircraft air noise. No sHQLs or LSEs are expected from any sources other than for air noise in the Outer Area, as the noise and vibration effects of these sources are experienced closer to the airport. Air noise LSEs in the Outer Area are dependent on the design and location of flightpaths as well as the operational proposals of the Project. It is important to note that the Outer Area represents the maximum extents within which adverse noise effects could occur across a wide range of indicative flightpaths. This does not mean that adverse noise effects or LSEs will occur everywhere in the Outer Area. Between the EICD and ES, the assessment and extent of the Outer Area will be updated based on the latest airspace design information available and it is anticipated that the extent will reduce.

Reporting approach – assessment years

8.6.23 As indicated in **Chapter 3: The Approach to environmental assessment**, the Project will be delivered over around 25 years. Construction and operational activities will occur concurrently with existing airport operations, and then once infrastructure is completed new airport operations will commence.

8.6.24 For the purposes of this EICD assessment, data for the following years has been utilised in the noise and vibration assessment to indicate the adverse noise effects which may arise. These years have been selected to represent a reasonable worst case, and as such the findings and conclusions are precautionary:

- Construction:
  - while the nature of construction will vary in respect of intensity and geographical worksite location, **2033** represents the year which is anticipated to be the peak period of noise and vibration disruption due to the extent and location of activities.
- Aircraft (air and ground):
  - **2032** has been used for aircraft air noise modelling as this represents the earliest point in which ‘early growth’ to 505,000 Air Transport Movements (ATMs) is proposed.
  - **2036** has been used for aircraft air and ground noise as this represents the earliest possible first full year after runway opening in which the expanded airport is operating with 550,000 ATMs.
  - **2039** has been used for aircraft air and ground noise as this represents an interim year where the expanded airport continues to grow and is operating with 660,000 ATMs.

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  - **2055** has been used for aircraft air and ground noise as this represents the end state of expanded airport growth at 756,000 ATMs.

- Road Traffic (including construction traffic):
  - **2033** represents the earliest year in which the majority of new and altered roads associated with the Project will be operational.
  - **2040** represents the earliest possible year post opening of Terminal 5 West X and the associated increase in road traffic.
  - **2050** represents the earliest possible year post opening of Terminal 2D and the associated increase in road traffic.
  - **2055** represents the end state of expanded airport growth and year with the highest forecast road traffic.

8.6.25 The assessment presented within this chapter is based upon the assumption that 2035 is the earliest possible date for runway opening. This reflected the Government's stated ambition at the time the assessment modelling commenced.

8.6.26 However, since commencing our assessment, it is now understood that the runway opening date is more likely to be in the late 2030s.

8.6.27 The timing and potential duration of effects will change with a later runway opening date; however, assessing the project against an earlier runway opening date is considered to capture the reasonable worst-case effects that can be predicted at this stage, particularly given the precautionary approach taken for the EICD.

8.6.28 The Environmental Statement to be submitted with 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 noise effects for the Project.

8.7 Assessment results overview

8.7.1 The following sections provide an overview of the assessment results by noise source and assessment year. Each heading specifies whether the effects are reported against a single year or a range of years.

Construction noise and vibration

2030

8.7.2 The construction noise and vibration assessments have been undertaken based on the type and extent of construction activities to be undertaken in 2030 over what is anticipated to be the peak period of potential disruption based on quantity and location of activities. Construction activities assessed include those associated with clearing space for and construction of the Northwest Runway as well as expansion of the airfield and associated activities.

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8.7.3 Construction activities, working areas and associated noise and vibration levels will change throughout the construction programme based on activities required to deliver the Project (see **Section 2.4** of **Chapter 2**, including **Tables 2.8** and **2.9**). The construction activities associated with clearing space for, and the construction of, the Northwest Runway and associated support activities are expected to be the most intensive and widespread. These are therefore anticipated to result in the greatest impacts. Detailed construction proposals and noise and vibration measures will be agreed via secondary consents in line with best practice.

8.7.4 For construction noise, **temporary unacceptable adverse effects (UAEs) are avoided** during peak construction periods at residential receptors located close to active worksites in Bedfont, Brands Hill, Colnbrook, Cranford, Cranford Cross, Feltham North, Harlington, Harmondsworth, Horton, Iver and Richings Park, Poyle, Sipson, Stanwell, Stanwell Moor, West Drayton and Wraysbury. These effects are avoided by environmental measures (for example, the draft Code of Construction Practice (CoCP) incorporates best practicable means (BPM) noise measures, acoustic screening at construction site boundary and temporary re-housing where required – see the Noise Insulation Policy).

8.7.5 For construction noise, **temporary significant adverse effects on health and quality of life (sHQLs) are avoided** at residential receptors located close to active worksites in Bedfont, Brands Hill, Colnbrook, Cranford, Cranford Cross, Feltham North, Harlington, Harmondsworth, Hayes, Horton, Iver and Richings Park, Poyle, Sipson, Stanwell, Stanwell Moor, West Drayton and Wraysbury. These effects are avoided by environmental measures (for example, the draft CoCP incorporates BPM noise measures, acoustic screening at construction site boundary and noise insulation where required – see the Noise Insulation Policy).

8.7.6 For construction noise, **temporary adverse likely significant effects (ALSEs) are predicted** at receptors located close to active worksites in Bedfont, Brands Hill, Colnbrook, Cranford, Cranford Cross, Feltham North, Harlington, Harmondsworth, Feltham West, Hayes, Heston, Horton, Iver and Richings Park, Poyle, Sipson, Stanwell, Stanwell Moor, West Drayton and Wraysbury. The embedded measures to mitigate and minimise these ALSEs are those in the draft CoCP, including BPM and acoustic screening at construction site boundary.

8.7.7 For construction vibration, **temporary sHQLs are avoided** at receptors located close to the active worksites in Bedfont, Brands Hill, Colnbrook, Cranford, Harlington, Harmondsworth, Horton, Poyle, Sipson, Stanwell and Stanwell Moor. These effects are avoided by environmental measures (for example, the draft CoCP incorporates BPM vibration measures and avoiding or restricting the use of vibration generating plant where necessary).

8.7.8 For construction vibration, **temporary ALSEs are predicted** at Bedfont, Brands Hill, Colnbrook, Cranford, Harlington, Harmondsworth, Horton, Poyle, Sipson, Stanwell and Stanwell Moor. The embedded measures to mitigate and minimise these ALSEs are those in the draft CoCP**,** including use of BPM and selection of low vibration plant and construction methods as appropriate.

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2036 to 2055

8.7.9 All construction works required to facilitate the opening and operation of the Northwest Runway are programmed to be completed by 2036. After 2036, the need for localised works remains, including those associated with limited sections of taxiway construction, construction of freight forwarding sites, and works to western terminals and associated developments. These activities are expected to be generally less intensive and less wide ranging in geographical extent compared to those prior to 2036. It is possible that adverse effects may be experienced at sensitive receptors in proximity to associated works, however, for most areas, any such effects are generally unlikely to be worse than those identified for the 2030 peak construction year, in terms of intensity and geographical extent.

8.7.10 The Environmental Statement (ES) will assess noise and vibration for a number of representative periods throughout the construction programme based on developed information on construction methodologies at the time of undertaking the assessment. The ES assessment will therefore build upon the Environmental Information Consultation Document (EICD) assessment and incorporate more detailed consideration for the temporal and geographical spread of potential construction noise and vibration effects.

Aircraft air noise

2032

8.7.11 Following granting of the Project, Air Transport Movements (ATMs) will increase through using Heathrow's existing infrastructure as a two-runway operation (referred to as 'early growth') and are forecast to reach 505,000 in 2032, by which time:

- **No new UAEs are predicted** due to early growth.
- **No new sHQLs are predicted** due to early growth.
- **No new ALSEs are predicted** due to early growth.

8.7.12 During this time, we will continue to mitigate and minimise noise through environmental measures such as predictable respite through runway alternation. Ahead of this year Heathrow plans to have implemented easterly alternation which will provide predictable periods of respite for local communities when operating in an easterly direction.

8.7.13 The Noise Envelope will first come into effect during this period and will provide a framework for managing noise effects associated with early growth capacity (see the Environmentally Managed Growth Topic Paper).

2036 to 2055

8.7.14 From 2036, air noise will be redistributed as Heathrow moves from a two to a three-runway operation. This redistribution, along with when and how noise is experienced by communities, will be influenced by the runway alternation pattern and directional preference proposals as described in the Future Runway Operation (FRO)

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document. The location and magnitude of noise impacts within the Inner Area will be predominantly determined by runway locations and their operations. Within the Inner Area the runway alternation pattern will provide mitigation by predictable respite from aircraft noise across parts of the Community Areas, particularly for those communities close to and aligned with the runway ends. In the Outer Area impacts will mostly be influenced by the design of flightpaths.

8.7.15 The design of the flightpaths (which is the responsibility of UKADS) will have a significant influence on the locations, communities and numbers of people in the Outer Area that could experience sHQLs and LSEs from air noise due to the Project.

8.7.16 Based on the indicative flightpaths considered at this stage, ALSEs or BLSEs during the day or the night could occur anywhere within the Outer Area (see **Figure 8A.1)**. This does not mean that LSEs will occur everywhere within the Outer Area. It is anticipated that the extent of the Outer Area will reduce as the airspace design progresses through the separate Airspace Change Process being undertaken by UKADS.

8.7.17 Despite this uncertainty, ALSEs from the Project are foreseeable in some areas irrespective of how and where flightpaths are designed due to their proximity to the runway where airspace design is more certain. These areas are primarily to the north of the Northwest Runway and the areas where aircraft will need to be lined up to land, irrespective of the wider airspace design.

8.7.18 The areas where ALSEs are predicted irrespective of indicative flightpaths are presented in **Figure 8A.3** and include parts of the Community Areas of Datchet, Horton, Brands Hill, Colnbrook, Iver and Richings Park, Poyle, Harmondsworth, West Drayton, Sipson, Harlington, Hayes, Cranford Cross, Cranford and Heston.

8.7.19 The **ALSEs are mitigated and minimised** by the aircraft noise environmental measures and respite from runway alternation (see the FRO Document).

8.7.20 **Figure 8A.4** shows areas that are likely to experience sHQLs regardless of airspace design, and areas that may experience sHQLs depending on airspace design.

8.7.21 The Community Areas where new sHQLs due to the Project are considered likely to occur include areas of Datchet, Brands Hill, Colnbrook, Poyle, Harmondsworth, Sipson, Harlington, Cranford Cross, Cranford and Heston.

8.7.22 The Community Areas where sHQLs are likely to occur with or without the Project include areas of Horton, Stanwell Moor, Stanwell, Bedfont, Feltham North, Cranford, Hounslow (West and Heath) and Hounslow (Central and South).

8.7.23 The additional Community Areas that may experience new sHQLs but where these effects are dependent on airspace design include parts of Datchet, Iver and Richings Park, Stanwell Moor and Wraysbury.

8.7.24 **New and continuing sHQLs are avoided** by aircraft noise environmental measures and runway alternation (see the FRO Document) and the provision of fully funded noise insulation (see the Noise Insulation Policy).

8.7.25 Some receptors in Harmondsworth and Harlington could be exposed to new UAE from air noise due to the Project. In Harmondsworth this may occur at properties

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within 150m of the airfield boundary. In Harlington, UAE may occur within 1500 metres of the extended runway centreline from the airfield boundary. These **UAEs are prevented** by aircraft noise environmental measures and runway alternation (see the FRO Document) and the provision of fully funded noise insulation (see the Noise Insulation Policy). If necessary, the Development Consent Order (DCO) can include powers which may assist with carrying out noise insulation works to prevent unacceptable effects.

8.7.26 As part of the air noise assessment, the overarching impacts of the Project have been assessed across a wide range of indicative flightpaths. **Table 8.1** and **Table 8.2** present the range in the number of people that may be exposed to relevant aircraft noise policy assessment thresholds during daytime and night-time periods across the assessment years of 2036, 2039 and 2055. These ranges are presented against the 2013 policy baseline specified by the ANPS. As noted earlier in this chapter, the draft Heathrow Expansion National Policy (HENP) introduces an updated requirement to limit, and where reasonably possible, reduce overall aircraft noise compared to 2024. As noted earlier, current policy remains the starting point for the consideration of Heathrow expansion until the amendments to the ANPS have been finalised and the amended version published as the HENPS. This chapter therefore continues to report against a 2013 baseline.

8.7.27 The wide range of population noise exposure in **Table 8.1** and **Table 8.2** highlights the influence of the design of flightpaths and decisions on future operations on the number of people exposed to aircraft noise by the Project. Despite this wide range, subject to UKADS's airspace design and the incorporation of wider measures, the range includes scenarios where fewer people are exposed to aircraft noise than the policy baseline of 2013. This is demonstrated by the tables showing a reduction (negative percentage) in population exposure compared to 2013.

8.7.28 **Table 8.3** and **Table 8.4** present the range of ALSEs and BLSEs arising from the Project in 2036, 2039 and 2055 for daytime and night-time periods respectively. Again, the range of outcomes in these tables highlights the importance of UKADS airspace design and the incorporation of wider environmental measures on such outcomes. These tables demonstrate that the Project could result in both ALSEs and BLSEs indicating that while the Project is likely to lead to adverse air noise changes in some locations, it may lead to improvements in air noise in others. ALSEs are mitigated and minimised by air noise environmental measures (see the FRO Document), and the air noise effects will be limited and, where possible, reduced by the Noise Envelope (see the Environmentally Managed Growth Topic Paper).

8.7.29 For the ES, indicative flightpaths will be updated to reflect the parameters and scenarios being considered by UKADS as part of their airspace design work. The assessment will be updated to reflect feedback and wider technical work on our Future Runway Operations Document and expanded to incorporate wider assessment factors described in the 2025 Scoping Addendum. The ES will therefore seek to present a narrower range of outcomes than what is possible at this time, which will be used to support the setting and proposing of limits as part of the Noise Envelope within the Environmentally Managed Growth Topic Paper.

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8.7.30 It is important to note that during the period from 2036 to 2055, next-generation aircraft (meaning those that do not yet exist but will replace new-generation aircraft such as the Airbus 350 and Neos, and Boeing 787 and Maxes) will start to transition into the fleet with steadily increasing numbers. While there are early industry predictions on the noise performance of these next-generation aircraft, their noise performance cannot be known for certain at this stage. As noted in **Section 8.6**, the noise assessment in this chapter therefore assumes as a worst-case that next-generation aircraft will be no quieter than the aircraft they replace. This assumption will be refined and may be updated in the ES based on a Heathrow funded independent study and other industry studies that may become available. Importantly, the Noise Envelope will include a mechanism to respond to changes in aircraft technology as these become more certain and update noise limits where possible, allowing the benefits of future technology to be shared between the industry and local communities.

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Table 8.1: Summary of daytime effects on people in terms of health and quality of life due to Project in 2036, 2039 and 2055 compared to 2013 policy baseline. Presented as a range across a wide range of indicative flightpaths.

<---------- Increasing Noise Level	TOTAL POPULATION WITHIN INNER AND OUTER AREA = APPROXIMATELY 5,577,500							
	Outcome	Number of people exposed (rounded to nearest 100)				% Change compared to 2013		
		Policy Baseline 2013	Project 2036	Project 2039	Project 2055	Project 2036	Project 2039	Project 2055
	People removed from exposure to adverse effect by the Project	-	24,000 to 176,200	10,800 to 157,600	14,100 to 139,900	-	-	-
	Lowest Observed Adverse Effect Level (LOAEL)							
	People exposed to adverse effect noise levels	1,206,300	914,200 to 1,655,400	954,400 to 1,786,900	1,025,900 to 2,033,600	-24% to 37%	-21% to 48%	-15% to 69%
	Of which, people exposed to noise levels above the onset of significant community annoyance (54 dB L_{Aeq},16hr)	616,100	433,400 to 969,600	483,400 to 1,112,200	520,200 to 1,252,600	-30% to 57%	-22% to 81%	-16% to 103%
	Significant Observed Adverse Effect Level (SOAEL)							
	People exposed to significant adverse effect noise levels1	67,100	37,500 to 59,800	46,000 to 74,200	53,300 to 87,500	-44% to -11%	-31% to 11%	-21% to 30%
	Unacceptable Adverse Effect Level (UAEL)							
	People exposed to unacceptable adverse effect level2	800	100 to 1,800	100 to 2,000	400 to 2,500	-91% to 126%	-86% to 151%	-51% to 215%

1 – significant adverse effects avoided by environmental measures and fully funded noise insulation.

2 – unacceptable adverse effects (UAEs) prevented by environmental measures and fully funded noise insulation. If necessary, the DCO can include powers which may assist with carrying out noise insulation works to prevent unacceptable effects

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Table 8.2: Summary of night-time effects on people in terms of health and quality of life due to Project in 2036, 2039 and 2055 compared to 2013 policy baseline. Presented as a range across a wide range of indicative flightpaths.

<-------- Increasing Noise Level	TOTAL POPULATION WITHIN INNER AND OUTER AREA = APPROXIMATELY 5,577,500							
	Outcome	Number of people exposed (rounded to nearest 100)				% Change compared to 2013		
		Policy Baseline 2013	Project 2036	Project 2039	Project 2055	Project 2036	Project 2039	Project 2055
	People removed from exposure to adverse effect by the Project	-	15,300 to 105,300	4,900 to 108,000	1,500 to 101,800	-	-	-
	Lowest Observed Adverse Effect Level (LOAEL)							
	People exposed to adverse effect noise levels	894,800	798,500 to 1,392,900	817,900 to 1,503,000	837,800 to 1,707,000	-11% to 56%	-9% to 68%	-6% to 91%
	Significant Observed Adverse Effect Level (SOAEL)							
	People exposed to significant adverse effect noise levels1	101,500	65,500 to 91,900	76,800 to 102,700	85,700 to 116,400	-35% to -9%	-24% to 1%	-16% to 15%
	Unacceptable Adverse Effect Level (UAEL)							
	People exposed to unacceptable adverse effect level2	2,100	100 to 1,500	100 to 1,700	100 to 2,200	-97% to -28%	-96% to -19%	-93% to 4%

1 – significant adverse effects avoided by environmental measures and fully funded noise LSE.

2 – unacceptable adverse effects (UAEs) prevented by environmental measures and fully funded noise insulation. If necessary, the DCO can include powers which may assist with carrying out noise insulation works to prevent unacceptable effects

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Table 8.3: Summary of daytime adverse and beneficial likely significant effects on people due to the Project in 2036, 2039 and 2055 compared to future two-runway scenario. Presented as a range across a wide range of indicative flightpaths.

TOTAL POPULATION WITHIN INNER AND OUTER AREA = APPROXIMATELY 5,577,500										
Effect on health and quality of life (for average person) due to noise level from Project – number of people (rounded to nearest 100)		Noise change caused by 3R Project compared to future 2R baseline								
		Project 2036			Project 2039			Project 2055		
		Beneficial Likely Significant Effect (noise decrease)	No Likely Significant Effect	Adverse Likely Significant Effect (noise increase)	Beneficial Likely Significant Effect (noise decrease)	No Likely Significant Effect	Adverse Likely Significant Effect (noise increase)	Beneficial Likely Significant Effect (noise decrease)	No Likely Significant Effect	Adverse Likely Significant Effect (noise increase)
Noise level after change caused by Project	No Adverse Effect	n/a	26,200 to 209,800	n/a	n/a	12,600 to 192,600	n/a	n/a	13,200 to 175,000	n/a
	Lowest Observed Adverse Effect Level (LOAEL)									
	Adverse Effect	90,100 to 376,400	288,300 to 423,700	373,100 to 1,331,500	33,700 to 297,500	320,400 to 610,200	442,600 to 1,751,300	13,600 to 195,200	229,000 to 601,300	519,000 to 2,052,100
	Significant Observed Adverse Effect Level (SOAEL)									
	Significant Adverse Effect1	6,.800 to 19,800	13,000 to 38,000	14,000 to 42,200	1,100 to 17,600	26,200 to 39,800	22,800 to 49,900	200 to 11,900	32,200 to 63,400	26,500 to 59,300

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TOTAL POPULATION WITHIN INNER AND OUTER AREA = APPROXIMATELY 5,577,500										
	Unacceptable Adverse Effect Level (UAEL)									
	Unacceptable Adverse Effect2	0 to 300	<100 to 300	800 to 800	0 to 300	0 to 300	500 to 600	0 to 0	0 to 300	600 to 2,600

1 – significant adverse effects avoided by environmental measures and fully funded noise insulation.

2 – unacceptable adverse effects (UAEs) prevented by environmental measures and fully funded noise insulation. If necessary, the DCO can include powers which may assist with carrying out noise insulation works to prevent unacceptable effects

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Table 8.4 Summary of night-time adverse and beneficial likely significant effects on people due to the DCO in 2036, 2039 and 2055 compared to future two-runway scenario. Presented as a range across a wide range of indicative flightpaths.

TOTAL POPULATION WITHIN INNER AND OUTER AREA = APPROXIMATELY 5,577,500										
Effect on health and quality of life (for average person) due to noise level from Project – number of people (rounded to nearest 100)		Noise change caused by 3R Project compared to future 2R baseline								
		Project 2036			Project 2039			Project 2055		
		Beneficial Likely Significant Effect (noise decrease)	No Likely Significant Effect	Adverse Likely Significant Effect (noise increase)	Beneficial Likely Significant Effect (noise decrease)	No Likely Significant Effect	Adverse Likely Significant Effect (noise increase)	Beneficial Likely Significant Effect (noise decrease)	No Likely Significant Effect	Adverse Likely Significant Effect (noise increase)
Noise level after change caused by Project	No Adverse Effect	n/a	16,700 to 119,200	n/a	n/a	5,300 to 128,800	n/a	n/a	1,700 to 123,200	n/a
	Lowest Observed Adverse Effect Level (LOAEL)									
	Adverse Effect	126,700 to 310,900	198,400 to 408,100	360,500 to 1,298,700	1,000 to 261,500	279,600 to 597,200	391,000 to 1,482,300	0 to 180,100	135,200 to 568,000	470,100 to 1,952,100
	Significant Observed Adverse Effect Level (SOAEL)									
	Significant Adverse Effect1	21,100 to 30,400	9,400 to 48,200	22,000 to 68,200	0 to 42,200	40,900 to 69,300	32,000 to 76,000	0 to 17,100	60,000 to 90,300	40,100 to 105,700

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TOTAL POPULATION WITHIN INNER AND OUTER AREA = APPROXIMATELY 5,577,500										
	Unacceptable Adverse Effect Level (UAEL)									
	Unacceptable Adverse Effect2	0 to 300	0 to 300	700 to 800	0 to 0	0 to 300	500 to 800	0 to 0	0 to 300	600 to 900

1 – significant adverse effects avoided by environmental measures and fully funded noise insulation.

2 – unacceptable adverse effects (UAEs) prevented by environmental measures and fully funded noise insulation. If necessary, the DCO can include powers which may assist with carrying out noise insulation works to prevent unacceptable effects

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Aircraft ground noise

2036 to 2055

8.7.31 From 2036, aircraft ground operations will be redistributed with aircraft moving to and from the Northwest Runway and around the airfield on new and altered taxiways. New stands will come into operation through new and expanded Terminal infrastructure. Aircraft will also begin to hold at the ends of the Northwest Runway.

8.7.32 The location and magnitude of ground noise impacts will be predominantly associated with aircraft taxiing, runway holding and activity at stands within the expanded airfield. Ground noise impacts are expected to increase and sHQLs and ALSEs from the Project are foreseeable at locations in the vicinity of the expanded airfield boundary in parts of communities such as Poyle, Harmondsworth, Colnbrook, Harlington, Stanwell Moor, Sipson, and Bedfont.

8.7.33 **SHQLs are avoided** through ground noise environmental measures including airfield perimeter noise barriers and fully funded noise insulation (see the Noise Insulation Policy) alongside further measures to be confirmed in the ES. These could include the use of Fixed Electrical Ground Power (FEGP) and Pre-conditioned Air (PCA) at stand in place of noisier Auxiliary Power Units (APUs).

8.7.34 **ALSEs are mitigated and minimised** through ground noise environmental measures and, for eligible properties, noise insulation.

Road traffic noise

8.7.35 In 2033, the majority of new and altered roads associated with the Project will be operational. This assessment year therefore accounts for noise change that will be felt by receptors close to these roads and the surrounding road network, as the roads become operational and traffic in the area is re-routed.

8.7.36 In terms of total traffic flows on the road network, the 2055 assessment year represents the operational year with the highest forecast vehicle volumes. The road traffic noise reporting in this chapter therefore focusses on the 2033 and 2055 assessment years as these represent a reasonable worst-case in terms of road traffic noise effects, based on the data available at this stage. A qualitative assessment has been undertaken for the interim years of 2040 and 2050. The new and altered roads are summarised in **Chapter 2**, **Table 2.2**.

2033

8.7.37 Road traffic noise effects are predicted to be greatest in 2033, when new and altered roads open. These routes will carry a combination of airport-related traffic, general traffic and construction traffic, resulting in the highest potential effects at nearby receptors. The 2033 assessment therefore represents the combined operational and construction road traffic noise scenario.

8.7.38 During 2033, ALSE and BLSE from changes in road traffic noise are anticipated across many of the Community Areas due to the re-routing of roads and/or changing

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traffic patterns on the existing road network. ALSE are likely to occur at receptors close to the new or altered roads in parts of communities such as Colnbrook, Harmondsworth, Harlington, Longford, Poyle, Sipson, Stanwell and Stanwell Moor. ALSE are also likely to occur at receptors close to existing roads where traffic levels are predicted to increase as a result of the Project in parts of communities such as Bedfont, Cranford and Cranford Cross. These effects will be most noticeable when new and altered roads open and traffic patterns change.

8.7.39 **UAEs are prevented and sHQLs are avoided** from new and altered roads through the provision of noise insulation in accordance with the Noise Insulation Policy. Road traffic noise effects from new and altered roads will be further mitigated by measures such as low noise surfacing and noise barriers, with the final mitigation strategy to be confirmed in the ES in line with the environmental measures hierarchy outlined in **Figure 8.2**.

8.7.40 While most road traffic noise effects are forecast to occur in communities within the Inner Area, there remains the potential for effects at receptors beyond this Area. Further assessment work will be undertaken at the ES stage to determine whether effects are likely to occur at these receptors and, where necessary, these will be reported accordingly.

2040 and 2050

8.7.41 During the 2040 and 2050 interim years, total traffic flows on the road network are predicted to increase relative to 2033, driven by background traffic growth and rising airport passenger demand. Construction traffic associated with the Project will remain present, albeit at lower levels than in 2033. A quantitative assessment of interim assessment years will be undertaken for the ES.

2055

8.7.42 During 2055, ALSEs and BLSEs from road traffic noise changes are anticipated across many Community Areas due to the re-routing of roads and/or changing traffic patterns on the existing road network. ALSEs are likely to occur at receptors close to new and altered roads in the communities of Colnbrook, Harmondsworth, Hillingdon, Longford, Poyle, Sipson, Stanwell and Stanwell Moor. ALSEs are also likely to occur at receptors close to existing roads where traffic levels will increase as a result of the Project in the communities of Bedfont, Cranford and Cranford Cross.

8.7.43 Noise from car parks and the passenger rapid transit route have been assessed at a high-level only at this stage and will be investigated further for the ES.

Construction rail noise and vibration

8.7.44 There is the potential for ALSE and sHQL from railway noise and vibration due to the increase in the number of freight trains operating on the existing Colnbrook Branch line to accommodate the construction of the Project. The proposed construction railhead and associated modifications to the Colnbrook Branch Line are described in **Chapter 2**, **Table 2.6.** At this stage a high-level qualitative assessment has been

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undertaken to inform this conclusion, and a more detailed assessment will be undertaken for the ES. This will include consideration of environmental measures if required.

Noise-induced vibration

2036 to 2055

8.7.45 The introduction of the Northwest Runway will create a new source of low-frequency, high-energy airborne acoustic energy during aircraft start-of-roll (SOR) departure procedures. Lightweight noise-sensitive properties situated within 500m of SOR locations have potential to be exposed to these higher levels of low-frequency noise, which may in turn induce perceptible vibration within exposed properties.

8.7.46 The operational effect has the potential to cause ALSEs and a risk of sHQLs at lightweight properties closest to the runway ends, where SOR occurrences are most common. This includes the communities of Harlington, Harmondsworth, Poyle and Sipson.

8.7.47 A more detailed assessment of noise-induced vibration will be undertaken in the ES and we will review whether environmental measures could be introduced to mitigate and minimise the effects.

8.8 Assessment results by Community Area

8.8.1 This section presents the assessment results for each Community Area (see **Figure 8A.2**) and identifies the location of noise and vibration sensitive receptors which may experience a likely sHQL due to the Project. The assessment also identifies adverse likely significant effects (ALSEs) and beneficial likely significant effects (BLSEs) arising from changes in noise and vibration.

8.8.2 The noise and vibration sensitive receptors considered include both residential buildings (where people live) and noise sensitive non-residential buildings. For the non-residential noise sensitive receptors, specific attention is given to community facilities. These include schools (inclusive of primary, secondary, colleges and nurseries), places of worship, hospitals and other healthcare facilities. Likely significant effects (LSEs) are identified for these receptors on a precautionary basis and the effects will be confirmed in the ES. There is also the potential for LSEs to occur at other non-residential receptors such as auditoria, concert halls, theatres, sound recording and broadcast studios, cinemas, museums, hotels, community halls and noise sensitive offices. Effects on these non-residential receptors will be assessed in the ES.

8.8.3 Within each Community Area, the potential noise and vibration effects are reported for the following noise and vibration sources:

- Construction noise and vibration
- Aircraft air noise

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- Aircraft ground noise
- Road traffic noise (construction and operation)
- Railway noise and vibration
- Noise-induced vibration

8.8.4 Where a source or assessment year is not reported, no adverse noise effects have been predicted at this stage.
The following key is reproduced in each Community Area section in this chapter for reference:

UAE unacceptable adverse effect on health and quality of life due to new unacceptable noise exposure. UAEs are prevented by environmental measures and fully funded noise insulation or temporary rehousing (for construction) where noted.

sHQL significant adverse effect on health and quality of life due to new very high noise exposure. sHQLs are avoided by environmental measures and fully funded noise insulation where noted.

ALSE adverse likely significant effect due to noise increase that that would affect the acoustic character of the area and may be perceived as a change in quality of life. ALSEs are mitigated and minimised by environmental measures where noted.

BLSE beneficial likely significant effect due to noise decrease that would benefit the acoustic character of the area and may be perceived as an improvement in quality of life.

Figure 8A.2 shows the Community Area boundaries used for reporting.

Figure 8A.3 shows areas where ALSE are foreseeable for aircraft air noise irrespective of indicative flightpaths.

Figure 8A.4 shows areas where sHQL may occur for aircraft noise.

Bedfont

8.8.5 The Northwest Runway will be located approximately 3,400 metres to the north-west of the Bedfont Community Area boundary, whereas the existing southern runway is located approximately 300 metres from the nearest parts of the Community Area. Bedfont currently has flights overhead in parts of the Community Area. Noise from aircraft movements and noise from the existing airport can be heard, in addition to noise from the A315 Staines Road, A30 Great South West Road and the Waterloo to Reading Line.

8.8.6 Likely changes in noise and vibration are therefore expected due to:

- Construction works required to facilitate the Northwest Runway, realigned roads, preparation and operation of Construction Support Sites (CSS) and associated infrastructure.

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- Noise from construction traffic, including materials and workforce movements on the existing road network.
- Aircraft noise from increased aircraft activity associated with the Project.
- Ground noise from airfield operations, including aircraft ground movements to and from the runways, and operations at stands.
- Noise from changes in road traffic on existing roads.

Construction noise (2030)

8.8.7 **Temporary UAEs are prevented** at residential properties closest to CSS09 and other construction works sites in this locality (daytime, evening and night-time) by environmental measures (e.g. the draft Code of Construction Practice (CoCP) including best practicable means (BPM), acoustic screening at construction site boundary and temporary re-housing where required).

8.8.8 **Temporary sHQLs are avoided** at residential properties closest to CSS09 and other construction works sites in this locality (daytime, evening and night-time) by environmental measures (e.g. the draft CoCP including BPM, acoustic screening at construction site boundary and noise insulation where required).

8.8.9 **Temporary ALSEs are predicted** at residential properties and non-residential receptors closest to CSS09, thermal store construction and other construction works sites in this locality for daytime works. Effects also extend further across the majority of the Community Area for evening and night-time work. Affected non-residential receptors include Marjory Kinnon School, Bedfont Primary School, Hatton Medical Practice and Pentelow Practice (daytime, evening), and Airport Baptist Revival Church (daytime, evening and night-time). The embedded environmental measures to mitigate and minimise these ALSEs are those in the draft CoCP including BPM and site boundary acoustic screening.

8.8.10 After 2036 there may continue to be temporary sHQLs and ALSEs from construction noise associated with the proposed freight forwarding sites, though effects are not expected to be worse than identified for 2030. This will be assessed further within the ES and will include measures to mitigate and, where necessary, avoid potential adverse effects.

Construction vibration (2030)

8.8.11 **Temporary sHQLs are avoided** at residential properties closest to CSS09, thermal store construction and other construction works sites in this locality (daytime, evening and night-time) by environmental measures in the draft CoCP including use of BPM. This includes using low vibration working methods (such as non-vibratory rollers) where practicable. This will be confirmed in the ES.

8.8.12 **Temporary ALSEs are predicted** at residential properties and non-residential receptors closest to CSS09, thermal store construction and other construction works sites in this locality (daytime, evening and night-time). Affected non-residential receptors include Pentelow Practice. The embedded environmental measures to

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mitigate and minimise these ALSEs are those in the draft CoCP including using non-vibratory (dead weight) rollers where practicable.

8.8.13 After 2036 there may continue to be temporary sHQLs and ALSEs from construction vibration associated with the proposed freight forwarding sites, though effects are not expected to be worse than identified for 2030. This will be assessed further within the ES and will include measures to mitigate and, where necessary, avoid potential adverse effects.

Air noise (2036 to 2055)

8.8.14 **sHQLs are avoided** at residential properties broadly to the north of Hatton Road Allotments through aircraft noise environmental measures (see the FRO Document) and fully funded noise insulation (see the Noise Insulation Policy).

8.8.15 **ALSEs may occur** at residential properties throughout the Community Area, with the location of effects depending on the airspace design. A potential ALSE has been identified at Airport Baptist Revival Church. Further non-residential facilities could also incur ALSE, subject to the airspace design. These effects are mitigated and minimised through aircraft noise environmental measures and, for eligible properties, noise insulation.

8.8.16 Aircraft air noise effects will be limited and, where possible, reduced by the Noise Envelope (see Environmentally Managed Growth Topic Paper).

Ground noise (2036 to 2055)

8.8.17 **sHQLs are avoided** at residential properties closest to the airfield boundary through ground noise environmental measures including airfield perimeter noise barriers and fully funded noise insulation (see the Noise Insulation Policy) alongside further measures to be confirmed in the ES such as the use of Fixed Electrical Ground Power (FEGP) and Pre-conditioned Air (PCA) at stand in place of noisier Auxiliary Power Units (APUs).

8.8.18 **ALSEs may occur** at residential properties closest to the airfield boundary. Potential ALSEs have been identified at non-residential receptors including Airport Baptist Revival Church, Bethany Free Church, St Mary's Church, St Mary's Church Hall and Bedfont Primary School. These effects are mitigated and minimised through ground noise environmental measures and, for eligible properties, noise insulation.

Road traffic noise (2033)

8.8.19 In 2033, Bedfont will be affected by traffic rerouting associated with the operation of the Project's new and altered roads, as well as temporary increases in construction traffic on the road network.

8.8.20 **sHQLs are predicted** at residential properties close to Stanwell Road and Hatton Road due to increased traffic flows on Stanwell Road and Hatton Road. This effect will be confirmed in the ES and, if necessary, environmental measures to avoid the sHQL will be considered.

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8.8.21 **ALSEs are predicted** for residential receptors in the northern and north-eastern areas of Bedfont, and at non-residential receptors including St Mary's Church. These adverse effects are associated with increased traffic flows on the Southern Perimeter Road, A30 and Hatton Road. This effect will be confirmed in the ES and, if necessary, environmental measures to mitigate and minimise the ALSE will be considered.

8.8.22 **Temporary ALSEs** are predicted at receptors on the A30 due to construction vehicles using this route. This effect will be confirmed in the ES and, if necessary, environmental measures to mitigate and minimise the effect will be considered.

Road traffic noise (2055)

8.8.23 2055 represents the end state of airport growth where all new and altered roads are operational and there is no construction traffic associated with the Project using the road network.

8.8.24 **UAE are predicted** at residential properties close to the A30 due to an increase in traffic flows on this road and the Southern Perimeter Road. This effect will be confirmed in the ES and, if necessary, environmental measures to prevent the UAE will be considered.

8.8.25 **sHQLs are predicted** at residential properties close to Stanwell Road, Hatton Road and the A30 due to an increase in traffic flows on these roads. This effect will be confirmed in the ES and, if necessary, environmental measures to avoid the sHQL will be considered.

8.8.26 The **ALSEs** predicted for 2033 persist and no additional ALSEs are likely in 2055.

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UAE unacceptable adverse effect on health and quality of life due to new unacceptable noise exposure. UAEs are prevented by environmental measures and fully funded noise insulation or temporary rehousing (for construction) where noted.

sHQL significant adverse effect on health and quality of life due to new very high noise exposure. sHQLs are avoided by environmental measures and fully funded noise insulation where noted.

ALSE adverse likely significant effect due to noise increase that that would affect the acoustic character of the area and may be perceived as a change in quality of life. ALSEs are mitigated and minimised by environmental measures where noted.

BLSE beneficial likely significant effect due to noise decrease that would benefit the acoustic character of the area and may be perceived as an improvement in quality of life.

Figure 8A.2 shows the Community Area boundaries used for reporting.

Figure 8A.3 shows areas where ALSE are foreseeable for aircraft air noise irrespective of indicative flightpaths.

Figure 8A.4 shows areas where sHQL may occur for aircraft noise.

Brands Hill

8.8.27 The Northwest Runway will be located approximately 1,200 metres to the east of the nearest areas of the Brands Hill Community Area boundary off A4 London Road. Although Brands Hill does not currently have flights overhead, except for the southern-most section of the Community Area, noise from aircraft movements may be heard across the Community Area, in addition to noise from the M4 motorway and A4 London Road.

8.8.28 Likely changes in noise and vibration are therefore expected due to:

- Construction works required to facilitate the Northwest Runway, realigned roads, preparation and operation of CSS and associated infrastructure.
- Aircraft noise from Northwest Runway infrastructure and increased aircraft activity associated with the Project.
- Ground noise from airfield operations, including aircraft ground movements to and from the runways, and operations at stands.
- Noise from changes in road traffic on existing roads.

Construction noise (2030)

8.8.29 **Temporary UAEs are prevented** at residential properties closest to road construction works, CSS01, haul routes (daytime, evening and night-time) and CSS13 (evening and night-time) by environmental measures (e.g. the draft CoCP

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including BPM, acoustic screening at construction site boundary and temporary re-housing where required).

8.8.30 **Temporary sHQLs are avoided** at residential properties closest to road construction works, CSS01, CSS13 and haul routes (daytime, evening and night-time) by environmental measures (e.g. the draft CoCP including BPM, acoustic screening at construction site boundary and noise insulation where required).

8.8.31 **Temporary ALSEs are predicted** at residential properties and non-residential receptors closest to roads construction works, CSS01, CSS13 and haul routes for daytime works. Effects extend further across the majority of the Community Area for evening and night-time work. Affected non-residential receptors include Bright World Nurseries (daytime, evening). The embedded environmental measures to mitigate and minimise these ALSEs are those in the draft CoCP including BPM and site boundary acoustic screening.

8.8.32 **No LSEs** have been identified after 2036 as the remaining construction works will be located at greater distances compared to works assessed for 2030.

Construction vibration (2030)

8.8.33 **Temporary sHQLs are avoided** at residential properties closest to CSS13 by environmental measures in the draft CoCP including use of BPM. This includes using low vibration working methods (e.g. non-vibratory rollers) where practicable. This will be confirmed in the ES.

8.8.34 **Temporary ALSEs are predicted** at residential properties and non-residential receptors closest to roads construction works, CSS01, CSS13 and haul routes for daytime works. Effects extend further across the majority of the Community Area for evening and night-time work. Affected non-residential receptors include Bright World Nurseries. The embedded environmental measures to mitigate and minimise these ALSEs are those in the draft CoCP including use of low-vibration working methods (e.g. non-vibratory rollers) where practicable. This will be confirmed in the ES.

8.8.35 **No LSEs** have been identified after 2036 as the remaining construction works will be located at greater distances compared to works assessed for 2030.

Air noise (2036 to 2055)

8.8.36 **sHQLs are avoided** at residential properties throughout the Community Area through aircraft noise environmental measures (see the FRO Document) and fully funded noise insulation (see the Noise Insulation Policy).

8.8.37 **ALSEs may occur** at residential properties throughout the Community Area, irrespective of airspace design. A potential ALSE has been identified at Bright World Nursery. These effects are mitigated and minimised through aircraft noise environmental measures and, for eligible properties, noise insulation.

8.8.38 Aircraft air noise effects will be limited and, where possible, reduced by the Noise Envelope (see Environmentally Managed Growth Topic Paper).

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Ground noise (2036 to 2055)

8.8.39 **ALSEs may occur** at residential properties closest to the airfield boundary. These effects are mitigated and minimised through ground noise environmental measures including airfield perimeter noise barriers and, for eligible properties, noise insulation (see the Noise Insulation Policy) alongside further measures to be confirmed in the ES such as the use of FEGP and PCA at stand in place of noisier APUs.

Road traffic noise (2033)

8.8.40 In 2033 Brands Hill will be affected by the re-routing of traffic caused by the Project's new and altered roads becoming operational.

8.8.41 **UAE are prevented** at residential properties close to the A4 with the implementation of the Noise Insulation Policy applied to new and realigned roads.

8.8.42 **sHQLs are avoided** at residential properties close to the A4 with the implementation of the Noise Insulation Policy applied to new and realigned roads.

8.8.43 **ALSEs are predicted** for residential and non-residential receptors across the Community Area due to increased traffic flows on the A4 and local road network. This effect will be confirmed in the ES and, if necessary, environmental measures to mitigate and minimise the ALSEs will be considered.

Road traffic noise (2055)

8.8.44 2055 represents the end state of airport growth where all new and altered roads are operational and there is no construction traffic associated with the Project using the road network.

8.8.45 **UAEs are prevented** at residential properties close to the A4 with the implementation of the Noise Insulation Policy applied to new and realigned roads.

8.8.46 **sHQLs are avoided** at residential properties close to the A4 with the implementation of the Noise Insulation Policy applied to new and realigned roads.

8.8.47 **sHQLs are predicted** at residential properties close to Sutton Lane due to an increase in traffic flows on that road. This effect will be confirmed in the ES and, if necessary, environmental measures to avoid the sHQLs will be considered.

8.8.48 The **ALSEs** predicted for 2033 persist and no additional ALSE are likely in 2055.

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UAE unacceptable adverse effect on health and quality of life due to new unacceptable noise exposure. UAEs are prevented by environmental measures and fully funded noise insulation or temporary rehousing (for construction) where noted.

sHQL significant adverse effect on health and quality of life due to new very high noise exposure. sHQLs are avoided by environmental measures and fully funded noise insulation where noted.

ALSE adverse likely significant effect due to noise increase that that would affect the acoustic character of the area and may be perceived as a change in quality of life. ALSEs are mitigated and minimised by environmental measures where noted.

BLSE beneficial likely significant effect due to noise decrease that would benefit the acoustic character of the area and may be perceived as an improvement in quality of life.

Figure 8A.2 shows the Community Area boundaries used for reporting.

Figure 8A.3 shows areas where ALSE are foreseeable for aircraft air noise irrespective of indicative flightpaths.

Figure 8A.4 shows areas where sHQL may occur for aircraft noise.

Colnbrook

8.8.49 The Northwest Runway will be located to the east of the A4 Colnbrook By-Pass. To make space for the runway, the A4 Colnbrook By-Pass will be diverted. Colnbrook does not currently have flights overhead, but noise from aircraft movements can be heard in the village, in addition to noise from the M4 motorway and A4 Colnbrook By-Pass.

8.8.50 Likely changes in noise and vibration are therefore expected due to:

- The construction works required to facilitate the Northwest Runway, realigned roads, preparation and operation of CSS, and associated infrastructure.
- The noise from construction traffic, including materials and workforce movements on the existing road network.
- Aircraft noise from Northwest Runway infrastructure and increased aircraft activity associated with the Project.
- Ground noise from airfield operations, including aircraft ground movements to and from the runways, and operations at stands.
- Change in road traffic on existing and realigned roads.

Construction Noise (2030)

8.8.51 **Temporary UAEs are prevented** at residential properties closest to CSS01, A3044 Poyle Bypass construction, haul routes (daytime, evening and night-time) and CSS02 (night-time) by environmental measures (e.g. the draft CoCP including BPM,

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acoustic screening at construction site boundary and temporary re-housing where required).

8.8.52 **Temporary sHQLs are avoided** at residential properties closest to CSS01, A3044 Poyle Bypass construction, CSS02, and haul routes (daytime, evening and night-time) by environmental measures (e.g. the draft CoCP including BPM, acoustic screening at construction site boundary and noise insulation where required).

8.8.53 **Temporary ALSEs are predicted** at residential properties and non-residential receptors closest to CSS01, CSS02, A3044 Poyle Bypass construction, and haul routes for daytime works. Effects also extend further across the majority of the Community Area for evening and night-time work. Affected non-residential receptors include Colnbrook C of E Primary School and Vicarage Way Children's Centre (daytime, evening), and St. Thomas' Parish Church (daytime, evening, night-time). The embedded environmental measures to mitigate and minimise these ALSEs are those in the draft CoCP including BPM and site boundary acoustic screening.

8.8.54 **No LSEs** have been identified after 2036 as the remaining construction works will be located at greater distances compared to works assessed for 2030.

Construction vibration (2030)

8.8.55 **Temporary sHQL are avoided** at residential properties closest to CSS01 and CSS02 (daytime, evening and night-time) by environmental measures in the draft CoCP including use of BPM. This includes using low vibration working methods (e.g. non-vibratory rollers) where practicable. This will be confirmed in the ES.

8.8.56 **Temporary ALSEs are predicted** at residential properties and non-residential receptors closest to CSS01, CSS02, A3044 Poyle Bypass construction, and haul routes for daytime works. Affected non-residential receptors include Colnbrook C of E Primary School. The embedded environmental measures to mitigate and minimise these ALSEs are those in the draft CoCP including using non-vibratory (dead weight) rollers where practicable.

8.8.57 **No LSEs** have been identified after 2036 as the remaining construction works will be located at greater distances compared to works assessed for 2030.

Air noise (2036 to 2055)

8.8.58 **sHQLs are avoided** at residential properties throughout the Community Area through aircraft noise environmental measures (see FRO Document) and fully funded noise insulation (see the Noise Insulation Policy).

8.8.59 **ALSEs may occur** at residential properties throughout the Community Area, irrespective of airspace design. Potential ALSEs have been identified at Colnbrook Church of England Primary School, Vicarage Way Children’s Centre and St Thomas Parish Church. These effects are mitigated and minimised through aircraft noise environmental measures and, for eligible properties, noise insulation.

8.8.60 Aircraft air noise effects will be limited and, where possible, reduced by the Noise Envelope (see Environmentally Managed Growth Topic Paper).

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Ground noise (2036 to 2055)

8.8.61 **sHQLs are avoided** at residential properties closest to the airfield boundary through ground noise environmental measures including airfield perimeter noise barriers and fully funded noise insulation (see the Noise Insulation Policy) alongside further measures to be confirmed in the ES such as the use of FEGP and PCA at stand in place of noisier APUs.

8.8.62 **ALSEs may occur** at residential properties close to the airfield boundary. Potential ALSEs have been identified at non-residential receptors including Vicarage Way Children's Centre. These effects are mitigated and minimised through ground noise environmental measures and, for eligible properties, noise insulation.

Road traffic noise (2033)

8.8.63 In 2033 Colnbrook will be affected by the realigned A4 and re-routing of traffic caused by the Project's new and altered roads becoming operational. There will also be temporary effects due to construction vehicles associated with the Project using the road network.

8.8.64 **sHQLs are avoided** at residential properties close to the realigned A4 on Kings Park and Mill Street with the implementation of the Noise Insulation Policy applied to new and realigned roads.

8.8.65 **ALSEs are predicted** for residential and non-residential receptors in the South of Colnbrook including Vicarage Way Children's Centre, Colnbrook Church of England Primary School and St Thomas Parish Church due to the realigned A4 and increased traffic on local roads. This effect will be confirmed in the ES and, if necessary, environmental measures to mitigate and minimise the ALSE will be considered.

Road traffic noise (2055)

8.8.66 2055 represents the end state of airport growth where all new and altered roads are operational and there is no construction traffic associated with the Project using the road network.

8.8.67 **sHQLs are avoided** at residential properties close to High Street with the implementation of the Noise Insulation Policy applied to new and realigned roads.

8.8.68 The **ALSEs** predicted for 2033 persist and no additional ALSE are likely in 2055.

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UAE unacceptable adverse effect on health and quality of life due to new unacceptable noise exposure. UAEs are prevented by environmental measures and fully funded noise insulation or temporary rehousing (for construction) where noted.

sHQL significant adverse effect on health and quality of life due to new very high noise exposure. sHQLs are avoided by environmental measures and fully funded noise insulation where noted.

ALSE adverse likely significant effect due to noise increase that that would affect the acoustic character of the area and may be perceived as a change in quality of life. ALSEs are mitigated and minimised by environmental measures where noted.

BLSE beneficial likely significant effect due to noise decrease that would benefit the acoustic character of the area and may be perceived as an improvement in quality of life.

Figure 8A.2 shows the Community Area boundaries used for reporting.

Figure 8A.3 shows areas where ALSE are foreseeable for aircraft air noise irrespective of indicative flightpaths.

Figure 8A.4 shows areas where sHQL may occur for aircraft noise.

Cranford Cross

8.8.69 The Northwest Runway will be located approximately 1,600 metres to the west of the Cranford Cross Community Area boundary. Cranford Cross currently has flights overhead in some parts of the Community Area, and noise from aircraft movements can be heard, in addition to noise from the A4 Bath Road and A30 Great South West Road.

8.8.70 Likely changes in noise and vibration are therefore expected due to:

- The construction works required to facilitate the Northwest Runway, realigned roads, preparation and operation of CSS and associated infrastructure.
- Aircraft noise from Northwest Runway infrastructure and increased aircraft activity associated with the Project.
- Ground noise from airfield operations, including aircraft ground movements to and from the runway and operations at stands.
- Noise from changes in road traffic on roads.

Construction noise (2030)

8.8.71 **Temporary UAEs are prevented** at residential properties closest to CSS08 (night-time) by environmental measures (e.g. draft CoCP including BPM, acoustic screening at construction site boundary and temporary re-housing where required).

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8.8.72 **Temporary sHQLs are avoided** at residential properties closest to CSS08 (evening and night-time) by environmental measures (e.g. draft CoCP including BPM, acoustic screening at construction site boundary and noise insulation where required).

8.8.73 **Temporary ALSEs are predicted** at residential properties closest to CSS08 for daytime works. Effects extend further across the majority of the Community Area for evening and night-time work. No temporary ALSEs have been identified at non-residential receptors. The embedded environmental measures to mitigate and minimise these ALSEs are those in the draft CoCP including BPM and site boundary acoustic screening.

8.8.74 After 2036 there may continue to be temporary sHQLs and ALSEs from construction noise, though effects are not expected to be worse than identified for 2030. This will be assessed further within the ES and will include measures to mitigate and, where necessary, avoid potential adverse effects.

Air noise (2036 to 2055)

8.8.75 **sHQLs are avoided** at residential properties throughout the Community Area through aircraft noise environmental measures (see FRO Document) and fully funded noise insulation (see the Noise Insulation Policy).

8.8.76 **ALSEs may occur** at residential properties throughout the Community Area, irrespective of airspace design. A potential ALSE has been identified at St Dunstan's (Cranford Park). These effects are mitigated and minimised through aircraft noise environmental measures and, for eligible properties, noise insulation.

8.8.77 Aircraft air noise effects will be limited and, where possible, reduced by the Noise Envelope (see the Environmentally Managed Growth Topic Paper).

Ground noise (2036 to 2055)

8.8.78 **sHQLs are avoided** at residential properties closest to the airfield boundary through ground noise environmental measures including airfield perimeter noise barriers and fully funded noise insulation (see the Noise Insulation Policy) alongside further measures to be confirmed in the ES such as the use of FEGP and PCA at stand in place of noisier APUs.

8.8.79 **ALSEs** may occur at residential properties closest to the airfield boundary. These effects are mitigated and minimised through ground noise environmental measures and, for eligible properties, noise insulation.

Road traffic noise (2033)

8.8.80 In 2033 Cranford Cross will be affected by the re-routing of traffic caused by the Project's new and altered roads becoming operational.

8.8.81 **ALSEs are predicted** for residential and non-residential receptors close to Bath Road and Cranford Lane due to increases in traffic flows on the local road network. This effect will be confirmed in the ES and, if necessary, environmental measures to mitigate and minimise the ALSE will be considered.

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Road traffic noise (2055)

8.8.82 2055 represents the end state of airport growth where all new and altered roads are operational and there is no construction traffic associated with the Project using the road network.

8.8.83 The **ALSEs** predicted for 2033 persist and no additional ALSEs are likely in 2055.

UAE unacceptable adverse effect on health and quality of life due to new unacceptable noise exposure. UAEs are prevented by environmental measures and fully funded noise insulation or temporary rehousing (for construction) where noted.

sHQL significant adverse effect on health and quality of life due to new very high noise exposure. sHQLs are avoided by environmental measures and fully funded noise insulation where noted.

ALSE adverse likely significant effect due to noise increase that that would affect the acoustic character of the area and may be perceived as a change in quality of life. ALSEs are mitigated and minimised by environmental measures where noted.

BLSE beneficial likely significant effect due to noise decrease that would benefit the acoustic character of the area and may be perceived as an improvement in quality of life.

Figure 8A.2 shows the Community Area boundaries used for reporting.

Figure 8A.3 shows areas where ALSE are foreseeable for aircraft air noise irrespective of indicative flightpaths.

Figure 8A.4 shows areas where sHQL may occur for aircraft noise.

Cranford

8.8.84 The Northwest Runway will be located approximately 3,200m to the west of the Cranford Community Area boundary. Cranford currently has flights overhead in some parts of the Community Area, and noise from the existing airport can be heard, in addition to noise from the A4 Bath Road, A30 Great South West Road and A312 The Parkway.

8.8.85 Likely changes in noise and vibration are therefore expected due to:

- The construction works required to facilitate the Northwest Runway, realigned roads, preparation and operation of CSS, and associated infrastructure.
- Aircraft noise from Northwest Runway infrastructure and increased aircraft activity associated with the Project.
- Noise from changes in road traffic on existing roads.

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Construction noise (2030)

8.8.86 **Temporary UAE are prevented** at residential properties closest to CSS08 (night-time) by environmental measures (e.g. draft CoCP including BPM, acoustic screening at construction site boundary and temporary re-housing where required).

8.8.87 **Temporary sHQL are avoided** at residential properties closest to CSS08 and CSS47 (evening and night-time) by environmental measures (e.g. draft CoCP including BPM, acoustic screening at construction site boundary and noise insulation where required).

8.8.88 **Temporary ALSEs are predicted** at residential properties and non-residential receptors closest to CSS08 for daytime works and CSS08 and CSS47 for evening and night-time works. Effects extend further across the majority of the Community Area for evening and night-time work. Affected non-residential receptors include Cranford Primary School (daytime, evening) and Heathrow Jamia Masjid (night-time). The embedded environmental measures to mitigate and minimise these ALSEs are those in the draft CoCP including BPM and site boundary acoustic screening.

8.8.89 After 2036, there may continue to be temporary sHQLs and ALSEs from construction noise associated with the proposed freight forwarding sites, though effects are not expected to be worse than identified for 2030. This will be assessed further within the ES and will include measures to mitigate and, where necessary, avoid potential adverse effects.

Construction vibration (2030)

8.8.90 **Temporary sHQL are avoided** at residential properties closest to highways works sites (daytime only) by environmental measures in the draft CoCP including BPM. This includes using low vibration working methods (e.g. non-vibratory rollers) where practicable. This will be confirmed in the ES.

8.8.91 **Temporary ALSEs are predicted** at residential properties closest to CSS08 for daytime works, and CSS08 and CSS47 for evening and night-time works. No temporary ALSEs have been identified at non-residential receptors. The embedded environmental measures to mitigate and minimise these ALSEs are those in the draft CoCP including use of BPM and low vibration working methods (e.g. non-vibratory rollers) where practicable. This will be confirmed in the ES.

8.8.92 After 2036 there may continue to be temporary sHQLs and ALSEs from the construction vibration associated with the proposed freight forwarding sites, though effects are not expected to be worse than identified for 2030. This will be assessed further within the ES and will include measures to mitigate and, where necessary, avoid potential adverse effects.

Air noise (2036 to 2055)

8.8.93 **sHQLs are avoided** at residential properties broadly north and south of the Meadows Estate through aircraft noise environmental measures (see FRO Document) and fully funded noise insulation (see the Noise Insulation Policy).

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8.8.94 **ALSEs may occur** at residential properties throughout the Community Area, with the location of effects depending on the airspace design. Potential ALSEs have been identified at Cranford Medical Centre, Khosla House, Lullabies Day Nursery, Cranford Community College, The Cedars Primary School, Masjid us Sunnah, Heathrow Jamia Masjid and St Christopher Roman Catholic Church. Further non-residential facilities could also incur ALSE, subject to the airspace design. These effects are mitigated and minimised through aircraft noise environmental measures and, for eligible properties, noise insulation.

8.8.95 Aircraft air noise effects will be limited and, where possible, reduced by the Noise Envelope (see Environmentally Managed Growth Topic Paper).

Road traffic noise (2033)

8.8.96 In 2033 Cranford will be affected by the re-routing of traffic caused by the Project's new and altered roads becoming operational.

8.8.97 **sHQLs are predicted** at residential properties close to Bath Road due to an increase in traffic flows on this road. This effect will be confirmed in the ES and, if necessary, environmental measures to avoid the sHQL will be considered.

8.8.98 **ALSEs are predicted** for residential and non-residential receptors across the Community Area due to increases in traffic flows on the local road network. This effect will be confirmed in the ES and, if necessary, environmental measures to mitigate and minimise the ALSE will be considered.

Road traffic noise (2055)

8.8.99 2055 represents the end state of airport growth where all new and altered roads are operational and there is no construction traffic associated with the Project using the road network.

8.8.100 **UAE are predicted** at residential properties close to the A312 due to an increase in traffic flows on this road. This effect will be confirmed in the ES and, if necessary, environmental measures to prevent the UAE will be considered.

8.8.101 **sHQLs are predicted** at residential properties close to the A312 and Bath Road due to an increase in traffic flows on these roads. This effect will be confirmed in the ES and, if necessary, environmental measures to avoid the sHQLs will be considered.

8.8.102 The **ALSEs** predicted for 2033 persist. Additional ALSEs are predicted for residential and non-residential receptors in the vicinity of Cranford Lane.

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UAE unacceptable adverse effect on health and quality of life due to new unacceptable noise exposure. UAEs are prevented by environmental measures and fully funded noise insulation or temporary rehousing (for construction) where noted.

sHQL significant adverse effect on health and quality of life due to new very high noise exposure. sHQLs are avoided by environmental measures and fully funded noise insulation where noted.

ALSE adverse likely significant effect due to noise increase that that would affect the acoustic character of the area and may be perceived as a change in quality of life. ALSEs are mitigated and minimised by environmental measures where noted.

BLSE beneficial likely significant effect due to noise decrease that would benefit the acoustic character of the area and may be perceived as an improvement in quality of life.

Figure 8A.2 shows the Community Area boundaries used for reporting.

Figure 8A.3 shows areas where ALSE are foreseeable for aircraft air noise irrespective of indicative flightpaths.

Figure 8A.4 shows areas where sHQL may occur for aircraft noise.

Datchet

8.8.103 The Northwest Runway will be located approximately 2,700m to the east of the Datchet Community Area boundary, whereas the existing north and south runways are located approximately 4,700m to the east of the Community Area. Datchet currently has flights overhead in many parts of the Community Area, and noise from the existing airport can be heard, in addition to noise from the M4 Motorway.

8.8.104 Likely changes in noise and vibration are therefore expected due to aircraft noise from Northwest Runway infrastructure and increased aircraft activity associated with the Project.

Air noise (2036 to 2055)

8.8.105 **sHQLs are avoided** at residential properties throughout the Community Area through aircraft noise environmental measures (see FRO Document) and fully funded noise insulation (see the Noise Insulation Policy).

8.8.106 **ALSEs may occur** at residential properties throughout the Community Area, with the location of effects depending on the airspace design. Potential ALSEs have been identified at Churchmead School, Datchet Baptist Church, Datchet Cemetery Chapel, Eton End School, St Marys School and St Marys Church. Further non-residential facilities could also incur ALSE, subject to the airspace design. These effects are mitigated and minimised through aircraft noise environmental measures and, for eligible properties, noise insulation.

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8.8.107 Aircraft air noise effects will be limited and, where possible, reduced by the Noise Envelope (see Environmentally Managed Growth Topic Paper).

UAE unacceptable adverse effect on health and quality of life due to new unacceptable noise exposure. UAEs are prevented by environmental measures and fully funded noise insulation or temporary rehousing (for construction) where noted.

sHQL significant adverse effect on health and quality of life due to new very high noise exposure. sHQLs are avoided by environmental measures and fully funded noise insulation where noted.

ALSE adverse likely significant effect due to noise increase that that would affect the acoustic character of the area and may be perceived as a change in quality of life. ALSEs are mitigated and minimised by environmental measures where noted.

BLSE beneficial likely significant effect due to noise decrease that would benefit the acoustic character of the area and may be perceived as an improvement in quality of life.

Figure 8A.2 shows the Community Area boundaries used for reporting.

Figure 8A.3 shows areas where ALSE are foreseeable for aircraft air noise irrespective of indicative flightpaths.

Figure 8A.4 shows areas where sHQL may occur for aircraft noise.

Feltham North

8.8.108 The Northwest Runway will be located approximately 4,100m to the north-west of the Feltham North Community Area boundary, whereas the existing south runway is located approximately 1,300m to the west of the Community Area. Feltham North currently has flights overhead in some parts of the Community Area, and noise from the existing airport can be heard, in addition to noise from the A244 Hounslow Road and A312 Harlington Road West.

8.8.109 Likely changes in noise and vibration are therefore expected due to:

- The construction works required to facilitate the Northwest Runway, realigned roads, preparation and operation of CSS, and associated infrastructure.
- Aircraft noise from increased aircraft activity associated with the Project.
- Ground noise from airfield operations, including aircraft ground movements to and from the runway and operations at stands.

Construction noise (2030)

8.8.110 **Temporary UAEs are prevented** at residential properties closest to the relocated Immigration Removal Centre (IRC) during the daytime, evening and night-time by environmental measures (e.g. draft CoCP including BPM, acoustic screening at construction site boundary and temporary re-housing where required).

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8.8.111 **Temporary sHQLs are avoided** at residential properties closest to construction works sites in this locality (daytime, evening and night-time) by environmental measures (e.g. draft CoCP including BPM, acoustic screening at construction site boundary and noise insulation where required).

8.8.112 **Temporary ALSEs are predicted** at residential properties and non-residential receptors closest to construction works sites in this locality for daytime works. Effects extend further across the majority of the Community Area for evening and night-time work. Affected non-residential receptors include Rivers Academy West London (daytime, evening). The embedded environmental measures to mitigate and minimise these ALSEs are those in the draft CoCP including BPM and site boundary acoustic screening.

8.8.113 After 2036 there may continue to be temporary sHQLs and ALSEs from construction noise associated with the proposed freight forwarding sites, though effects are not expected to be worse than identified for 2030. This will be assessed further within the ES and will include measures to mitigate, and where necessary, avoid potential adverse effects.

Air noise (2036 to 2055)

8.8.114 **sHQLs are avoided** at residential properties broadly to the north of Duke of Northumberland's River through aircraft noise environmental measures (see FRO Document) and fully funded noise insulation (see the Noise Insulation Policy).

8.8.115 **ALSEs may occur** at residential properties throughout the Community Area, with the location of effects depending on the airspace design. Potential ALSEs may occur at non-residential receptors subject to airspace design. These effects are mitigated and minimised through aircraft noise environmental measures and, for eligible properties, noise insulation.

8.8.116 Aircraft air noise effects will be limited and, where possible, reduced by the Noise Envelope (see Environmentally Managed Growth Topic Paper).

Ground noise (2036 to 2055)

8.8.117 **sHQLs are avoided** at residential properties closest to the airfield boundary through ground noise environmental measures including airfield perimeter noise barriers and fully funded noise insulation (see the Noise Insulation Policy) alongside further measures to be confirmed in the ES such as the use of FEGP and PCA at stand in place of noisier APUs.

8.8.118 **ALSEs** may occur at residential properties closest to the airfield boundary. These effects are mitigated and minimised through ground noise environmental measures and, for eligible properties, noise insulation.

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UAE unacceptable adverse effect on health and quality of life due to new unacceptable noise exposure. UAEs are prevented by environmental measures and fully funded noise insulation or temporary rehousing (for construction) where noted.

sHQL significant adverse effect on health and quality of life due to new very high noise exposure. sHQLs are avoided by environmental measures and fully funded noise insulation where noted.

ALSE adverse likely significant effect due to noise increase that that would affect the acoustic character of the area and may be perceived as a change in quality of life. ALSEs are mitigated and minimised by environmental measures where noted.

BLSE beneficial likely significant effect due to noise decrease that would benefit the acoustic character of the area and may be perceived as an improvement in quality of life.

Figure 8A.2 shows the Community Area boundaries used for reporting.

Figure 8A.3 shows areas where ALSE are foreseeable for aircraft air noise irrespective of indicative flightpaths.

Figure 8A.4 shows areas where sHQL may occur for aircraft noise.

Harlington

8.8.119 The Northwest Runway will be located to the west of the M4 Heathrow Airport Spur Road. To make space for the runway, sections of the A408 Sipson Road will be diverted. Harlington does not currently have flights overhead, but noise from the existing airport can be heard in the village, in addition to noise from the M4 motorway and A4 Bath Road.

8.8.120 Likely changes in noise and vibration are therefore expected due to:

- the construction works required to facilitate the Northwest Runway, realigned roads, preparation and operation of CSS and associated infrastructure.
- the noise from construction traffic, including materials and workforce movements on the existing road network.
- aircraft noise from Northwest Runway infrastructure and increased aircraft activity associated with the Project.
- ground noise from airfield operations, including aircraft ground movements to and from the runway and operations at stands.
- noise from changes in road traffic on existing and realigned roads.
- aircraft noise-induced vibration from low-frequency noise associated with aircraft start-of-roll on the runway.

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Construction noise (2030)

8.8.121 **Temporary UAEs are prevented** at residential properties closest to roads construction works (day) by environmental measures (e.g. draft CoCP including BPM, acoustic screening at construction site boundary and temporary re-housing where required).

8.8.122 **Temporary sHQLs are avoided** at residential properties closest to roads construction works (daytime), and earthworks (night-time) by environmental measures (e.g. draft CoCP including BPM, acoustic screening at construction site boundary and noise insulation where required).

8.8.123 **Temporary ALSEs are predicted** at residential properties and non-residential receptors closest to roads construction works for daytime works and due to earthworks during the evening and night-time. Effects extend further across the majority of the Community Area for evening and night-time work. Affected non-residential receptors include William Byrd Primary Academy, Littlebrook Nursery, St Peters and St Pauls Church and Heathrow Medical Centre (day), Sant Nirankari Bhawan Centre for Oneness (daytime, evening, night-time) and Harlington Hospice Lansdowne House (evening, night-time). The embedded environmental measures to mitigate and minimise these ALSEs are those in the draft CoCP including BPM and site boundary acoustic screening.

8.8.124 After 2036 there may continue to be temporary sHQLs and ALSEs from construction noise, though effects are not expected to be worse than identified for 2030. This will be assessed further within the ES and will include measures to mitigate and, where necessary, avoid potential adverse effects.

Construction vibration (2030)

8.8.125 **Temporary sHQLs are avoided** at residential properties closest to earthworks (daytime, evening and night-time) by environmental measures in the draft CoCP including use of BPM. This includes using low vibration working methods (e.g. non-vibratory rollers) where practicable. This will be confirmed in the ES.

8.8.126 **Temporary ALSEs** are predicted at residential properties closest to roads construction works for daytime works and due to earthworks during the evening and night-time. No temporary ALSEs have been identified at non-residential receptors. The embedded environmental measures to mitigate and minimise these ALSEs are those in the draft CoCP including use of BPM and low vibration working methods (e.g. non-vibratory rollers) where practicable. This will be confirmed in the ES.

8.8.127 After 2036 there may continue to be temporary sHQLs and ALSEs, though effects are not expected to be worse than identified for 2030. This will be assessed further within the ES and will include measures to mitigate and, where necessary, avoid potential adverse effects.

Air noise (2036 to 2055)

8.8.128 **UAEs are prevented** at residential properties within 1,500m of the extended runway centreline from the extended airfield boundary through environmental measures (see

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FRO Document) and fully funded noise insulation (see the Noise Insulation Policy). If necessary, the DCO can include powers which may assist with carrying out noise insulation works to prevent unacceptable effects.

8.8.129 **sHQLs are avoided** at residential properties throughout the Community Area through aircraft noise environmental measures (see FRO Document) and fully funded noise insulation (see the Noise Insulation Policy).

8.8.130 **ALSEs may occur** at residential properties throughout the Community Area, irrespective of airspace design. Potential ALSEs have been identified at Lansdowne House, Heathrow Medical Centre, Glendale House Surgery, William Byrd Primary School, Littlebrook Nursery, Harlington Baptist Church and Harlington Baptist Church Hall, St Peters and St Pauls Church, St Peters and St Pauls Church Hall and Sant Nirankari Bhawan. These effects are mitigated and minimised through aircraft noise environmental measures and, for eligible properties, noise insulation.

8.8.131 Aircraft air noise effects will be limited and, where possible, reduced by the Noise Envelope (see Environmentally Managed Growth Topic Paper).

Ground noise (2036 to 2055)

8.8.132 **sHQLs are avoided** at residential properties closest to the airfield boundary through ground noise environmental measures including airfield perimeter noise barriers and fully funded noise insulation (see the Noise Insulation Policy) alongside further measures to be confirmed in the ES such as the use of FEGP and PCA at stand in place of noisier APUs.

8.8.133 **ALSEs** may occur at residential properties closest to the airfield boundary. Potential ALSEs have been identified at non-residential receptors including Littlebrook Nursery. These effects are mitigated and minimised through ground noise environmental measures and, for eligible properties, noise insulation.

Road traffic noise (2033)

8.8.134 In 2033, Harlington will be affected by the new M4 spur and re-routing of traffic caused by the Project's new and altered roads becoming operational.

8.8.135 **sHQLs are avoided** at residential properties close to the new M4 spur with the implementation of the Noise Insulation Policy applied to new and realigned roads.

8.8.136 **ALSEs are predicted** for residential and non-residential receptors across Harlington, including Littlebrook Nursery due to the new M4 spur and increases in traffic flows on local roads. This effect will be confirmed in the ES and, if necessary, environmental measures to mitigate and minimise the ALSE will be considered. **BLSEs** are predicted at residential receptors on Sipson Lane due to reduced traffic on this road.

Road traffic noise (2055)

8.8.137 2055 represents the end state of airport growth where all new and altered roads are operational and there is no construction traffic associated with the Project using the road network.

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8.8.138 **sHQLs are avoided** at residential properties close to the new M4 spur with the implementation of the Noise Insulation Policy applied to new and realigned roads.

8.8.139 The **ALSEs** and **BLSEs** predicted for 2033 persist and no additional ALSEs/BLSEs are likely in 2055.

Noise-induced vibration (2036 to 2055)

8.8.140 There will be the potential **ALSE** and **sHQL** from noise-induced vibration at lightweight noise sensitive properties located within 500 metres of the take-off start-of-roll locations due to their proximity to high-energy, low-frequency take off noise.

8.8.141 A more detailed assessment of noise-induced vibration will be undertaken in the ES and we will review whether environmental measures could be introduced to mitigate and minimise the effects.

UAE unacceptable adverse effect on health and quality of life due to new unacceptable noise exposure. UAEs are prevented by environmental measures and fully funded noise insulation or temporary rehousing (for construction) where noted.

sHQL significant adverse effect on health and quality of life due to new very high noise exposure. sHQLs are avoided by environmental measures and fully funded noise insulation where noted.

ALSE adverse likely significant effect due to noise increase that that would affect the acoustic character of the area and may be perceived as a change in quality of life. ALSEs are mitigated and minimised by environmental measures where noted.

BLSE beneficial likely significant effect due to noise decrease that would benefit the acoustic character of the area and may be perceived as an improvement in quality of life.

Figure 8A.2 shows the Community Area boundaries used for reporting.

Figure 8A.3 shows areas where ALSE are foreseeable for aircraft air noise irrespective of indicative flightpaths.

Figure 8A.4 shows areas where sHQL may occur for aircraft noise.

Harmondsworth

8.8.142 The Northwest Runway will be located to the south of the High Street. To make space for the runway, the A4 Bath Road will be diverted. Harmondsworth does not currently have flights overhead, but noise from the existing airport can be heard in the village, in addition to noise from the M4 motorway and A4 Bath Road.

8.8.143 Likely changes in noise and vibration are therefore expected due to:

- The construction works required to facilitate the Northwest Runway, realigned roads, preparation and operation of CSS and associated infrastructure.

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- The noise from construction traffic, including materials and workforce movements on the existing and temporary road networks.
- Aircraft noise from Northwest Runway infrastructure and increased aircraft activity associated with the Project.
- Ground noise from airfield operations, including aircraft ground movements to and from the runway and operations at stands;
- Noise from changes in road traffic on existing and realigned roads.
- Aircraft noise-induced vibration from low-frequency noise associated with aircraft start-of-roll on the runway.

Construction noise (2030)

8.8.144 **Temporary UAEs are prevented** at residential properties closest to stockpiling, noise bund construction, earthworks, borrow pit works and CSS18 operation (daytime, evening and night-time), and roads construction and drainage works (day only) by environmental measures (e.g. draft CoCP including BPM, acoustic screening at construction site boundary and temporary re-housing where required).

8.8.145 **Temporary sHQLs are avoided** at residential properties closest to stockpiling, noise bund construction, earthworks, borrow pit works and CSS18 operation (daytime, evening and night-time), and roads construction and drainage works (day only) by environmental measures (e.g. draft CoCP including BPM, acoustic screening at construction site boundary and noise insulation where required).

8.8.146 **Temporary ALSEs are predicted** at residential properties and non-residential receptors closest to stockpiling, noise bund construction, earthworks, borrow pit works, CSS18 operation, roads construction (day only) and drainage works (day only) during the daytime, evening and night-time. Effects extend further across the majority of the community for evening and night-time work. Affected non-residential receptors include Landon School (daytime, evening), Harmondsworth Baptist Church and St. Mary's (C of E) Church (daytime, evening, night-time). The embedded environmental measures to mitigate and minimise these ALSEs are those in the draft CoCP including BPM and site boundary acoustic screening.

8.8.147 **No LSEs** have been identified after 2036 as the remaining construction works will be at greater distances compared to works assessed for 2030.

Construction vibration (2030)

8.8.148 **Potential temporary sHQLs are avoided** at residential properties closest to earthworks (daytime, evening and night-time) by environmental measures (e.g. draft CoCP including use of BPM and using low vibration working methods (e.g. non-vibratory rollers) where practicable. This will be confirmed in the ES.

8.8.149 **Temporary ALSEs** are predicted at residential properties and non-residential receptors closest to stockpiling, noise bund construction, earthworks, borrow pit works, CSS18 operation, roads construction (day only) and drainage works (day only) during the daytime, evening and night-time. Affected non-residential receptors

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include Landon School and Harmondsworth Baptist Church. The embedded environmental measures to mitigate and minimise these ALSEs are those in the draft CoCP including use of BPM and low vibration working methods (e.g. non-vibratory rollers) where practicable. This will be confirmed in the ES.

8.8.150 **No LSEs** have been identified after 2036 as the remaining construction works will be at greater distances compared to works assessed for 2030.

Air noise (2036 to 2055)

8.8.151 **UAEs are prevented** at residential properties closest to the airfield boundary (within approximately 150m) through environmental measures (see FRO Document) and fully funded noise insulation (see the Noise Insulation Policy). If necessary, the DCO can include powers which may assist with carrying out noise insulation works to prevent unacceptable effects.

8.8.152 **sHQLs are avoided** at residential properties broadly in the southern half of the Community Area through aircraft noise environmental measures and fully funded noise insulation.

8.8.153 **ALSEs may occur** at residential properties throughout the Community Area, irrespective of airspace design. Potential ALSEs have been identified at Landon School, Harmondsworth Baptist Church, and St Marys C of E Church. These effects are mitigated and minimised through aircraft noise environmental measures and, for eligible properties, noise insulation.

8.8.154 Aircraft air noise effects will be limited and, where possible, reduced by the Noise Envelope (see Environmentally Managed Growth Topic Paper).

Ground noise (2036 to 2055)

8.8.155 **sHQLs are avoided** at residential properties closest to the airfield boundary through ground noise environmental measures including airfield perimeter noise barriers and fully funded noise insulation (see the Noise Insulation Policy) alongside further measures to be confirmed in the ES such as the use of FEGP and PCA at stand in place of noisier APUs.

8.8.156 **ALSEs may occur** at residential properties closest to the airfield boundary. Potential ALSEs have been identified at non-residential receptors including Landon School, Harmondsworth Baptist Church and St Mary's Church of England. These effects are mitigated and minimised through ground noise environmental measures and, for eligible properties, noise insulation.

Road traffic noise (2033)

8.8.157 In 2033 Harmondsworth will be affected by the realigned A4 and re-routing of traffic caused by the Project's new and altered roads becoming operational.

8.8.158 **ALSEs are predicted** for residential receptors close to the re-aligned A4 due to noise from this road. This effect will be confirmed in the ES and, if necessary, environmental measures to mitigate and minimise the ALSE will be considered.

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BLSEs are predicted at receptors on Holloway Lane and Hatch Lane due to a reduction in vehicle numbers on these roads.

Road traffic noise (2055)

8.8.159 2055 represents the end state of airport growth where all new and altered roads are operational and there is no construction traffic associated with the Project using the road network.

8.8.160 The **ALSEs** and **BLSEs** predicted for 2033 persist and no additional ALSEs/BLSEs are likely in 2055.

Noise-induced vibration (2036 to 2055)

8.8.161 There will be the potential for **ALSEs** and **sHQLs** from noise-induced vibration at lightweight noise sensitive properties located within 500 metres of the take-off start-of-roll locations due to their proximity to high-energy, low-frequency take off noise.

8.8.162 A more detailed assessment of noise-induced vibration will be undertaken in the ES and we will review whether environmental measures could be introduced to mitigate and minimise the effects.

UAE unacceptable adverse effect on health and quality of life due to new unacceptable noise exposure. UAEs are prevented by environmental measures and fully funded noise insulation or temporary rehousing (for construction) where noted.

sHQL significant adverse effect on health and quality of life due to new very high noise exposure. sHQLs are avoided by environmental measures and fully funded noise insulation where noted.

ALSE adverse likely significant effect due to noise increase that that would affect the acoustic character of the area and may be perceived as a change in quality of life. ALSEs are mitigated and minimised by environmental measures where noted.

BLSE beneficial likely significant effect due to noise decrease that would benefit the acoustic character of the area and may be perceived as an improvement in quality of life.

Figure 8A.2 shows the Community Area boundaries used for reporting.

Figure 8A.3 shows areas where ALSE are foreseeable for aircraft air noise irrespective of indicative flightpaths.

Figure 8A.4 shows areas where sHQL may occur for aircraft noise.

Feltham West

8.8.163 The Northwest Runway will be located approximately 4,700 metres to the north-west of the Feltham West Community Area boundary, whereas the existing southern runway is located approximately 1,600 metres from the nearest parts of the

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Community Area. Feltham West does not currently have flights overhead, though noise from the existing airport can be heard, in addition to noise from the A244 High Street, B377 Ashford Road and the Waterloo to Reading Line.

8.8.164 Likely changes in noise and vibration are therefore expected due to:

- the construction works required to facilitate the Northwest Runway, realigned roads, preparation and operation of CSS and associated infrastructure.
- aircraft noise from increased aircraft activity associated with the Project.

Construction noise (2030)

8.8.165 **Temporary ALSEs are predicted** at residential properties closest to construction works sites in this locality for daytime works. Effects extend further across the majority of the Community Area for evening and night-time work. No temporary ALSEs have been identified at non-residential receptors. The embedded environmental measures to mitigate and minimise these ALSEs are those in the draft CoCP including BPM and site boundary acoustic screening.

8.8.166 After 2036 there may continue to be temporary ALSEs from construction noise, though effects are not expected to be worse than identified for 2030. This will be assessed further within the ES and will include measures to mitigate and minimise potential effects.

Air noise (2036 to 2055)

8.8.167 **ALSEs** may occur at residential properties throughout the Community Area, with the location of effects depending on the airspace design. Potential ALSEs may occur at non-residential receptors subject to airspace design. These effects are mitigated and minimised through aircraft noise environmental measures (see FRO Document) and, for eligible properties, noise insulation (see the Noise Insulation Policy).

8.8.168 Aircraft air noise effects will be limited and, where possible, reduced by the Noise Envelope (see Environmentally Managed Growth Topic Paper).

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UAE unacceptable adverse effect on health and quality of life due to new unacceptable noise exposure. UAEs are prevented by environmental measures and fully funded noise insulation or temporary rehousing (for construction) where noted.

sHQL significant adverse effect on health and quality of life due to new very high noise exposure. sHQLs are avoided by environmental measures and fully funded noise insulation where noted.

ALSE adverse likely significant effect due to noise increase that that would affect the acoustic character of the area and may be perceived as a change in quality of life. ALSEs are mitigated and minimised by environmental measures where noted.

BLSE beneficial likely significant effect due to noise decrease that would benefit the acoustic character of the area and may be perceived as an improvement in quality of life.

Figure 8A.2 shows the Community Area boundaries used for reporting.

Figure 8A.3 shows areas where ALSE are foreseeable for aircraft air noise irrespective of indicative flightpaths.

Figure 8A.4 shows areas where sHQL may occur for aircraft noise.

Hayes

8.8.169 The Northwest Runway will be located approximately 1,100 metres to the south-west of the Hayes Community Area boundary. To make space for the runway, A3044 Holloway Lane to the south-west of the Community Area will be diverted. Hayes does not currently have flights overhead, but noise from the existing airport may be audible in the background in the Community Area, in addition to noise from the M4 motorway, A408 Stockley Road to the west and the Heathrow Link Line to the north.

8.8.170 Likely changes in noise and vibration are therefore expected due to:

- The construction works required to facilitate the Northwest Runway, realigned roads, preparation and operation of CSS, and associated infrastructure.
- Aircraft noise from Northwest Runway infrastructure and increased aircraft activity associated with the Project.
- Noise from changes in road traffic on existing roads.

Construction noise (2030)

8.8.171 **Temporary sHQLs are avoided** at a small number of residential properties closest to CSS18 and stockpiling activities (night-time) by environmental measures (e.g. draft CoCP including BPM, acoustic screening at construction site boundary and noise insulation where required).

8.8.172 **Temporary ALSEs are predicted** at residential properties closest to CSS18 and stockpiling activities during the night-time, and at non-residential receptors during the

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daytime. Affected non-residential receptors include Pinkwell Primary School (daytime). The embedded environmental measures to mitigate and minimise these ALSEs are those in the draft CoCP including BPM and site boundary acoustic screening.

8.8.173 After 2036 there may continue to be temporary sHQLs and ALSEs from construction noise, though effects are not expected to be worse than identified for 2030. This will be assessed further within the ES and will include measures to mitigate, and where necessary, avoid potential adverse effects.

Air noise (2036 to 2055)

8.8.174 **ALSEs** may occur across the Community Area, including Harlington School, Cranford Park Academy and St Dunstans Church Hall. Further non-residential facilities could also result in ALSE, subject to the airspace design. These effects are mitigated and minimised through aircraft noise environmental measures (see FRO Document) and, for eligible properties, noise insulation (see the Noise Insulation Policy).

8.8.175 Aircraft air noise effects will be limited and, where possible, reduced by the Noise Envelope (see Environmentally Managed Growth Topic Paper).

Road traffic noise (2033)

8.8.176 In 2033 Hayes will be affected by the re-routing of traffic caused by the Project's new and altered roads becoming operational.

8.8.177 **sHQLs are predicted** at residential properties close to Carnarvon Drive and Pinkwell Lane due to increases in traffic flows on these roads. This effect will be confirmed in the ES and, if necessary, environmental measures to avoid the sHQLs will be considered.

8.8.178 **ALSEs are predicted** for residential and non-residential receptors close to Carnarvon Drive and Pinkwell Lane, including Pinkwell Primary School, due to increased traffic flows on these roads. This effect will be confirmed in the ES and, if necessary, environmental measures to mitigate and minimise the ALSEs will be considered.

Road traffic noise (2055)

8.8.179 2055 represents the end state of airport growth where all new and altered roads are operational and there is no construction traffic associated with the Project using the road network.

8.8.180 The ALSEs predicted for 2033 persist and no additional ALSEs are likely in 2055.

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UAE unacceptable adverse effect on health and quality of life due to new unacceptable noise exposure. UAEs are prevented by environmental measures and fully funded noise insulation or temporary rehousing (for construction) where noted.

sHQL significant adverse effect on health and quality of life due to new very high noise exposure. sHQLs are avoided by environmental measures and fully funded noise insulation where noted.

ALSE adverse likely significant effect due to noise increase that that would affect the acoustic character of the area and may be perceived as a change in quality of life. ALSEs are mitigated and minimised by environmental measures where noted.

BLSE beneficial likely significant effect due to noise decrease that would benefit the acoustic character of the area and may be perceived as an improvement in quality of life.

Figure 8A.2 shows the Community Area boundaries used for reporting.

Figure 8A.3 shows areas where ALSE are foreseeable for aircraft air noise irrespective of indicative flightpaths.

Figure 8A.4 shows areas where sHQL may occur for aircraft noise.

Heston

8.8.181 The Northwest Runway will be located approximately 3,800 metres to the west of the Heston Community Area boundary. Heston currently has flights overhead in many parts of the Community Area, and noise from the existing airport can be heard, in addition to noise from the M4 Motorway, A4 Great West Road and A437 The Parkway.

8.8.182 Likely changes in noise and vibration are therefore expected due to:

- The construction works required to facilitate the Northwest Runway, realigned roads, preparation and operation of CSS, and associated infrastructure.
- Aircraft noise from Northwest Runway infrastructure and increased aircraft activity associated with the Project.
- Noise from changes in road traffic on existing roads.

Construction noise (2030)

8.8.183 **Temporary ALSEs are predicted** at residential properties closest to CSS08 and CSS47 during the night-time. No temporary ALSEs have been identified at non-residential receptors. The embedded environmental measures to mitigate and minimise these ALSEs are those in the draft CoCP including BPM and site boundary acoustic screening.

8.8.184 After 2036, **temporary sHQLs and ALSEs are avoided** at residential properties closest to the proposed freight forwarding sites by environmental measures (e.g.

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draft CoCP including BPM, acoustic screening at construction site boundary and noise insulation where required).

Air noise (2036 to 2055)

8.8.185 **sHQLs are avoided** at residential properties throughout the Community Area through aircraft noise environmental measures (see the FRO Document) and fully funded noise insulation (see the Noise Insulation Policy).

8.8.186 **ALSEs may occur** at residential properties throughout the Community Area, with the location of effects depending on the airspace design. Potential ALSEs have been identified at Heston Health Centre, Springwell Infant And Nursery School, Westbrook Primary School, High Oaks Secondary, Heston Primary School, Lampton Children's Centre, Lampton School, The Rosary Catholic Primary School, Berkeley Academy, Tarbiyyah School, Heston Community School, Dame Sue John Sixth Form College Lampton School Academy, Coat of Many Colours Nursery Hounslow, First Steps Playgroup Limited, Nursery On The Green Day Nursery, Edison Primary School, Alexandra Montessori, Springwell Junior School, Little Munchkins Montessori, Norwood Green Junior School, Norwood Green Infant and Nursery School, Laxmi Narayan Hindu Temple, St Mary and Pope Kyrillos VI Coptic Orthodox Church, Heston Methodist Church, Saint Leonards Church, Saint Leonards Church Hall and Seventh Day Adventist Church. Further non-residential facilities could also result in ALSE, subject to the airspace design. These effects are mitigated and minimised through aircraft noise environmental measures and, for eligible properties, noise insulation.

8.8.187 Aircraft air noise effects will be limited and, where possible, reduced by the Noise Envelope (see the Environmentally Managed Growth Topic Paper).

Road traffic noise (2033)

8.8.188 In 2033 Heston will be affected by the re-routing of traffic caused by the Project's new and altered roads becoming operational.

8.8.189 **sHQLs are predicted** at residential properties close to Brabazon Road, Alcock Road and Westbrook Road due to increases in traffic flows on these roads. This effect will be confirmed in the ES and, if necessary, environmental measures to avoid the sHQLs will be considered.

8.8.190 **ALSEs are predicted** for a small number of residential and non-residential receptors, including Westbrook Primary School due to increased traffic flows on the local road network. This effect will be confirmed in the ES and, if necessary, environmental measures to mitigate and minimise the ALSE will be considered.

Road traffic noise (2055)

8.8.191 2055 represents the end state of airport growth where all new and altered roads are operational and there is no construction traffic associated with the Project using the road network.

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8.8.192 **sHQLs are predicted** at residential properties close to Brabazon Road, Cranford Lane and Bleriot Road due to increases in traffic flows on these roads. This effect will be confirmed in the ES and, if necessary, environmental measures to avoid the sHQL will be considered.

8.8.193 The ALSEs predicted for 2033 persist. There may be additional ALSEs at a small number of residential and non-residential receptors due to increased traffic flows on the local road network.

UAE unacceptable adverse effect on health and quality of life due to new unacceptable noise exposure. UAEs are prevented by environmental measures and fully funded noise insulation or temporary rehousing (for construction) where noted.

sHQL significant adverse effect on health and quality of life due to new very high noise exposure. sHQLs are avoided by environmental measures and fully funded noise insulation where noted.

ALSE adverse likely significant effect due to noise increase that that would affect the acoustic character of the area and may be perceived as a change in quality of life. ALSEs are mitigated and minimised by environmental measures where noted.

BLSE beneficial likely significant effect due to noise decrease that would benefit the acoustic character of the area and may be perceived as an improvement in quality of life.

Figure 8A.2 shows the Community Area boundaries used for reporting.

Figure 8A.3 shows areas where ALSE are foreseeable for aircraft air noise irrespective of indicative flightpaths.

Figure 8A.4 shows areas where sHQL may occur for aircraft noise.

Horton

8.8.194 The Northwest Runway will be located approximately 1,200 metres to the north-east of the nearest areas of the Horton Community Area boundary. Most of Horton currently experiences flights overhead, and noise from the existing airport may be heard in the village, in addition to noise from the M4 motorway and Datchet Road.

8.8.195 Likely changes in noise and vibration are therefore expected due to:

- Construction works required to facilitate the Northwest Runway, realigned roads, preparation and operation of CSS, and associated infrastructure.
- Noise from construction traffic, including materials and workforce movements on the existing road network.
- Aircraft noise from Northwest Runway infrastructure and increased aircraft activity associated with the Project.

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Construction noise (2030)

8.8.196 **Temporary UAE** are prevented at residential properties closest to Kingsmead Quarry (daytime, evening and night-time) and other construction works sites in this locality (evening and night-time) by environmental measures (e.g. draft CoCP including BPM, acoustic screening at construction site boundary and temporary re-housing where required).

8.8.197 **Temporary sHQL are avoided** at residential properties closest to Kingsmead Quarry and other construction works sites in this locality (daytime, evening and night-time) by environmental measures (e.g. draft CoCP including BPM, acoustic screening at construction site boundary and noise insulation where required).

8.8.198 **Temporary ALSEs are predicted** at residential properties closest to Kingsmead Quarry and other works sites in this locality during the daytime, evening and night-time. Effects also extend across the majority of the Community Area. No temporary ALSEs have been identified at non-residential receptors. The embedded environmental measures to mitigate and minimise these ALSEs are those in the draft CoCP including BPM and site boundary acoustic screening.

8.8.199 **No LSEs** have been identified after 2036 as the remaining construction works will be at greater distances compared to works assessed for 2030.

Construction vibration (2030)

8.8.200 **Temporary sHQL are avoided** at residential properties closest to Kingsmead Quarry and other construction works sites in this locality (daytime, evening and night-time) by environmental measures in the draft CoCP including use of BPM. This includes using low vibration working methods (e.g. non-vibratory rollers) where practicable. This will be confirmed in the ES.

8.8.201 **Temporary ALSEs** are predicted at residential properties closest to Kingsmead Quarry and other works sites in this locality. No temporary ALSEs have been identified at non-residential receptors. The embedded environmental measures to mitigate and minimise these ALSEs are those in the draft CoCP including use of low vibration working methods (e.g. non-vibratory rollers) where practicable. This will be confirmed in the ES.

8.8.202 **No LSEs** are identified after 2036 as the remaining construction works will be at greater distances compared to works assessed for 2030.

Air noise (2036 to 2055)

8.8.203 **sHQLs are avoided** at residential properties throughout the Community Area (with the location of effects depending on the airspace design) through aircraft noise environmental measures (see the FRO Document) and fully funded noise insulation (see the Noise Insulation Policy).

8.8.204 **ALSEs may occur** at residential properties throughout the Community Area, with the location of effects depending on the airspace design. These effects are mitigated and

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minimised through aircraft noise environmental measures and, for eligible properties, noise insulation.

8.8.205 Aircraft air noise effects will be limited and, where possible, reduced by the Noise Envelope (see Environmentally Managed Growth Topic Paper).

Road traffic noise (2033)

8.8.206 In 2033 there will be temporary effects due to construction vehicles associated with the Project using the road network.

8.8.207 **Temporary sHQLs are predicted** at residential properties close to Stanwell Road due to construction vehicles using this road. This effect will be confirmed in the ES and, if necessary, environmental measures to avoid the sHQLs will be considered.

8.8.208 **Temporary ALSEs are predicted** for residential and non-residential receptors, close to Stanwell Road due to construction vehicles using this road. This effect will be confirmed in the ES and, if necessary, environmental measures to mitigate and minimise the ALSE will be considered.

UAE unacceptable adverse effect on health and quality of life due to new unacceptable noise exposure. UAEs are prevented by environmental measures and fully funded noise insulation or temporary rehousing (for construction) where noted.

sHQL significant adverse effect on health and quality of life due to new very high noise exposure. sHQLs are avoided by environmental measures and fully funded noise insulation where noted.

ALSE adverse likely significant effect due to noise increase that that would affect the acoustic character of the area and may be perceived as a change in quality of life. ALSEs are mitigated and minimised by environmental measures where noted.

BLSE beneficial likely significant effect due to noise decrease that would benefit the acoustic character of the area and may be perceived as an improvement in quality of life.

Figure 8A.2 shows the Community Area boundaries used for reporting.

Figure 8A.3 shows areas where ALSE are foreseeable for aircraft air noise irrespective of indicative flightpaths.

Figure 8A.4 shows areas where sHQL may occur for aircraft noise.

Hounslow Central and South

8.8.209 The Northwest Runway will be located approximately 6,800 metres to the west of the Hounslow Central and South Community Area boundary, whereas the existing north and south runways are located approximately 4,600 metres to the west of the Community Area.

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8.8.210 Hounslow Central and South currently has flights overhead in many areas of the community, and noise from the existing airport can be heard, in addition to noise from the A315 Staines Road, the Hounslow Loop Line and the Piccadilly Line. Likely changes in noise and vibration are therefore expected due to aircraft noise from increased aircraft activity associated with the Project.

Air noise (2036 to 2055)

8.8.211 **sHQLs are avoided** at residential properties broadly between Hounslow Avenue Allotments and Pears Rd, and north of Hounslow East Station through aircraft noise environmental measures (see the FRO) and fully funded noise insulation (see the Noise Insulation Policy).

8.8.212 **ALSEs may occur** at residential properties throughout the Community Area, with the location of effects depending on the airspace design. A potential ALSE has been identified at RCCG Dominion Parish for All Nations. Further non-residential facilities could also incur ALSE, subject to the airspace design. These effects are mitigated and minimised through aircraft noise environmental measures and, for eligible properties, noise insulation.

8.8.213 Aircraft air noise effects will be limited and, where possible, reduced by the Noise Envelope (see the Environmentally Managed Growth Topic Paper).

UAE unacceptable adverse effect on health and quality of life due to new unacceptable noise exposure. UAEs are prevented by environmental measures and fully funded noise insulation or temporary rehousing (for construction) where noted.

sHQL significant adverse effect on health and quality of life due to new very high noise exposure. sHQLs are avoided by environmental measures and fully funded noise insulation where noted.

ALSE adverse likely significant effect due to noise increase that that would affect the acoustic character of the area and may be perceived as a change in quality of life. ALSEs are mitigated and minimised by environmental measures where noted.

BLSE beneficial likely significant effect due to noise decrease that would benefit the acoustic character of the area and may be perceived as an improvement in quality of life.

Figure 8A.2 shows the Community Area boundaries used for reporting.

Figure 8A.3 shows areas where ALSE are foreseeable for aircraft air noise irrespective of indicative flightpaths.

Figure 8A.4 shows areas where sHQL may occur for aircraft noise.

Hounslow West and Heath

8.8.214 The Northwest Runway will be located approximately 5,000 metres to the west of the Hounslow West and Heath Community Area boundary, whereas the existing south

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runway is located approximately 2,400 metres to the west of the Community Area. Hounslow West and Heath currently have flights overhead in many areas of the community, and noise from the existing airport can be heard, in addition to noise from the A315 Staines Road, A3006 Bath Road, A3063 Wellington Road South and Waterloo to Reading Railway Line.

8.8.215 Likely changes in noise and vibration are therefore expected due to aircraft noise from increased aircraft activity associated with the Project.

Air noise (2036 to 2055)

8.8.216 **sHQLs are avoided** at residential properties broadly to the north of Hounslow Heath through aircraft noise environmental measures (see the FRO Document) and fully funded noise insulation (see the Noise Insulation Policy).

8.8.217 **ALSEs may occur** at residential properties throughout the Community Area, with the location of effects depending on the airspace design. Potential ALSEs may also occur at non-residential receptors subject to airspace design. These effects are mitigated and minimised through aircraft noise environmental measures and, for eligible properties, noise insulation.

8.8.218 Aircraft air noise effects will be limited and, where possible, reduced by the Noise Envelope (see Environmentally Managed Growth Topic Paper).

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UAE unacceptable adverse effect on health and quality of life due to new unacceptable noise exposure. UAEs are prevented by environmental measures and fully funded noise insulation or temporary rehousing (for construction) where noted.

sHQL significant adverse effect on health and quality of life due to new very high noise exposure. sHQLs are avoided by environmental measures and fully funded noise insulation where noted.

ALSE adverse likely significant effect due to noise increase that that would affect the acoustic character of the area and may be perceived as a change in quality of life. ALSEs are mitigated and minimised by environmental measures where noted.

BLSE beneficial likely significant effect due to noise decrease that would benefit the acoustic character of the area and may be perceived as an improvement in quality of life.

Figure 8A.2 shows the Community Area boundaries used for reporting.

Figure 8A.3 shows areas where ALSE are foreseeable for aircraft air noise irrespective of indicative flightpaths.

Figure 8A.4 shows areas where sHQL may occur for aircraft noise.

Iver and Richings Park

8.8.219 The Northwest Runway will be located approximately 700 metres south of the Iver and Richings Park Community Area boundary and 1600 metres to the south of Richings Way. To make space for the runway, the M25 will be diverted to the south of the Community Area. Iver and Richings Park does not currently have flights overhead, but noise from the existing airport may be audible in the background in the Community Area, in addition to noise from the M4 and M25 motorways and the Great Western Main Line.

8.8.220 Likely changes in noise and vibration are therefore expected due to:

- Construction works required to facilitate the Northwest Runway, realigned roads, preparation and operation of CSS and associated infrastructure, operation of conveyors and use of internal haul roads.
- Noise from construction traffic, including materials and workforce movements on the existing and temporary road networks.
- Ground noise from airfield operations, including aircraft ground movements to and from the runway and operations at stands.
- Noise from construction rail traffic, including the movement of bulk materials and construction freight on the existing rail network.
- Aircraft noise from Northwest Runway infrastructure and increased aircraft activity associated with the Project.

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Construction noise (2030)

8.8.221 **Temporary UAE** are prevented at residential properties closest to BP04, flood attenuation sites, haul and conveyor routes (daytime, evening and night-time), and CSS13 (night-time) by environmental measures (e.g. draft CoCP including BPM, acoustic screening at construction site boundary and temporary re-housing where required).

8.8.222 **Temporary sHQL are avoided** at residential properties closest to BP04, flood attenuation sites, haul and conveyor routes (daytime, evening and night-time) and CSS13 (evening and night-time) by environmental measures (e.g. draft CoCP including BPM, acoustic screening at construction site boundary and noise insulation where required).

8.8.223 **Temporary ALSEs are predicted** at residential properties and non-residential receptors closest to BP04, flood attenuation sites, CSS13 and haul and conveyor routes (daytime and evening). Effects also extend further across the majority of the Community Area for night-time works. Affected non-residential receptors include St. Leonard's Church and St. Andrew's United Reformed Church (daytime, evening, night-time). The embedded environmental measures to mitigate and minimise these ALSEs are those in the draft CoCP including BPM and site boundary acoustic screening.

8.8.224 **No LSEs** have been identified after 2036 as the remaining construction works will be at greater distances compared to works assessed for 2030.

Construction rail traffic noise

8.8.225 There is the potential for **ALSEs** and **sHQLs** from railway noise due to the increase in the number of freight trains operating on the existing Colnbrook Branch line to accommodate the construction of the Project. At this stage a high-level qualitative assessment has been undertaken to inform this conclusion, and a more detailed assessment will be undertaken for the ES. This will include consideration of environmental measures if required.

Air noise (2036 to 2055)

8.8.226 **sHQLs are avoided** at residential properties in the south-west section of the Community Area (depending on airspace design) through aircraft noise environmental measures (see the FRO Document) and fully funded noise insulation (see the Noise Insulation Policy).

8.8.227 **ALSEs may occur** at residential properties throughout the Community Area, with the location of effects depending on the airspace design. Potential ALSEs may occur at non-residential receptors subject to airspace design. These effects are mitigated and minimised through aircraft noise environmental measures and, for eligible properties, noise insulation.

8.8.228 Aircraft air noise effects will be limited and, where possible, reduced by the Noise Envelope (see the Environmentally Managed Growth Topic Paper).

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Ground noise (2036 to 2055)

8.8.229 **ALSEs may occur** at residential properties closest to the airfield boundary. These effects are mitigated and minimised through ground noise environmental measures including airfield perimeter noise barriers and, for eligible properties, noise insulation (see the Noise Insulation Policy) alongside further measures to be confirmed in the ES such as the use of FEGP and PCA at stand in place of noisier APUs.

Road traffic noise (2033)

8.8.230 In 2033 construction traffic is predicted to use some roads in Iver and Richings which may cause temporary effects.

8.8.231 **Temporary sHQLs are predicted** at residential properties close to Thorney Lane North, Richings Way, Thorney Mill Road and Old Slade Lane due to construction vehicles using these roads. This effect will be confirmed in the ES and, if necessary, environmental measures to avoid the sHQL will be considered.

8.8.232 **Temporary ALSEs are predicted** for residential and non-residential receptors close to Thorney Lane North, Richings Way, Thorney Mill Road and Old Slade Lane due to construction vehicles using these roads. This effect will be confirmed in the ES and, if necessary, environmental measures to mitigate and minimise the ALSE will be considered.

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UAE unacceptable adverse effect on health and quality of life due to new unacceptable noise exposure. UAEs are prevented by environmental measures and fully funded noise insulation or temporary rehousing (for construction) where noted.

sHQL significant adverse effect on health and quality of life due to new very high noise exposure. sHQLs are avoided by environmental measures and fully funded noise insulation where noted.

ALSE adverse likely significant effect due to noise increase that that would affect the acoustic character of the area and may be perceived as a change in quality of life. ALSEs are mitigated and minimised by environmental measures where noted.

BLSE beneficial likely significant effect due to noise decrease that would benefit the acoustic character of the area and may be perceived as an improvement in quality of life.

Figure 8A.2 shows the Community Area boundaries used for reporting.

Figure 8A.3 shows areas where ALSE are foreseeable for aircraft air noise irrespective of indicative flightpaths.

Figure 8A.4 shows areas where sHQL may occur for aircraft noise.

Longford

8.8.233 The Northwest Runway will be located within Longford. To make space for the runway, the A4 Bath Road will be diverted, and several new internal routes at Heathrow will be constructed within Longford. Some areas within Longford currently have flights overhead, and noise from the existing airport can be heard across the Community Area, in addition to noise from the M25 motorway, A3113 Airport Way/Southern Perimeter Road and Stanwell Moor Road.

8.8.234 Likely changes in noise and vibration are therefore expected due to:

- The construction works required to facilitate the Northwest Runway, realigned roads, preparation and operation of CSS, and associated infrastructure.
- The noise from construction traffic, including materials and workforce movements on the existing and temporary road networks.

Construction noise (2030)

8.8.235 **Temporary UAEs are prevented** at residential properties by appropriate phasing and timing of the construction programme.

8.8.236 **Temporary sHQLs are avoided** at residential properties by appropriate phasing and timing of the construction programme.

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Construction vibration (2030)

8.8.237 **Temporary sHQLs are avoided** at residential properties by appropriate phasing and timing of the construction programme.

Road traffic noise (2033)

8.8.238 In 2033 Longford will be affected by the re-routing of traffic caused by the Project's new and altered roads becoming operational. There will also be temporary effects due to construction vehicles associated with the Project using the road network.

8.8.239 **ALSEs** are predicted for residential receptors at the south of Longford close to the A30 due to increased traffic flows on the local road network. This effect will be confirmed in the ES and, if necessary, environmental measures to mitigate and minimise the ALSE will be considered.

UAE unacceptable adverse effect on health and quality of life due to new unacceptable noise exposure. UAEs are prevented by environmental measures and fully funded noise insulation or temporary rehousing (for construction) where noted.

sHQL significant adverse effect on health and quality of life due to new very high noise exposure. sHQLs are avoided by environmental measures and fully funded noise insulation where noted.

ALSE adverse likely significant effect due to noise increase that that would affect the acoustic character of the area and may be perceived as a change in quality of life. ALSEs are mitigated and minimised by environmental measures where noted.

BLSE beneficial likely significant effect due to noise decrease that would benefit the acoustic character of the area and may be perceived as an improvement in quality of life.

Figure 8A.2 shows the Community Area boundaries used for reporting.

Figure 8A.3 shows areas where ALSE are foreseeable for aircraft air noise irrespective of indicative flightpaths.

Figure 8A.4 shows areas where sHQL may occur for aircraft noise.

Poyle

8.8.240 The Northwest Runway will be located to the north of the A4 Colnbrook Bypass. To make space for the runway, this Bypass will be diverted, along with new connections to Bath Road and Horton Road. Poyle currently experiences overflights, and noise from the existing airport can be heard in the village, in addition to noise from the M25 motorway and A4 Colnbrook Bypass.

8.8.241 Likely changes in noise and vibration are therefore expected due to:

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- Construction works required to facilitate the Northwest Runway, realigned roads, preparation and operation of CSS and associated infrastructure and use of internal haul roads.
- Noise from construction traffic, including materials and workforce movements on the existing and temporary road networks.
- Aircraft noise from Northwest Runway infrastructure and increased aircraft activity associated with the Project.
- Ground noise from airfield operations, including aircraft ground movements to and from the runway and operations at stands.
- Noise from changes in road traffic on existing and realigned roads.
- Aircraft noise-induced vibration from low-frequency noise associated with aircraft start-of-roll on the runway.

Construction noise (2030)

8.8.242 **Temporary UAEs are prevented** at residential properties closest to CSS02, CSS12, M25 works, A3044 Poyle Bypass works, and haul routes (daytime, evening and night-time) by environmental measures (e.g. draft CoCP including BPM, acoustic screening at construction site boundary and temporary re-housing where required).

8.8.243 **Temporary sHQLs are avoided** at residential properties closest to CSS02, CSS12, road construction works, and haul routes (daytime, evening and night-time) by mitigation and compensation measures (e.g. draft CoCP including BPM, acoustic screening at construction site boundary and noise insulation where required).

8.8.244 **Temporary ALSEs are predicted** at residential properties and non-residential receptors closest to CSS02, CSS12, road construction works, and haul routes (daytime evening and night-time. Effects also extend across the majority of the Community Area. Affected non-residential receptors include Pippins School (daytime, evening). The embedded environmental measures to mitigate and minimise these ALSEs are those in the draft CoCP including BPM and site boundary acoustic screening.

8.8.245 **No LSEs** have been identified after 2036 as the remaining construction works will be at greater distances compared to works assessed for 2030.

Construction vibration (2030)

8.8.246 **Temporary sHQLs are avoided** at residential properties by environmental measures in the draft CoCP including use of BPM. This includes using low vibration working methods (e.g. non-vibratory rollers) where practicable. This will be confirmed in the ES.

8.8.247 **Temporary ALSEs are predicted** at residential properties closest to CSS02, CSS12, road construction works and haul routes. No temporary ALSEs have been identified at non-residential receptors. The embedded environmental measures to mitigate and minimise these ALSEs are those in the draft CoCP including use of

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BPM and low vibration working methods (e.g. non-vibratory rollers or non-impact piling) where practicable. This will be confirmed in the ES.

8.8.248 **No LSEs** have been identified after 2036 as the remaining construction works will be at greater distances compared to works assessed for 2030.

Air noise (2036 to 2055)

8.8.249 **sHQLs are avoided** at residential properties throughout the Community Area through aircraft noise environmental measures (see the FRO Document) and fully funded noise insulation (see the Noise Insulation Policy).

8.8.250 **ALSEs may occur** at residential properties throughout the Community Area, with the location of effects depending on the airspace design. A potential **ALSE** has been identified at Pippins School. Further non-residential facilities could also incur ALSE, subject to the airspace design. These effects are mitigated and minimised through aircraft noise environmental measures and, for eligible properties, noise insulation.

Ground noise (2036 to 2055)

8.8.251 **sHQLs are avoided** at residential properties closest to the airfield boundary through ground noise environmental measures including airfield perimeter noise barriers and fully funded noise insulation (see the Noise Insulation Policy) alongside further measures to be confirmed in the ES such as the use of FEGP and PCA at stand in place of noisier APUs.

8.8.252 **ALSEs may occur** at residential properties closest to the airfield boundary. Potential ALSEs have been identified at non-residential receptors including Pippins School. These effects are mitigated and minimised through ground noise environmental measures and, for eligible properties, noise insulation.

Road traffic noise (2033)

8.8.253 In 2033 Poyle will be affected by the realigned M25, other new roads and re-routing of traffic caused by the Project's new and altered roads becoming operational. There will also be temporary effects due to construction vehicles associated with the Project using the road network.

8.8.254 **sHQLs are avoided** at residential properties in Poyle with the implementation of the Noise Insulation Policy applied to new and realigned roads.

8.8.255 **ALSEs are predicted** for residential and non-residential receptors across Poyle, including Pippins School due to the realigned M25 and other new roads. This effect will be confirmed in the ES and, if necessary, environmental measures to mitigate and minimise the ALSE will be considered.

8.8.256 **Temporary ALSE** are predicted for residential and non-residential receptors close to Horton Road which will be used by construction vehicles. This effect will be confirmed in the ES and, if necessary, environmental measures to mitigate and minimise the ALSE will be considered.

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Road traffic noise (2055)

8.8.257 2055 represents the end state of airport growth where all new and altered roads are operational and there is no construction traffic associated with the Project using the road network.

8.8.258 **UAEs are avoided** at residential properties close to Poyle Road with the implementation of the Noise Insulation Policy applied to new and realigned roads.

8.8.259 **sHQLs are avoided** at residential properties in Poyle with the implementation of the Noise Insulation Policy applied to new and realigned roads.

8.8.260 The **ALSEs** predicted for 2033 persist and no additional ALSE are likely in 2055.

Noise-induced vibration (2036 to 2055)

8.8.261 There will be potential **ALSE** and **sHQL** from noise-induced vibration at lightweight noise sensitive properties located within 500 metres of the take-off start-of-roll locations due to their proximity to high-energy, low-frequency take off noise.

8.8.262 A more detailed assessment of noise-induced vibration will be undertaken in the ES and we will review whether environmental measures could be introduced to mitigate and minimise the effects.

UAE unacceptable adverse effect on health and quality of life due to new unacceptable noise exposure. UAEs are prevented by environmental measures and fully funded noise insulation or temporary rehousing (for construction) where noted.

sHQL significant adverse effect on health and quality of life due to new very high noise exposure. sHQLs are avoided by environmental measures and fully funded noise insulation where noted.

ALSE adverse likely significant effect due to noise increase that that would affect the acoustic character of the area and may be perceived as a change in quality of life. ALSEs are mitigated and minimised by environmental measures where noted.

BLSE beneficial likely significant effect due to noise decrease that would benefit the acoustic character of the area and may be perceived as an improvement in quality of life.

Figure 8A.2 shows the Community Area boundaries used for reporting.

Figure 8A.3 shows areas where ALSE are foreseeable for aircraft air noise irrespective of indicative flightpaths.

Figure 8A.4 shows areas where sHQL may occur for aircraft noise.

Sipson

8.8.263 The Northwest Runway will be located west of Sipson Road. To make space for the runway, sections of the A408 Sipson Road will be diverted along with A3044

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Holloway Lane. Sipson does not currently have flights overhead, but noise from the existing airport may be audible in the background in the Community Area, in addition to noise from the M4 motorway, Heathrow Airport Spur Road to the east, A4 Bath Road to the south and A408 Sipson Road through the Community Area.

8.8.264 Likely changes in noise and vibration are therefore expected due to:

- Construction works required to facilitate the Northwest Runway, realigned roads, preparation and operation of CSS and associated infrastructure, and use of internal haul roads.
- Noise from construction traffic, including materials and workforce movements on the existing and temporary road networks.
- Aircraft noise from Northwest Runway infrastructure and increased aircraft activity associated with the Project.
- Ground noise from airfield operations, including aircraft ground movements to and from the runway and operations at stands.
- Noise from changes in road traffic on existing and realigned roads.
- Aircraft noise-induced vibration from low-frequency noise associated with aircraft start-of-roll on the runway.

Construction noise (2030)

8.8.265 **Temporary UAEs are prevented** at residential properties closest to CSS18, earthworks, noise bund construction works, and haul routes (daytime, evening and night-time), and new sludge main, road construction works, and drainage works (daytime) by environmental measures (e.g. draft CoCP including BPM, acoustic screening at construction site boundary and temporary re-housing where required).

8.8.266 **Temporary sHQLs are avoided** at residential properties closest to CSS18, earthworks, noise bund construction works, and haul routes (daytime, evening and night-time), and new sludge main, road construction works and drainage works (daytime) by environmental measures (e.g. draft CoCP including BPM, acoustic screening at construction site boundary and noise insulation where required).

8.8.267 **Temporary ALSEs are predicted** at residential properties and non-residential receptors closest to CSS18, earthworks, noise bund construction works, and haul routes (daytime, evening and night-time), and new sludge main, road construction and drainage works (daytime). Effects also extend across the majority of the Community Area. Affected non-residential receptors include Heathrow Primary School and Lady Nafisa Secondary School for Girls (daytime, evening). The embedded environmental measures to mitigate and minimise these ALSEs are those in the draft CoCP including BPM and site boundary acoustic screening.

8.8.268 After 2036 there may continue to be temporary sHQLs and ALSEs from construction noise, though effects are not expected to be worse than identified for 2030. This will be assessed further within the ES and will include measures to mitigate and, where necessary, avoid potential adverse effects.

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Construction vibration (2030)

8.8.269 **Potential temporary sHQL are avoided** at residential properties closest to earthworks (daytime, evening and night-time) by environmental measures (e.g. **draft CoCP** including BPM and using low vibration methods (e.g. non-vibratory rollers) where practicable). This will be confirmed in the ES.

8.8.270 **Temporary ALSEs** are predicted at residential properties and non-residential receptors closest to CSS18, earthworks, noise bund construction works, and haul routes (daytime, evening and night-time), and new sludge main, road construction and drainage works (daytime). Affected non-residential receptors include Heathrow Primary School. The embedded environmental measures to mitigate and minimise these ALSEs are those in the draft CoCP including use of low vibration working methods where practicable. This will be confirmed in the ES.

8.8.271 **No LSEs** have been identified after 2036 as the remaining construction works will be at greater distances compared to works assessed for 2030.

Air noise (2036 to 2055)

8.8.272 **sHQLs are avoided** at residential properties throughout the Community Area through aircraft noise environmental measures (see the FRO Document) and fully funded noise insulation (see the Noise Insulation Policy).

8.8.273 **ALSEs may occur** at residential properties throughout the Community Area, irrespective of airspace design. Potential ALSEs have been identified at Lady Nafisa School and Heathrow Primary School. These effects are mitigated and minimised through aircraft noise environmental measures and, for eligible properties, noise insulation.

8.8.274 Aircraft air noise effects will be limited and, where possible, reduced by the Noise Envelope (see the Environmentally Managed Growth Topic Paper).

Ground noise (2036 to 2055)

8.8.275 **sHQLs are avoided** at residential properties closest to the airfield boundary through ground noise environmental measures including airfield perimeter noise barriers and fully funded noise insulation (see the Noise Insulation Policy) alongside further measures to be confirmed in the ES such as the use of FEGP and PCA at stand in place of noisier APUs.

8.8.276 **ALSEs may occur** at residential properties closest to the airfield boundary. Potential ALSEs have also been identified at non-residential receptors including Heathrow Primary School. These effects are mitigated and minimised through ground noise environmental measures and, for eligible properties, noise insulation.

Road traffic noise (2033)

8.8.277 In 2033 Sipson will be affected by the realigned M4 spur and re-routing of traffic caused by the Project's new and altered roads becoming operational.

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8.8.278 **sHQLs are avoided** at residential properties close to the M4 spur with the implementation of the Noise Insulation Policy applied to new and realigned roads.

8.8.279 **ALSEs are predicted** for residential and non-residential receptors, including Heathrow Primary School, due to the new M4 spur. This effect will be confirmed in the ES and, if necessary, environmental measures to mitigate and minimise the ALSE will be considered. **BLSEs are predicted** at receptors on Sipson Road due to the reduction in traffic on this road.

Road traffic noise (2055)

8.8.280 2055 represents the end state of airport growth where all new and altered roads are operational and there is no construction traffic associated with the Project using the road network.

8.8.281 The **ALSEs** and **BLSEs** predicted for 2033 persist and no additional ALSEs/BLSEs are likely in 2055.

Noise-induced vibration (2036 to 2055)

8.8.282 There will be potential **ALSE** and **sHQL** from noise-induced vibration at lightweight noise sensitive properties located within 500 metres of the take-off start-of-roll locations due to their proximity to high-energy, low-frequency take off noise.

8.8.283 A more detailed assessment of noise-induced vibration will be undertaken in the ES and we will review whether environmental measures could be introduced to mitigate and minimise the effects.

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UAE unacceptable adverse effect on health and quality of life due to new unacceptable noise exposure. UAEs are prevented by environmental measures and fully funded noise insulation or temporary rehousing (for construction) where noted.

sHQL significant adverse effect on health and quality of life due to new very high noise exposure. sHQLs are avoided by environmental measures and fully funded noise insulation where noted.

ALSE adverse likely significant effect due to noise increase that that would affect the acoustic character of the area and may be perceived as a change in quality of life. ALSEs are mitigated and minimised by environmental measures where noted.

BLSE beneficial likely significant effect due to noise decrease that would benefit the acoustic character of the area and may be perceived as an improvement in quality of life.

Figure 8A.2 shows the Community Area boundaries used for reporting.

Figure 8A.3 shows areas where ALSE are foreseeable for aircraft air noise irrespective of indicative flightpaths.

Figure 8A.4 shows areas where sHQL may occur for aircraft noise.

Stanwell

8.8.284 The Northwest Runway will be located approximately 2,800m to the north of the Stanwell Community Area boundary, whereas the existing southern runway is located approximately 340m north from the nearest parts of the community. Stanwell is not currently overflown, though noise from the existing airport can be heard in addition to noise from the A30 London Road and B378 Town Lane/Stanwell Road.

8.8.285 Likely changes in noise and vibration are therefore expected due to:

- Construction works required to facilitate the Northwest Runway, realigned roads, preparation and operation of CSS and associated infrastructure, and use of internal haul roads.
- Noise from construction traffic, including materials and workforce movements on the existing and temporary road networks.
- Aircraft noise from increased aircraft activity associated with the Project.
- Ground noise from airfield operations, including aircraft ground movements to and from the runway and operations at stands.
- Noise from changes in road traffic on existing and realigned roads;

Construction noise (2030)

8.8.286 **Temporary UAE are prevented** at residential properties closest to CSS10, haul routes and other construction works sites in the locality (daytime, evening and night-time), and road construction works, rivers diversions (daytime) by environmental

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measures (e.g. draft CoCP including BPM, acoustic screening at construction site boundary and temporary re-housing where required).

8.8.287 **Temporary sHQLs are avoided** at residential properties closest to CSS10, haul routes and other construction works sites in the locality (daytime, evening and night-time), and road construction works, rivers diversion works (daytime) by environmental measures (e.g. draft CoCP including BPM, acoustic screening at construction site boundary and noise insulation where required).

8.8.288 **Temporary ALSEs are predicted** at residential properties and non-residential receptors closest to CSS10, haul routes and other construction works sites in the locality for daytime, evening and night-time works, and road construction works, rivers diversion works(daytime only). Effects also extend further across the Community Area during the evening and night-time. Affected non-residential receptors include Stanwell Fields C of E Primary School, Town Farm Primary School and Nursery, and Stanwell Congregational Church (daytime), St. Mary's Church (daytime, evening) and Ashford Hospital (night-time). The embedded environmental measures to mitigate and minimise these ALSEs are those in the draft CoCP including BPM and site boundary acoustic screening.

8.8.289 After 2036 there may continue to be temporary sHQLs and ALSEs from construction noise, though effects are not expected to be worse than identified for 2030. This will be assessed further within the ES and will include measures to mitigate and, where necessary, avoid potential adverse effects.

Construction vibration (2030)

8.8.290 **Potential temporary sHQLs are avoided** at residential properties closest to construction works sites by environmental measures (e.g. draft CoCP including BPM and using low vibration working methods (e.g. non-vibratory rollers) where practicable). This will be confirmed in the ES.

8.8.291 **Temporary ALSEs are predicted** at residential properties closest to CSS10, haul routes and other construction works sites in the locality for daytime, evening and night-time works, and at road construction sites, rivers diversion sites (daytime only). No temporary ALSEs have been identified at non-residential receptors. The embedded environmental measures to mitigate and minimise these ALSEs are those in the **draft CoCP** including use of low vibration working methods (e.g. non-vibratory rollers) where practicable. This will be confirmed in the ES.

8.8.292 After 2036 there may continue to be temporary sHQLs and ALSEs from construction vibration associated with the proposed multistorey parking, though effects will be no worse than identified for 2030.

Air noise (2036 to 2055)

8.8.293 **sHQLs are avoided** at residential properties in the northernmost area of the Community Area, broadly north of Stanwell Recreation Ground through aircraft noise environmental measures (see the FRO Document) and fully funded noise insulation (see the Noise Insulation Policy).

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8.8.294 **ALSEs may occur** at residential properties throughout the Community Area, with the location of effects depending on the airspace design. Potential ALSEs may occur at non-residential receptors subject to airspace design. These effects are mitigated and minimised through aircraft noise environmental measures and, for eligible properties, noise insulation.

8.8.295 Aircraft air noise effects will be limited and, where possible, reduced by the Noise Envelope (see the Environmentally Managed Growth Topic Paper).

Ground noise (2036 to 2055)

8.8.296 **sHQLs are avoided** at residential properties closest to the airfield boundary through ground noise environmental measures including airfield perimeter noise barriers and fully funded noise insulation (see the Noise Insulation Policy) alongside further measures to be confirmed in the ES such as the use of FEGP and PCA at stand in place of noisier APUs.

8.8.297 **ALSEs** may occur at residential properties closest to the airfield boundary. Potential ALSEs have also been identified at non-residential receptors including Stanwell Cemetery Chapel. These effects are mitigated and minimised through ground noise environmental measures and, for eligible properties, noise insulation.

Road traffic noise (2033)

8.8.298 In 2033 Stanwell will be affected by the realigned Southern Perimeter Road and re-routing of traffic caused by the Project's new and altered roads becoming operational. There will also be temporary effects due to construction vehicles associated with the Project using the road network.

8.8.299 **sHQLs are predicted** at residential properties along Salcombe Road due to increases in traffic flows on this road. This effect will be confirmed in the ES and, if necessary, environmental measures to avoid the sHQL will be considered.

8.8.300 **sHQLs are avoided** at residential properties close to the realigned Southern Perimeter Road with the implementation of the Noise Insulation Policy applied to new and realigned roads.

8.8.301 **ALSEs are predicted** for residential and non-residential receptors in the north of Stanwell, including St Marys Church of England Primary School due to the realigned Southern Perimeter Road and increases in traffic on the road network. This effect will be confirmed in the ES and, if necessary, environmental measures to mitigate and minimise the ALSE will be considered. ALSEs are also predicted at receptors along Salcombe Road due to increases in traffic flow on this road.

Road traffic noise (2055)

8.8.302 2055 represents the end state of airport growth where all new and altered roads are operational and there is no construction traffic associated with the Project using the road network.

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8.8.303 **UAE are predicted** at residential properties close to Bedfont Road and High Street due to increased traffic flows along these roads. This effect will be confirmed in the ES and, if necessary, environmental measures to prevent the UAE will be considered.

8.8.304 **UAE are prevented** at residential properties close to the realigned Southern Perimeter Road with the implementation of the Noise Insulation Policy applied to new and realigned roads.

8.8.305 **sHQLs are predicted** at residential properties close to Bedfont Road and High Street due to increased traffic flows along these roads. This effect will be confirmed in the ES and, if necessary, environmental measures to avoid the sHQL will be considered.

8.8.306 **sHQLs are avoided** at residential properties close to the realigned Southern Perimeter Road with the implementation of the **Noise Insulation Policy** applied to new and realigned roads.

8.8.307 The **ALSEs** predicted for 2033 persist and no additional ALSEs are likely in 2055.

UAE unacceptable adverse effect on health and quality of life due to new unacceptable noise exposure. UAEs are prevented by environmental measures and fully funded noise insulation or temporary rehousing (for construction) where noted.

sHQL significant adverse effect on health and quality of life due to new very high noise exposure. sHQLs are avoided by environmental measures and fully funded noise insulation where noted.

ALSE adverse likely significant effect due to noise increase that that would affect the acoustic character of the area and may be perceived as a change in quality of life. ALSEs are mitigated and minimised by environmental measures where noted.

BLSE beneficial likely significant effect due to noise decrease that would benefit the acoustic character of the area and may be perceived as an improvement in quality of life.

Figure 8A.2 shows the Community Area boundaries used for reporting.

Figure 8A.3 shows areas where ALSE are foreseeable for aircraft air noise irrespective of indicative flightpaths.

Figure 8A.4 shows areas where sHQL may occur for aircraft noise.

Stanwell Moor

8.8.308 The Northwest Runway will be located approximately 1,800m to the north of the Stanwell Moor Community Area boundary, whereas the existing southern runway is located approximately 580m east from the nearest parts of the Community Area. To make space for the Project, sections of the M25 will be diverted along with the A3113 Airport Way and Horton Road. Stanwell Moor currently experiences overflights from

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the existing airport, and noise from the existing airport can be heard in addition to noise from the M25 Motorway, Stanwell Moor Road and the Staines Bypass.

8.8.309 Likely changes in noise and vibration are therefore expected due to:

- Construction works required to facilitate the Northwest Runway, realigned roads, preparation and operation of CSS and associated infrastructure, and use of internal haul roads.
- Noise from construction traffic, including materials and workforce movements on the existing and temporary road networks.
- Aircraft noise from increased aircraft activity associated with the Project.
- Ground noise from airfield operations, including aircraft ground movements to and from the runway and operations at stands.
- Noise from changes in road traffic on existing and realigned roads.

Construction noise (2030)

8.8.310 **Temporary UAEs are prevented** at residential properties closest to CSS10, CSS11, haul routes and other construction works sites in the locality (daytime, evening and night-time), and road construction works (daytime) by environmental measures (e.g. draft CoCP including BPM, acoustic screening at construction site boundary and temporary re-housing where required).

8.8.311 **Temporary sHQLs are avoided** at residential properties closest to CSS10, CSS11, haul routes, and other construction works sites in the locality (daytime, evening and night-time), and road construction works (daytime) by environmental measures (e.g. draft CoCP including BPM, acoustic screening at construction site boundary and noise insulation where required).

8.8.312 **Temporary ALSEs are predicted** at residential properties closest to CSS10, CSS11, haul routes and other construction works sites in the locality for daytime, evening and night-time works, and road construction works during the daytime. Effects also extend further across the Community Area during the evening and night-time. No temporary ALSEs have been identified at non-residential receptors. The embedded environmental measures to mitigate and minimise these ALSEs are those in the draft CoCP including BPM and site boundary acoustic screening.

8.8.313 After 2036 there may continue to be temporary sHQLs and ALSEs from construction noise, though effects are not expected to be worse than identified for 2030. This will be assessed further within the ES and will include measures to mitigate, and where necessary, avoid potential adverse effects.

Construction vibration (2030)

8.8.314 **Temporary sHQL are avoided** at residential properties closest to CSS10 and CSS11 by environmental measures in the draft CoCP including use of BPM. This includes using low vibration working methods (e.g. non-vibratory rollers) where practicable. This will be confirmed in the ES.

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8.8.315 **Temporary ALSEs are predicted** at residential properties closest to CSS10, CSS11, haul routes and other construction works sites in the locality for daytime, evening and night-time works, and road construction works during the daytime. No temporary ALSEs have been identified at non-residential receptors. The embedded environmental measures to mitigate and minimise these ALSEs are those in the draft CoCP including use of BPM and low vibration working methods (e.g. non-vibratory rollers) where practicable. This will be confirmed in the ES.

8.8.316 After 2036 there may continue to be temporary sHQLs and ALSEs from construction vibration, though effects are not expected to be worse than identified for 2030. This will be assessed further within the ES and will include measures to mitigate and, where necessary, avoid potential adverse effects.

Air noise (2036 to 2055)

8.8.317 **sHQLs are avoided** at residential properties throughout the Community Area through aircraft noise environmental measures (see the FRO Document) and fully funded noise insulation (see the Noise Insulation Policy).

8.8.318 **ALSEs may occur** at residential properties throughout the Community Area, with the location of effects depending on the airspace design. Potential ALSEs may occur at non-residential receptors subject to airspace design. These effects are mitigated and minimised through aircraft noise environmental measures and, for eligible properties, noise insulation.

8.8.319 Aircraft air noise effects will be limited and, where possible, reduced by the Noise Envelope (see the Environmentally Managed Growth Topic Paper).

Ground noise (2036 to 2055)

8.8.320 **sHQLs are avoided** at residential properties closest to the airfield boundary through ground noise environmental measures including airfield perimeter noise barriers and fully funded noise insulation (see the Noise Insulation Policy) alongside further measures to be confirmed in the ES such as the use of FEGP and PCA at stand in place of noisier APUs.

8.8.321 **ALSEs may occur** at residential properties closest to the airfield boundary. These effects are mitigated and minimised through ground noise environmental measures and, for eligible properties, noise insulation.

Road traffic noise (2033)

8.8.322 In 2033 Stanwell Moor will be affected by the realigned Southern Perimeter Road and re-routing of traffic caused by the Project's new and altered roads becoming operational.

8.8.323 **sHQLs are avoided** at residential properties in the north of Stanwell Moor with the implementation of the Noise Insulation Policy applied to new and realigned roads.

8.8.324 **ALSEs are predicted** for residential and non-residential receptors due to the realigned Southern Perimeter Road and increases in traffic on the road network. This

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effect will be confirmed in the ES and, if necessary, environmental measures to mitigate and minimise the ALSE will be considered.

Road traffic noise (2055)

8.8.325 2055 represents the end state of airport growth where all new and altered roads are operational and there is no construction traffic associated with the Project using the road network.

8.8.326 **sHQLs are avoided** at residential properties in the north of Stanwell Moor with the implementation of the Noise Insulation Policy applied to new and realigned roads.

8.8.327 The **ALSEs** predicted for 2033 persist and no additional ALSEs are likely in 2055.

UAE unacceptable adverse effect on health and quality of life due to new unacceptable noise exposure. UAEs are prevented by environmental measures and fully funded noise insulation or temporary rehousing (for construction) where noted.

sHQL significant adverse effect on health and quality of life due to new very high noise exposure. sHQLs are avoided by environmental measures and fully funded noise insulation where noted.

ALSE adverse likely significant effect due to noise increase that that would affect the acoustic character of the area and may be perceived as a change in quality of life. ALSEs are mitigated and minimised by environmental measures where noted.

BLSE beneficial likely significant effect due to noise decrease that would benefit the acoustic character of the area and may be perceived as an improvement in quality of life.

Figure 8A.2 shows the Community Area boundaries used for reporting.

Figure 8A.3 shows areas where ALSE are foreseeable for aircraft air noise irrespective of indicative flightpaths.

Figure 8A.4 shows areas where sHQL may occur for aircraft noise.

West Drayton

8.8.328 The Northwest Runway will be located approximately 800m to the south of the M4, which runs along the southern boundary of the West Drayton Community Area. To make space for the runway, the M25 will be diverted to the southwest of the Community Area, in addition to the A408 Sipson Road and A3044 Holloway Lane to the south of the Community Area. West Drayton does not currently have flights overhead, but noise from the existing airport may be audible within in the Community Area, in addition to noise from the M4 and M25 motorways, Stockley Road to the east and the Great Western Main Line to the north.

8.8.329 Likely changes in noise and vibration are therefore expected due to:

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- Construction works required to facilitate the Northwest Runway, realigned roads, preparation and operation of CSS, associated infrastructure, use of internal haul roads and operation of conveyors.
- Noise from construction traffic, including materials and workforce movements on the existing and temporary road networks.
- Noise and vibration from construction rail traffic, including the movement of bulk materials and construction freight on the existing rail network.
- Aircraft noise from Northwest Runway infrastructure and increased aircraft activity associated with the Project.
- Noise from changes in road traffic on existing and realigned roads.

Construction noise (2030)

8.8.330 **Temporary UAEs are prevented** at residential properties closest to stockpiling undertaken to the east of Harmondsworth and to the north of Holloway Lane, as well as to haul and conveyor routes (evening and night-time) and to flood attenuation works (night-time) by environmental measures (e.g. draft CoCP including BPM, acoustic screening at construction site boundary and temporary re-housing where required).

8.8.331 **Temporary sHQLs are avoided** at residential properties closest to stockpiling undertaken to the east of Harmondsworth and to the north of Holloway Lane, as well as to haul and conveyor routes (daytime, evening and night-time), and to flood attenuation works (evening and night-time) by environmental measures (e.g. draft CoCP including BPM, acoustic screening at construction site boundary and noise insulation where required).

8.8.332 **Temporary ALSEs are predicted** at residential properties and non-residential receptors closest to stockpiling undertaken to the east of Harmondsworth and to the north of Holloway Lane, as well as to flood attenuation works and to haul and conveyor routes (daytime, evening and night-time). Effects also extend further across the Community Area during the evening and night-time. Affected non-residential receptors include St. Martin's C of E Primary School, Cherry Lane Primary School, Cherry Lane Nursery, Laurel Lane Primary School, Cherry Lane Children's Centre, and Once Upon a Time Day Nursery (daytime, evening), St. Catherine's Church (evening) and St. Martin's Church (daytime). The embedded environmental measures to mitigate and minimise these ALSEs are those in the **draft CoCP** including BPM and site boundary acoustic screening.

8.8.333 After 2036 there may continue to be temporary sHQL and ALSEs from construction noise, though effects are not expected to be worse than identified for 2030. This will be assessed further within the ES and will include measures to mitigate and, where necessary, avoid potential adverse effects.

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Construction rail traffic noise and vibration

8.8.334 There is the potential for **ALSEs** and **sHQLs** from railway noise and vibration due to the increase in the number of freight trains operating on the existing Colnbrook Branch line to accommodate the construction of the Project. At this stage a high-level qualitative assessment has been undertaken to inform this conclusion and a more detailed assessment will be undertaken for the ES. This will include consideration of environmental measures if required.

Air noise (2036 to 2055)

8.8.335 **ALSEs may occur** at residential properties throughout the Community Area, with the location of effects depending on the airspace design. Potential ALSEs have been identified at Cherry Lane Children's Centre, Cherry Lane Junior School and Buttercup Nursery. Further non-residential facilities could also incur ALSE, subject to the airspace design. These effects are mitigated and minimised through aircraft noise environmental measures (see the FRO Document) and, for eligible properties, noise insulation (see the Noise Insulation Policy).

Ground noise (2036 to 2055)

8.8.336 **ALSEs may occur** at residential properties closest to the airfield boundary. These effects are mitigated and minimised through ground noise environmental measures including airfield perimeter noise barriers and, for eligible properties, noise insulation (see the **Noise Insulation Policy**) alongside further measures to be confirmed in the ES such as the use of FEGP and PCA at stand in place of noisier APUs.

Road traffic noise (2033)

8.8.337 In 2033 West Drayton will be affected by the realigned A408 and re-routing of traffic caused by the Project's new and altered roads becoming operational.

8.8.338 **sHQLs are avoided** at residential properties close to the A408 with the implementation of the Noise Insulation Policy applied to new and realigned roads.

8.8.339 **ALSEs are predicted** for residential and non-residential receptors at the south of West Drayton due to increases in traffic on the road network and the realigned A408. This effect will be confirmed in the ES and, if necessary, environmental measures to mitigate and minimise the ALSE will be considered.

Road traffic noise (2055)

8.8.340 2055 represents the end state of airport growth where all new and altered roads are operational and there is no construction traffic associated with the Project using the road network.

8.8.341 **sHQLs are avoided** at residential properties close to the A408 with the implementation of the Noise Insulation Policy applied to new and realigned roads.

8.8.342 The **ALSEs** predicted for 2033 persist and no additional ALSEs are likely in 2055.

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UAE unacceptable adverse effect on health and quality of life due to new unacceptable noise exposure. UAEs are prevented by environmental measures and fully funded noise insulation or temporary rehousing (for construction) where noted.

sHQL significant adverse effect on health and quality of life due to new very high noise exposure. sHQLs are avoided by environmental measures and fully funded noise insulation where noted.

ALSE adverse likely significant effect due to noise increase that that would affect the acoustic character of the area and may be perceived as a change in quality of life. ALSEs are mitigated and minimised by environmental measures where noted.

BLSE beneficial likely significant effect due to noise decrease that would benefit the acoustic character of the area and may be perceived as an improvement in quality of life.

Figure 8A.2 shows the Community Area boundaries used for reporting.

Figure 8A.3 shows areas where ALSE are foreseeable for aircraft air noise irrespective of indicative flightpaths.

Figure 8A.4 shows areas where sHQL may occur for aircraft noise.

Wraysbury

8.8.343 The Northwest Runway will be located approximately 3,500m to the northeast of the Wraysbury Community Area boundary, whereas the existing south runway is located approximately 3,500m to the east of the Community Area. Wraysbury currently has flights overhead in many parts of the Community Area, and noise from the existing airport can be heard, in addition to noise from the B376 Welley Road.

8.8.344 Likely changes in noise and vibration are therefore expected due to:

- Construction works required to facilitate the Northwest Runway, realigned roads, preparation and operation of CSS, and associated infrastructure.
- Aircraft noise from increased aircraft activity associated with the Project.

Construction noise (2030)

8.8.345 **Temporary UAEs are prevented** at residential properties closest to Kingsmead quarry site (evening and night-time) by environmental measures (e.g. draft CoCP including BPM, acoustic screening at construction site boundary and temporary re-housing where required).

8.8.346 **Temporary sHQLs are avoided** at residential properties closest to Kingsmead quarry site (daytime, evening and night-time) by environmental measures (e.g. draft CoCP including BPM, acoustic screening at construction site boundary and noise insulation where required).

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8.8.347 **Temporary ALSEs are predicted** at residential properties closest to Kingsmead quarry site. Effects also extend further across the Community Area during the evening and night-time. No temporary ALSEs have been identified at non-residential receptors. The embedded environmental measures to mitigate and minimise these ALSEs are those in the draft CoCP including BPM and site boundary acoustic screening.

8.8.348 **No LSEs** have been identified after 2036 as the remaining construction works will be at greater distances compared to works assessed for 2030.

Air noise (2036 to 2055)

8.8.349 **sHQLs are avoided** at residential properties throughout the Community Area (depending on airspace design) through aircraft noise environmental measures (see the FRO Document) and fully funded noise insulation (see the Noise Insulation Policy).

8.8.350 **ALSEs may occur** at residential properties throughout the Community Area, with the location of effects depending on the airspace design. Potential ALSEs may also occur at non-residential receptors subject to airspace design. These effects are mitigated and minimised through aircraft noise environmental measures and, for eligible properties, noise insulation.

8.8.351 Aircraft air noise effects will be limited and, where possible, reduced by the Noise Envelope (see Environmentally Managed Growth Topic Paper).

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8.9 Summary of likely significant noise and vibration effects

8.9.1 The following table provides a precautionary assessment of noise and vibration effects based on the current stage of design development, available technical information and current indicative flightpaths assumptions.

Noise and vibration source	Likely effects (on a precautionary basis, to be confirmed in the ES)	Community Areas affected
Construction noise	**Temporary unacceptable adverse effects (UAEs) on health and quality of life prevented** by environmental measures (e.g. **draft CoCP** including BPM, acoustic screening at construction site boundary and temporary re-housing where required).	Bedfont, Brands Hill, Colnbrook, Cranford Cross, Cranford, Feltham North, Harlington, Harmondsworth, Horton, Iver and Richings Park, Longford, Poyle, Sipson, Stanwell, Stanwell Moor, West Drayton and Wraysbury.
	Temporary significant effects on health and quality of life (sHQLs) avoided by environmental measures (e.g. **draft CoCP** including BPM, acoustic screening at construction site boundary and noise insulation where required).	Bedfont, Brands Hill, Colnbrook, Cranford Cross, Cranford, Feltham North, Harlington, Harmondsworth, Hayes, Horton, Iver and Richings Park, Longford, Poyle, Sipson, Stanwell, Stanwell Moor, West Drayton and Wraysbury.
	Temporary adverse likely significant effects (ALSEs) mitigated and minimised by environmental measures (e.g. **draft CoCP** including BPM, acoustic screening at construction site boundary).	Bedfont, Brands Hill, Colnbrook, Cranford Cross, Cranford, Feltham North, Harlington, Harmondsworth, Feltham West, Hayes, Heston, Horton, Iver and Richings Park, Poyle, Sipson, Stanwell, Stanwell Moor, West Drayton and Wraysbury.
Construction vibration	**Temporary significant effects on health and quality of life (sHQLs) avoided** by environmental measures in the **draft CoCP** including use of BPM. This includes	Bedfont, Brands Hill, Colnbrook, Cranford, Harlington, Harmondsworth, Horton,

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Noise and vibration source	Likely effects (on a precautionary basis, to be confirmed in the ES)	Community Areas affected
	using low vibration working methods (e.g. non-vibratory rollers) where practicable.	Longford, Poyle, Sipson, Stanwell and Stanwell Moor.
	Temporary adverse likely significant effects (ALSEs) mitigated and minimised by environmental measures in the **draft CoCP** including use of BPM. This includes using low vibration working methods (e.g. non-vibratory rollers) where practicable.	Bedfont, Brands Hill, Colnbrook, Cranford, Harlington, Harmondsworth, Horton, Poyle, Sipson, Stanwell and Stanwell Moor.
Aircraft air noise	**Unacceptable adverse effects (UAEs) on health and quality of life are prevented** through environmental measures (see the **Future Runway Operations Document**) and fully funded noise insulation (see the **Noise Insulation Policy**). If necessary, the DCO can include powers which may assist with carrying out noise insulation works to prevent unacceptable effects.	Harlington and Harmondsworth
	Significant effects on health and quality of life (sHQLs) are avoided through aircraft noise environmental measures (see the **Future Runway Operations Document**) and fully funded noise insulation (see the **Noise Insulation Policy**).	Bedfont, Brands Hill, Colnbrook, Cranford Cross, Cranford, Datchet, Feltham North, Harlington, Harmondsworth, Heston, Horton, Hounslow (Central and South), Hounslow (West and Heath), Iver and Richings Park, Poyle, Sipson, Stanwell, Stanwell Moor and Wraysbury.
	Adverse likely significant effects (ALSEs) are mitigated and minimised through aircraft noise environmental measures (see the **Future Runway Operations Document**) and, for eligible properties, noise insulation (see the **Noise Insulation Policy**).	Outer Area (specific areas dependent on airspace design), Bedfont, Brands Hill, Colnbrook, Cranford Cross, Cranford, Datchet, Feltham North, Harlington, Harmondsworth, Feltham West, Hayes, Heston, Horton, Hounslow (Central and South) Hounslow (West and Heath), Iver and Richings Park, Poyle, Sipson, Stanwell, Stanwell Moor, West Drayton and Wraysbury.

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Noise and vibration source	Likely effects (on a precautionary basis, to be confirmed in the ES)	Community Areas affected
	Beneficial likely significant effects (BLSEs).	Outer Area (specific areas dependent on airspace design)
Aircraft ground noise	**Significant effects on health and quality of life (sHQLs) are avoided** through ground noise environmental measures including airfield perimeter noise barriers and fully funded noise insulation (see the **Noise Insulation Policy**) alongside further measures to be confirmed in the ES such as the use of Fixed Electrical Ground Power (FEGP) and Pre-conditioned Air (PCA) at stand in place of noisier Auxiliary Power Units (APUs).	Bedfont, Colnbrook, Cranford Cross, Feltham North, Harlington, Harmondsworth, Poyle, Sipson, Stanwell and Stanwell Moor.
	Adverse likely significant effects (ALSEs) are mitigated and minimised through ground noise environmental measures including airfield perimeter noise barriers and, for eligible properties, noise insulation (see the **Noise Insulation Policy**) alongside further measures to be confirmed in the ES such as the use of Fixed Electrical Ground Power (FEGP) and Pre-conditioned Air (PCA) at stand in place of noisier Auxiliary Power Units (APUs).	Bedfont, Brands Hill, Colnbrook, Cranford Cross, Feltham North, Harlington, Harmondsworth, Iver and Richings Park, Poyle, Sipson, Stanwell, Stanwell Moor and West Drayton.
Road traffic (from construction vehicles)	**Temporary significant effects on health and quality of life (sHQLs)**. This effect will be confirmed in the ES and, if necessary, environmental measures to mitigate and minimise the effect will be considered.	Horton, and Iver and Richings Park.
	Temporary adverse likely significant effects (ALSEs). This effect will be confirmed in the ES and, if necessary, environmental measures to mitigate and minimise the effect will be considered.	Bedfont, Colnbrook, Horton, Iver and Richings Park, and Poyle.
Road traffic noise (from new and realigned roads)	**Unacceptable adverse effects (UAEs) on health and quality of life prevented** through fully funded noise insulation (see the **Noise Insulation Policy**). If necessary, the DCO can include powers which may assist with carrying out noise insulation works to prevent unacceptable effects.	Brands Hill and Colnbrook.
	Significant effects on health and quality of life (sHQLs) are avoided through fully funded noise insulation (see the **Noise Insulation Policy**).	Brands Hill, Colnbrook, Harlington, Poyle, Sipson, Stanwell, Stanwell Moor and West Drayton.
	Adverse likely significant effects (ALSEs). This effect will be confirmed in the ES and, if necessary,	Colnbrook, Harlington, Harmondsworth, Poyle,

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Noise and vibration source	Likely effects (on a precautionary basis, to be confirmed in the ES)	Community Areas affected
	environmental measures to mitigate and minimise the effect will be considered.	Sipson, Stanwell, Stanwell Moor and West Drayton.
Road traffic noise (from increased traffic on existing roads)	**Unacceptable adverse effects (UAEs) on health and quality of life.** This effect will be confirmed in the ES and, if necessary, environmental measures to prevent the likely significant effect will be considered.	Bedfont.
	Significant effects on health and quality of life (sHQLs). This effect will be confirmed in the ES and, if necessary, environmental measures to avoid the significant effect will be considered.	Bedfont, Brands Hill, Cranford, Hayes, Heston and Stanwell.
	Adverse likely significant effects (ALSEs). This effect will be confirmed in the ES and, if necessary, environmental measures to mitigate and minimise the effect will be considered.	Bedfont, Brands Hill, Colnbrook, Cranford Cross, Cranford, Harlington, Hayes, Heston, Longford, Stanwell, Stanwell Moor and West Drayton.
	Beneficial likely significant effects (BLSEs).	Harlington, Harmondsworth and Sipson.
Construction rail noise and vibration	There is the potential for **significant effects on health and quality of life (sHQLs)** and **adverse likely significant effects (ALSEs)** from railway noise and vibration due to the increase in the number of freight trains operating on the existing Colnbrook Branch line to accommodate the construction of the Project. At this stage a high-level qualitative assessment has been undertaken to inform this conclusion, and a more detailed assessment will be undertaken for the ES. This will include consideration of environmental measures if required.	Iver and Richings Park, and Poyle.
Noise-induced vibration	There is the potential for **significant effects on health and quality of life (sHQLs)** and **adverse likely significant effects (ALSEs)** from noise-induced vibration in lightweight structures. A more detailed assessment of noise-induced vibration will be undertaken in the ES and Heathrow will review whether environmental measures could be introduced to mitigate and minimise the effects.	Harlington, Harmondsworth, Harlington, Poyle and Sipson.

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8.10 Next steps and preparation of the Environmental Statement

8.10.1 This chapter provides a precautionary assessment of noise and vibration effects based on the current stage of design development, available technical information and current indicative flightpaths assumptions. As the Project continues to develop, we will use feedback received through the 2026 Public Consultation, ongoing technical studies and stakeholder engagement to refine the assessment of noise and vibration effects and the resulting proposed environmental measures.

8.10.2 Further technical engagement will be undertaken with key stakeholders including Local Planning Authorities, National Highways, the UK Health Security Agency, Department for Transport (DfT), UK Airspace Design Service (UKADS), the Civil Aviation Authority (CAA) and the Noise Expert Review Group (NERG).

8.10.3 The NERG is an independent review and challenge body that provides expert scrutiny of the assessment and management of noise, vibration and associated health effects for the Project. While NERG is funded by us, it will operate independently and will be responsible for providing impartial advice on technical noise and health matters.

8.10.4 The Environmental Statement (ES) will build upon the assessment presented in this chapter and will incorporate the latest available information on construction proposals, airport operations, surface access arrangements and the latest available airspace design information. In particular, we will continue to work in partnership with UKADS and other relevant stakeholders to refine the assessment of aircraft noise using indicative flightpaths, and based on the most up-to-date airspace design information available at the time of assessment. The ES will also consider any relevant changes in legislation, policy, guidance, emerging research and studies.

8.10.5 Further assessment work will be undertaken to reduce uncertainties, refine reasonable worst-case assumptions and develop the package of environmental measures. This will include continued development of the Noise Envelope, Noise Insulation Policy and Future Runway Operations proposals, and construction noise and vibration controls. The ES will confirm the noise policy significant effects on health and quality of life (sHQLs) and EIA likely significant effects (LSEs) of the Project, identify any remaining significant adverse effects and set out the measures proposed to prevent, avoid, mitigate or minimise those effects.

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8.11 Glossary of terms

Term/Acronym	Definition
Absolute noise level	The total level of sound measured at a specific location and time, expressed in decibels (dB) including all noise sources present (natural and man-made).
Adverse Likely Significant Effect (ALSE)	Adverse likely significant effect (LSE) due to noise increase that that would affect the acoustic character of the area and may be perceived as a change in quality of life. ALSEs are mitigated and minimised by environmental measures where noted.
Air noise	Noise associated with aircraft flying to and from the airport. Air noise includes take off as the aircraft accelerates along the runway (i.e. from the 'start of roll' on the runway) and landing as aircraft slow down on the runway (including use of reverse thrust braking).
Aircraft ground noise	Noise generated by aircraft and airport activities while on the ground, such as taxiing, engine testing and aircraft using Auxiliary Power Units (APUs).
Airports Commission	An independent commission established by the UK Government in 2012 to assess the need for additional airport capacity in the United Kingdom and to recommend to the government on how this need could be met in the short, medium and long term. In carrying out its role, the Airports Commission published an Interim Report in 2013 and a Final Report in 2015, thereby completing its work.
Airspace	The invisible infrastructure in the sky which helps aircraft operate safely. This includes the flightpaths that aircraft use when taking off and landing, as well as holding patterns used by aircraft when waiting to land.
Airspace Change Process	The five-stage process an airspace change sponsor follows to submit an airspace change to the CAA for a decision, as outlined in CAP1616 [#]
Airspace design	The process by which airspace change sponsors develop their proposals for amending the UK's airspace structure.
Ambient noise level	The prevailing level of ambient noise i.e. everyday continuous sounds present in an environment, at a given time, generally excluding atypical or short-term disturbances.
APU	Auxiliary Power Unit.
ATM	Air Transport Movement.
A-weighting	A dB(A) weighting that approximates the characteristics of human hearing.

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Term/Acronym	Definition
Beneficial Likely Significant Effect (BLSE)	Beneficial likely significant effect (LSE) due to noise decrease that would affect the acoustic character of the area and may be perceived as an improvement in quality of life.
BPM	Best Practicable Means. Defined in Section 72 of the Control of Pollution Act 1974 [18] and Section 79 of the Environmental Protection Act 1990 [23] as those measures which are "reasonably practicable having regard (among other things) to local conditions and circumstances, to the current state of technical knowledge and to financial implications". These will be applied during construction works to minimise noise and vibration on nearby noise sensitive receptors.
Civil Aviation Authority (CAA)	The statutory body which oversees and regulates all aspects of civil aviation in the UK.
Code of Construction Practice (CoCP)	Sets out the standards and procedures to which developers and contractors must adhere when undertaking construction of major projects. This will assist with managing the environmental impacts and will identify the main responsibilities and requirements of developers and contractors in construction of their projects.
Community Area	A series of geographic areas defined for the purposes of reporting effects in this chapter.
Construction plant	All machinery, equipment and tools required to undertake demolition and construction works, such as excavators and cranes.
Consultation	A process by which regulatory authorities, statutory and non-statutory bodies are approached for information and opinions regarding a development proposal.
Continuous climb operations	Aircraft operating procedures that allow departing aircrafts to climb continuously, to the greatest extent possible. They are designed to reduce fuel consumption and noise compared to other conventional climbs.
Construction Support Site (CSS)	A temporary site used to accommodate construction activities, including compounds, storage, plant, welfare facilities and access routes. Each CSS is identified by its number (i.e. CSS01).
DCO Project	The development that is subject to the DCO application, as described in **Chapter 2: Description of the DCO Project**.
Decibel (dB)	Units describing absolute sound level or changes of sound level. Expressed as dB(A) when relating to the A-weighted scale.

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Term/Acronym	Definition
Development Consent Order (DCO)	The means of obtaining permission for developments categorised as Nationally Significant Infrastructure Projects, under the Planning Act 2008. [#]
Directional preference	To maximise lift for take-off and slow down arriving aircraft, arriving and departing aircraft typically fly into the wind. At present, if the wind direction is from the west, one runway is used for aircraft departing towards the west and the other is used for aircraft arriving from the east. If the wind direction is from the east, then the reverse applies. When winds are light (below five knots – about six miles per hour) aircraft can potentially take off or land in either direction. Currently we operate with a 'westerly preference', explained below, when winds meet this criterion. The wind naturally favours westerly operations about half the time and easterly operations about 30% of the time. During the remaining 20% of the time, when winds are light and either direction could potentially be used, the airport operates in a westerly direction (westerly preference). This means that, overall, aircraft use the westerly direction about 70% of the time and the easterly direction about 30% of the time. The direction of operations and whether aircraft are arriving or departing over certain communities directly influences respite and frequency of overflight. Being able to manage this more proactively and take advantage of the lighter winds will deliver greater opportunities for noise mitigation.
Easterly alternation	Heathrow's Easterly Alternation Infrastructure Planning Application is designed to allow full runway alternation when the airport operates in an easterly direction, in the same way that Heathrow already alternates runways during westerly operations.
Environmental Impact Assessment (EIA)	The process of assessing the total environmental impact of a development project.
Environmental measures	Specific mitigation, management, compensation or enhancement actions secured through consent, requirements or other controls. They are used to avoid, reduce, remedy, offset or monitor adverse environmental effects.
Environmental Statement (ES)	The information submitted to an examining authority in support of an EIA.

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Term/Acronym	Definition
Environmentally Managed Growth Topic Paper	A document outlining the draft principles for the EMG framework proposed for the Project.
Fixed Electrical Ground Power (FEGP)	A system that provides electrical power to parked aircraft when their engines are turned off. FEGP is installed on most stands at Heathrow, using electricity provided by the National Grid.
Fleet mix	The composition and proportion of aircraft types operating at the airport.
Flightpath	The planned route followed by aircraft during departure or arrival.
Foundation Activities	Actions set out in the latest Heathrow Noise Action Plan 2024-2028 that underpin the airport noise management strategy, serving as the foundation of Heathrow's sustainable business practices.
Future baseline	The situation in future years without the DCO Project.
Future Runway Operations (FRO)	A document outlining the reasons for the expansion proposals, including how future use of runways would provide predictable periods of respite from aircraft noise and manage night flights; and how other operational measures would help reduce and mitigate noise impacts.
Ground Noise Management Plan (GNMP)	Sets out how Heathrow manages and reduces noise generated by ground operations such as aircraft taxiing, engine testing, parked aircraft and airport vehicles. The GNMP identifies noise sources, monitoring requirements, and mitigation measures to minimise the impact on nearby communities.
Growth	The increase in airport activities over time in terms of passenger numbers and aircraft movements.
International Civil Aviation Organisation (ICAO)	The International Civil Aviation Organization (ICAO) is a specialized agency of the United Nations that manages the administration and governance of the Convention on International Civil Aviation (Chicago Convention). ICAO manages aircraft noise by setting international certification standards and limits for aircraft noise emissions. ICAO also sets and publishes policies and procedures intended to improve the level of protections from aircraft noise.
ICAO Balanced Approach	ICAO's main policy on aircraft noise. This consists of identifying the noise problem at a specific airport and analysing various measures available to reduce noise which can be classified into four principal elements: reduction of noise at source, land-use planning and management, noise abatement operating procedures and operating restrictions. The goal is to address noise problems on an individual airport basis and to identify the

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Term/Acronym	Definition
	noise-related measures that achieve maximum environmental benefit most cost-effectively using objective and measurable criteria [3].
Indicative airspace design	The Airports National Policy Statement (ANPS) [1] acknowledges that the assessment of aircraft noise for the DCO Project should be undertaken using this developing indicative airspace design, and that this may involve the use of appropriate design parameters and scenarios based on indicative flightpaths. The use of indicative flightpaths allows for the noise assessment of the DCO Project to proceed without the need for the separate Airspace Change Proposal process to have formally commenced or concluded.
Inner Area	Locations and communities closer to the airport where air noise is more likely to result in significant adverse effects on health and quality of life (sHQL) in the context of government noise policy. Within the Inner Area, aircraft noise effects are more likely to be a consequence of the physical and operational proposals of the DCO Project (namely the location and configuration of the Northwest Runway, forecast runway operations, aircraft movements and fleet mix) than the location of flightpaths. The Inner Area also covers locations where changes in noise and vibration due to other ground-based noise and vibration sources associated with the DCO Project are likely to occur.
IRC	Immigration Removal Centre.
L_{Aeq}	Equivalent continuous sound level. The measure used to describe the average sound level experienced over a period of time (usually 16hr for day and 8hr for night) resulting in a single decibel value. L_{eq} is expressed as L_{Aeq} when it refers to the A-weighted scale.
$L_{Aeq,16h}$	The equivalent continuous sound level between 07:00 and 23:00
L_{den}	The day, evening and night sound level. L_{den} is a logarithmic composite of the L_{day}, $L_{evening}$, and L_{night} levels but with 5 dB(A) being added to the $L_{evening}$ value and 10 dB(A) being added to the L_{night} value.
Likely Significant Effect (LSE)	A change in noise and/or vibration experienced by individuals or communities which may affect the character and/or enjoyment of an area.
Lowest Observable Adverse Effect Level (LOAEL)	The threshold level above which adverse effects on health and quality of life from noise can be detected.

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Term/Acronym	Definition
Mitigation measures	Measures intended to avoid, reduce and, where possible, remedy significant adverse environmental effects.
NATS	The UK's en route air navigation service provider which also provides services at many UK airports.
Noise	Noise is generally defined as unwanted, unpleasant or disruptive sound. Noise can interfere with activities, affect health, and detract from the character and enjoyment of places.
Noise abatement objective	Having identified a noise problem at an airport, the purpose of a noise abatement objective is to act as the enabling statement that provides the focus for any necessary noise measures. A noise abatement objective can be used to set the level of ambition for a noise management regime [#].
Noise Action Plan (NAP)	A plan prepared every five years under the Environmental Noise (England) Regulations 2006 (as amended) to manage environmental noise and its effects.
Noise contour	Map contour line indicating noise exposure in dB for the area that it encloses.
Noise Envelope	A framework which provides a process and controls to mitigate and reduce the effects of aircraft noise within legally binding and enforceable limits, while enabling growth in terms of passenger numbers and aircraft movements.
Noise insulation	Measures to reduce the transmission of external noise into a building by improving the sound insulation performance of the building elements such as windows, roofs and doors.
Noise Insulation Policy	Provides an outline of the proposed noise insulation schemes that will be provided to address noise from aircraft movements in the air and on the ground, and from road, rail and construction noise associated with the DCO Project.
Noise Preferential Routes (NPR)	Noise Preferential Routes set the overall framework within which the flightpaths at several airports, including Heathrow, Gatwick and Stansted, were originally designed to mitigate noise impacts.
Noise problem	A concept whereby a noise problem at an airport is identified and various measures available to reduce noise associated with the noise problem are analysed following the principles of the ICAO Balanced Approach.
Noise sensitive receptor	Noise sensitive receptors are specific locations or developments identified as likely to be adversely affected by aircraft operations noise. The sensitivity of individual receptors varies depending on their use and the level of noise exposure experienced.

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Term/Acronym	Definition
Outer Area	Locations further from the DCO Project where air noise is less likely to result in significant adverse effect on health and quality of life (sHQL) in the context of government noise policy as distance from the airport increases, but where Likely Significant Effects (LSEs) may occur due to aircraft air noise.
Overflight	A metric defined to capture whether an individual perceives that an aircraft is overflying them. Defined in CAP1498 [#].
PCA	Pre-Conditioned Air.
Quieter Neighbourhood Support (QNS)	The QNS is part of a new package of noise insulation, vortex protection and home relocation support that aims to have a positive impact on the communities around the airport, and exists to improve the wellbeing of those in the areas most affected by noise. It delivers on the commitments made in the latest Noise Action Plan (NAP), that sets out a range of improvements to reduce the impact of noise.
Relief	This is when multiple routes are designed and operated far enough apart to offer a perceptible reduction in noise for communities. Runway alternation is one form of relief, but multiple flightpaths could also be operated at the same time but with alternating patters of operation.
Respite	A planned and predictable period of relief from aircraft noise that benefits people living near the ends of airport runways.
Runway alternation	A system where the runways in use for arrivals and departures are alternated according to a published schedule to give people living close to the ends of the runways predictable periods of relief from aircraft noise, known as respite.
Significant adverse effect on Health and Quality of Life (sHQL)	Significant adverse effect on health and quality of life due to very high noise exposure. sHQLs are avoided by environmental measures and fully funded noise insulation where noted.
Significant Observable Adverse Effect Level (SOAEL)	The threshold level above which significant adverse effects on health and quality of life (sHQLs) from noise occur.
Steeper descent approaches	Aircraft operating procedures in which an aircraft approach angle is higher than standard. By maintaining a steeper descent, aircraft remain higher above the ground for longer and spend less time at lower altitudes, reducing noise exposure for communities beneath the flightpath.
UK Airspace Design Service (UKADS)	The airspace design at Heathrow will be developed by a new body created by the Department for Transport and the CAA, namely the UK Airspace Design Service (UKADS) which was established in May 2026.

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Term/Acronym	Definition
Unacceptable Adverse Effect Level (UAEL)	The threshold level above which adverse effects on health and quality of life may not be able to be mitigated.
Vibration	Vibration is defined as a repetitive oscillatory motion. Vibration can be transmitted to the human body through its supporting surfaces: the feet of a standing person, the buttocks, back and feet of a seated person or the supporting area of a recumbent person. In most situations, entry into the human body will be through the supporting ground or through the supporting floors of a building. Vibration is often complex, containing many frequencies, occurring in many directions and changing over time. There are many factors that influence human response to vibration. Physical factors include vibration magnitude, vibration frequency, vibration axis, duration, point of entry into the human body and posture of the human body. Other factors include the exposed person's experience, expectation, arousal and activity. Experience shows that disturbance or annoyance from vibration in residential situations is likely to arise when the magnitude of vibration is only slightly in excess of the threshold of perception.
World Health Organization (WHO)	A specialist agency of the United Nations that is concerned with international public health.

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Appendix 8A Figures

Figure 8A.1: Inner and Outer Areas for noise assessment reporting

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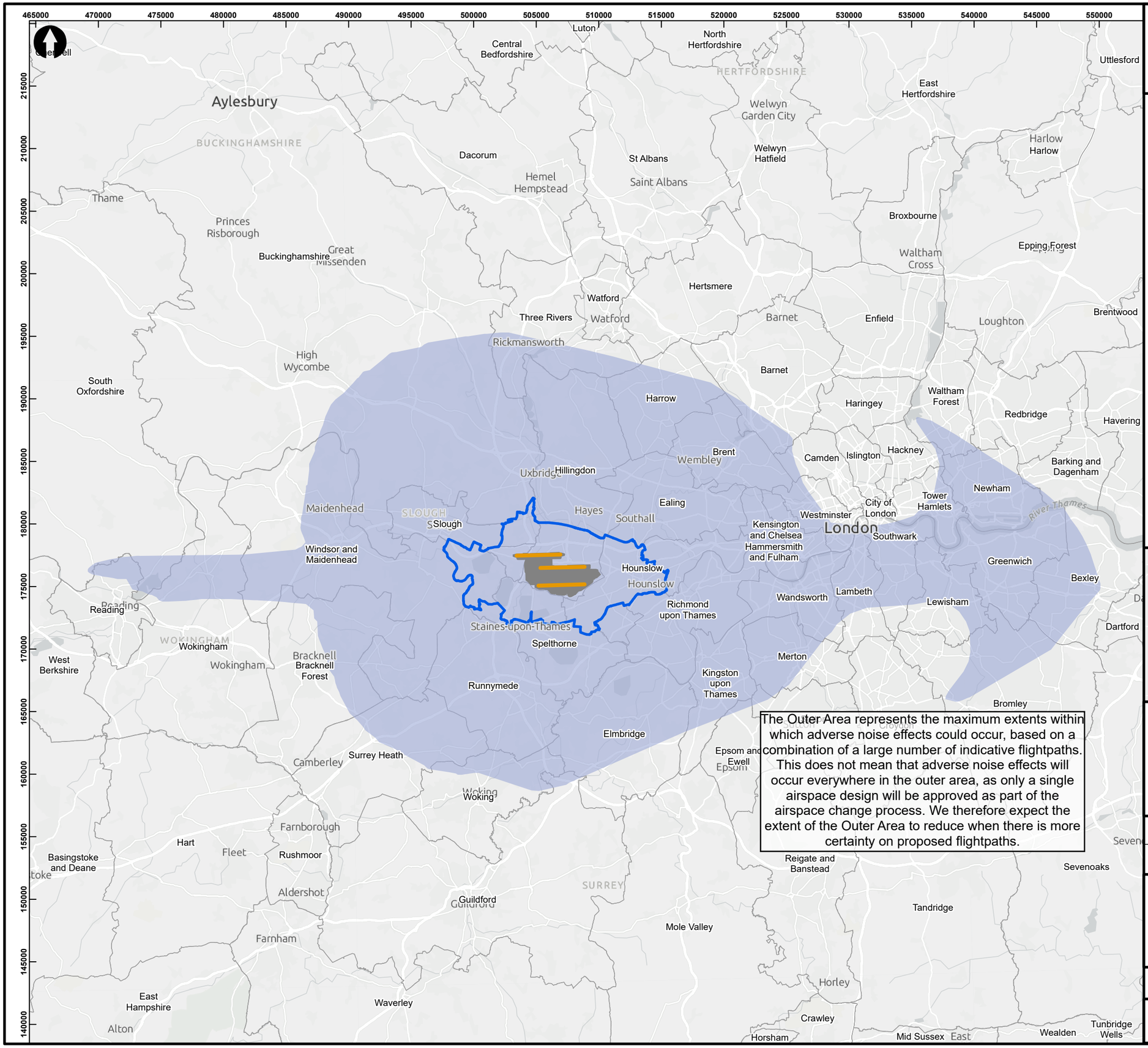

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- Runways
- 3rd Runway Infrastructure Extent
- Local Authority Districts
- Outer Area
- Inner Area

0 1,500 3,000 6,000 9,000 12,000 15,000 18,000 Metres

Scale 1:300,000

Heathrow

© Heathrow Airport Limited	Scale 1:300,000
Project Name: Heathrow Expansion Project	Heathrow Project No.: 3R000

Title

Figure 8A.1: Inner and Outer Areas for noise assessment reporting

Company	Drawn By	Chk/Approved	Drawn Date	Status
WSP	LT	CS	06/07/2026	FINAL

Location-Level-Sub Series/System-Identifier	Version
3R000-XX-GA-XXX-100005	1.0

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Source file: EH-WSP-EICR-026

Figure 8A.2: Community Areas for noise assessment reporting

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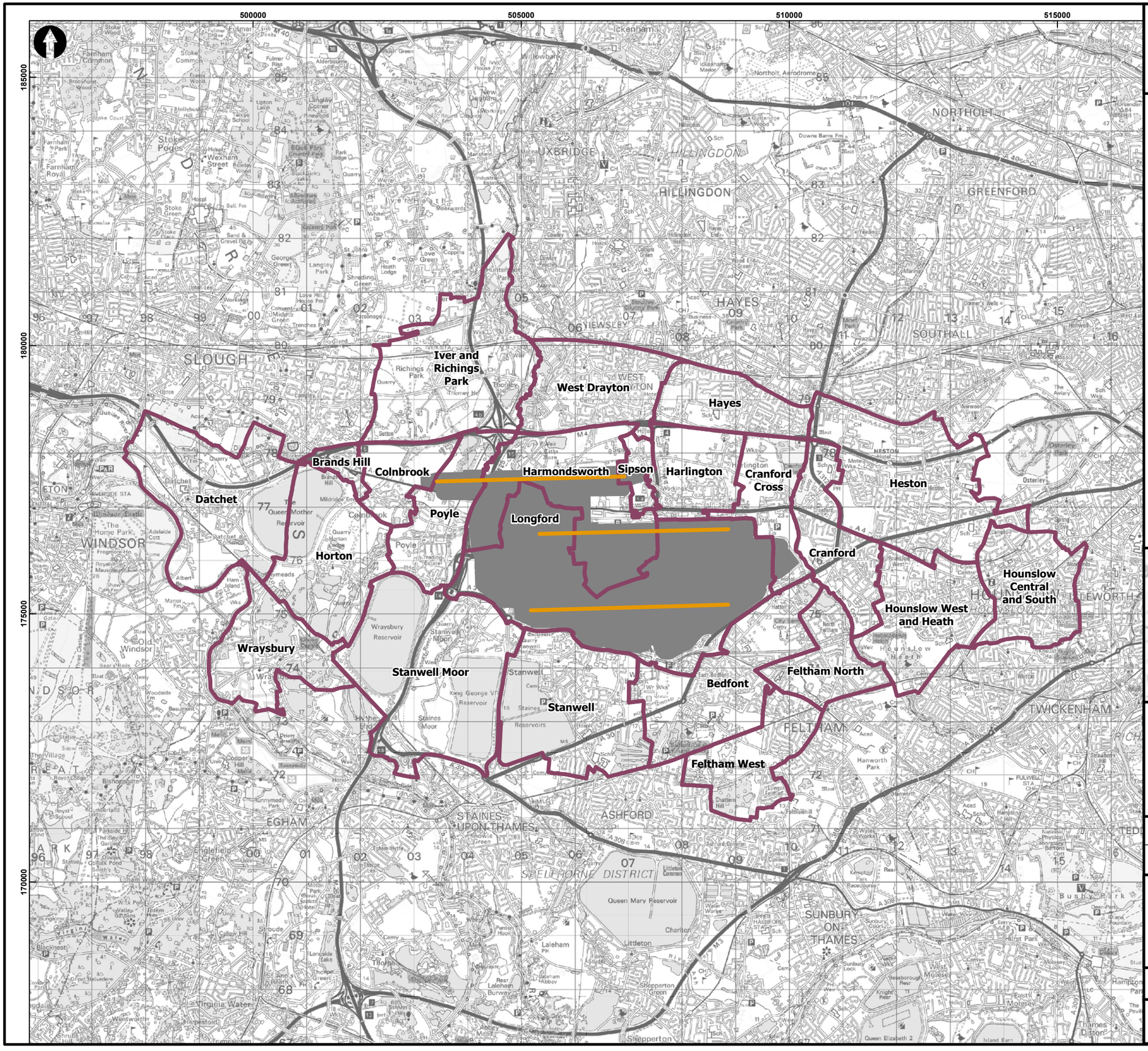

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- Runways
- 3rd Runway Infrastructure Extent
- Community Areas

0 350 700 1,400 2,100 2,800 3,500 4,200 Metres

Scale 1:70,000

Heathrow

© Heathrow Airport Limited	Scale 1:70,000
Project Name: Heathrow Expansion Project	Heathrow Project No.: 3R000

Title

Figure 8A.2: Community Areas for noise assessment reporting

Company	Drawn By	Chk/Approved	Drawn Date	Status
WSP	LT	CS	06/07/2026	FINAL

Location-Level-Sub Series/System-Identifier	Version
3R000-XX-GA-XXX-100006	1.0

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Figure 8A.3: Areas where adverse likely significant noise effects are foreseeable irrespective of indicative flightpaths without additional mitigation

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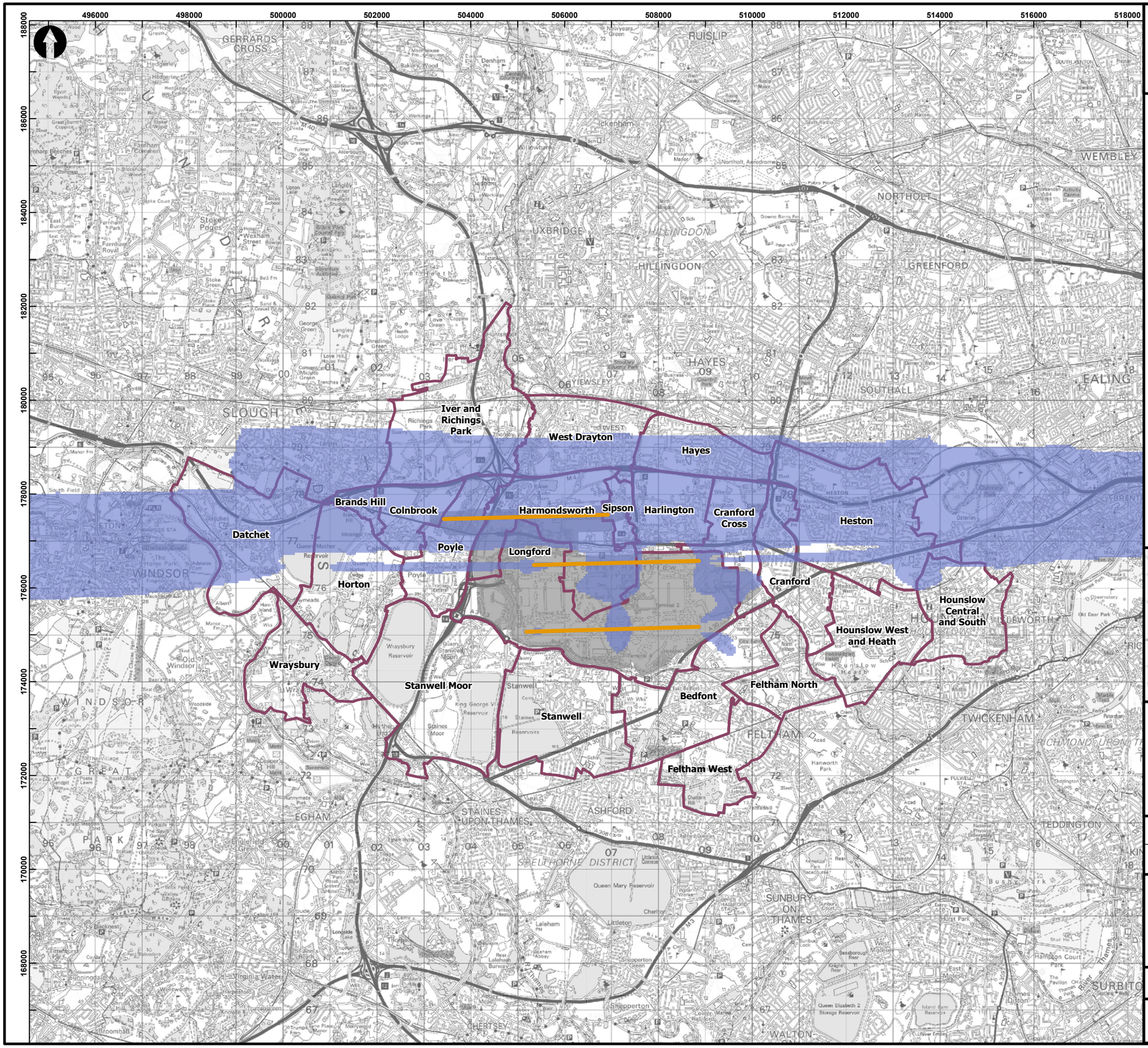

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- Runways
- 3rd Runway Infrastructure Extent
- Areas where adverse likely significant noise effects (ALSE) are foreseeable irrespective of indicative flightpaths
- Community Areas

0 500 1,000 2,000 3,000 4,000 Metres

Scale 1:80,000

Heathrow

© Heathrow Airport Limited

Scale	1:80,000
Project Name	Heathrow Expansion Project
Heathrow Project No.	3R000

Title

Figure 8A.3: Areas where adverse likely significant noise effects are foreseeable irrespective of indicative flightpaths without additional mitigation

Company	Drawn By	Chk/Approved	Drawn Date	Status
WSP	LT	CS	06/07/2026	FINAL

Location-Level-Sub Series/System-Identifier	Version
3R000-XX-GA-XXX-100007	1.0

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Figure 8A.4: Areas where significant effects on health and quality of life may occur without additional mitigation

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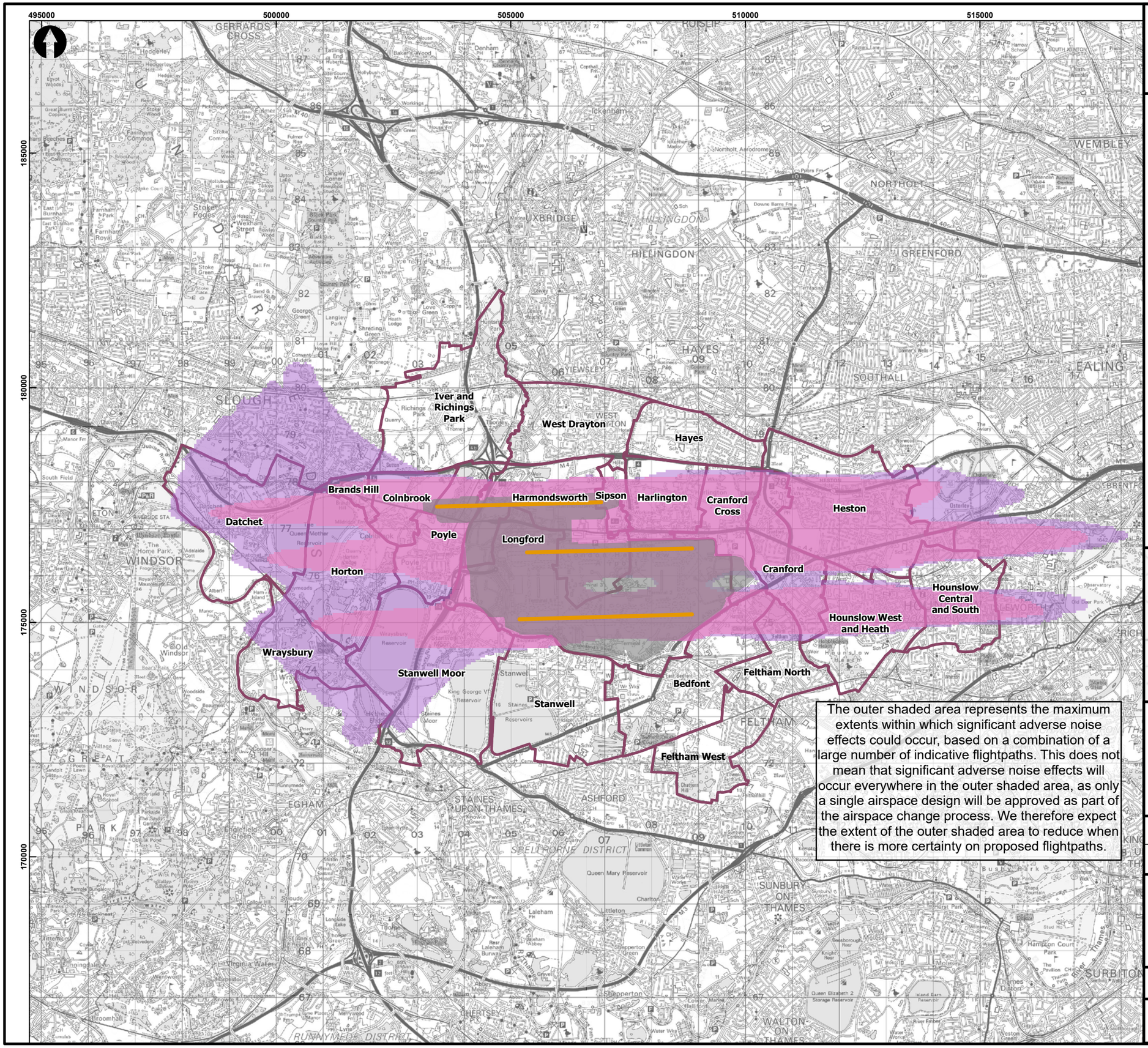

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- Runways
- 3rd Runway Infrastructure Extent
- Area likely to experience significant adverse effect on health and quality of life
- Area which may experience significant adverse effect on health and quality of life depending on indicative flightpaths
- Community Areas

0 400 800 1,600 2,400 3,200 4,000 4,800 Metres

Scale 1:80,000

Heathrow

© Heathrow Airport Limited	Scale 1:80,000
Project Name: Heathrow Expansion Project	Heathrow Project No.: 3R000

Title

Figure 8.A4: Areas where significant effects on health and quality of life may occur without additional mitigation

Company	Drawn By	Chk/Approved	Drawn Date	Status
WSP	LT	CS	06/07/2026	FINAL

Location-Level-Sub Series/System-Identifier	Version
3R000-XX-GA-XXX-100008	1.0

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EXPANSION CONSULTATION 2026

Environmental Information Consultation Document (EICD)

Chapter 9: Air quality and odour

OCTOBER 2026

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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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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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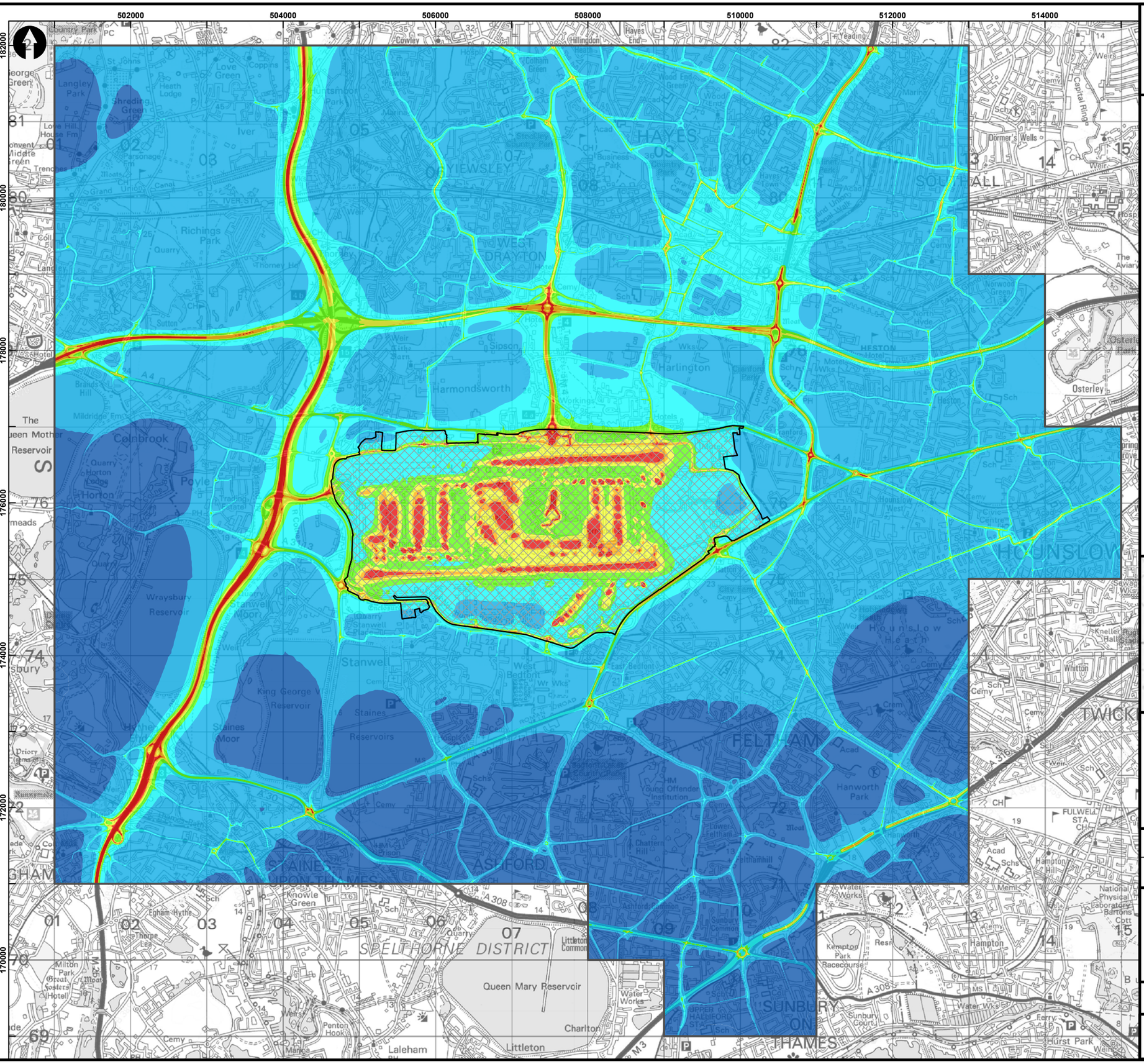

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Core Air Quality Objective assessment area

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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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
3R000-XX-GA-XXX-100031	1.0

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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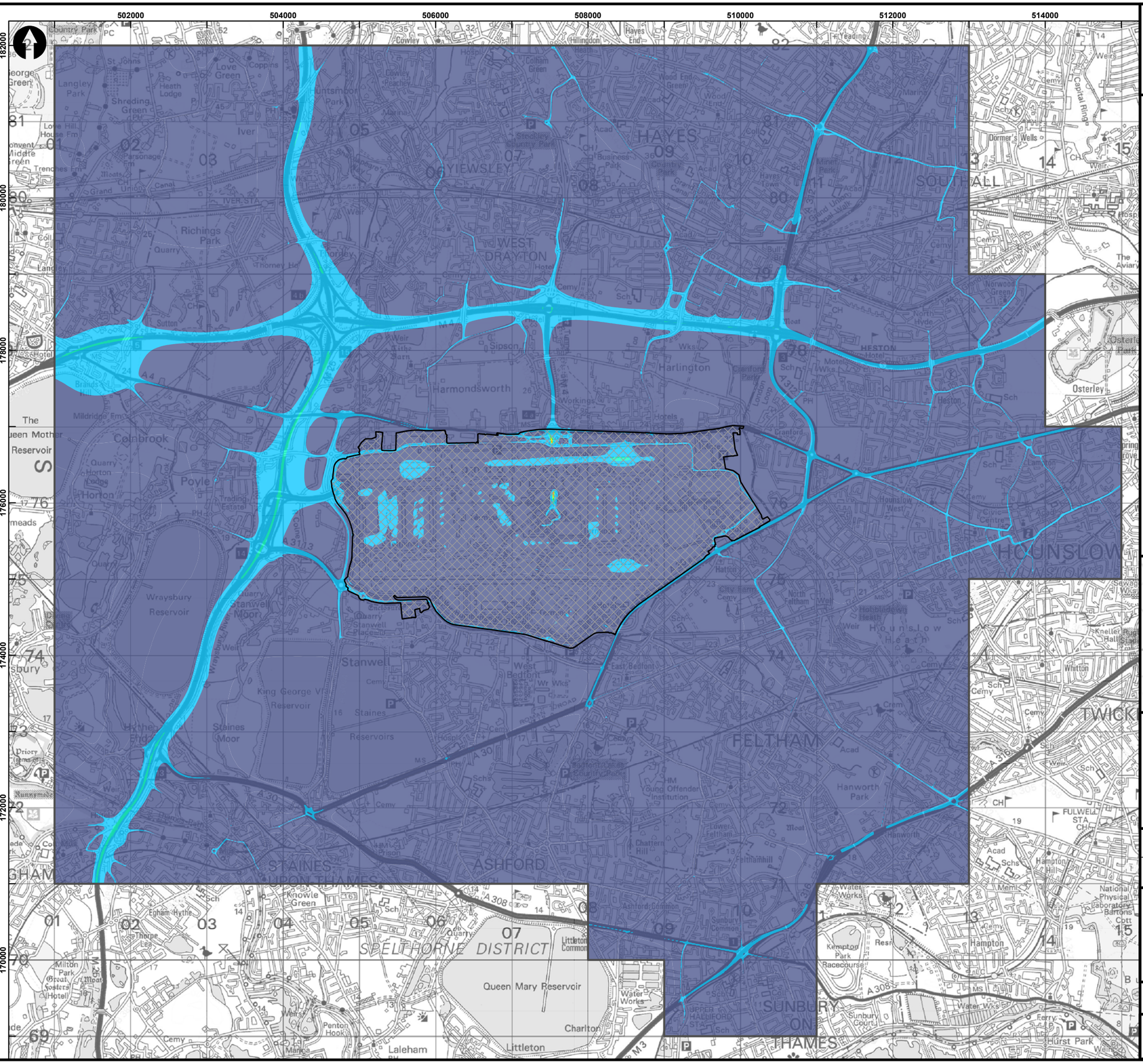

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Core Air Quality Objective assessment area

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

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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

Location-Level-Sub Series/System-Identifier	Version
3R000-XX-GA-XXX-100042	1.0

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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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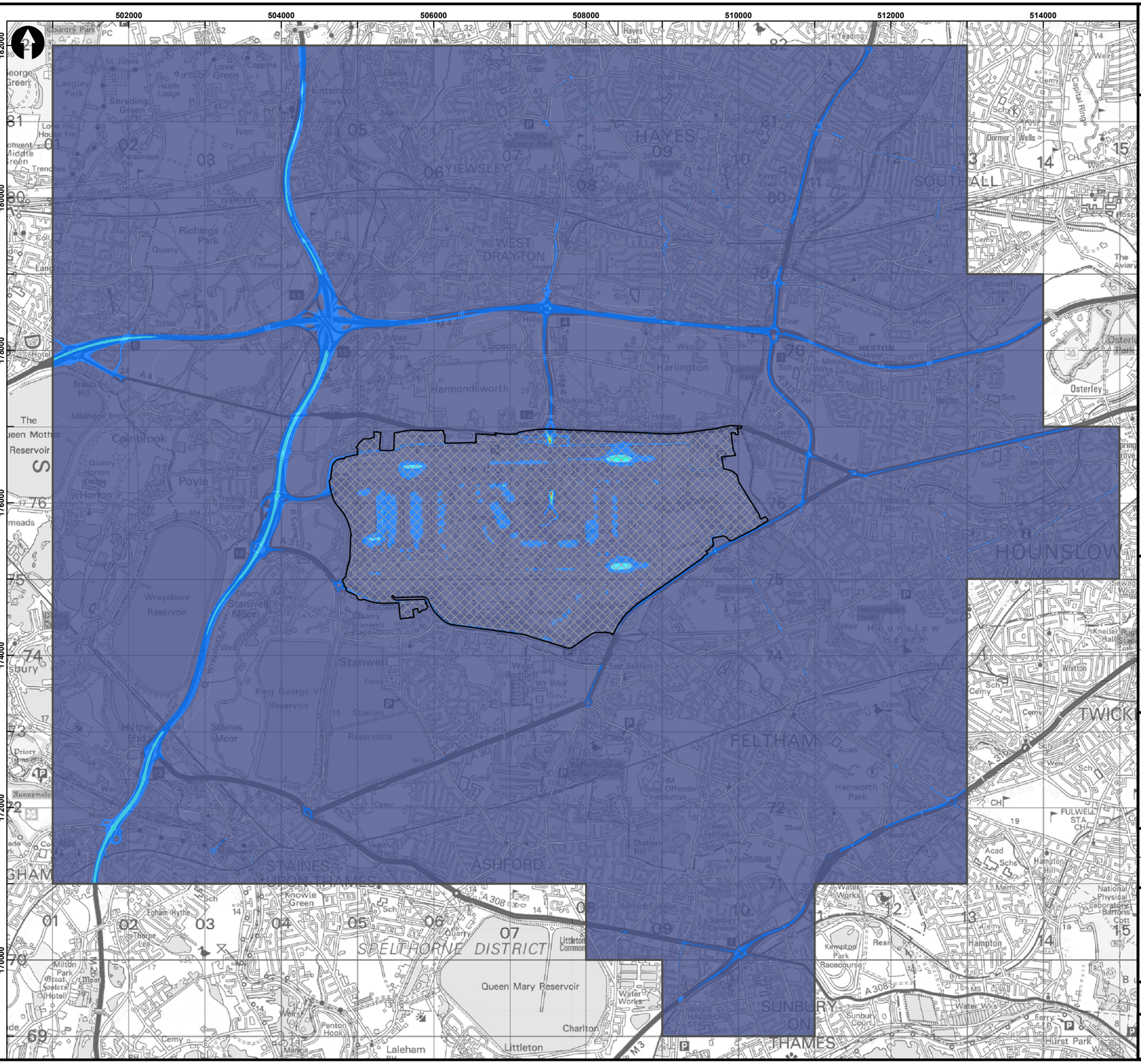

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Core Air Quality Objective assessment area

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

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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

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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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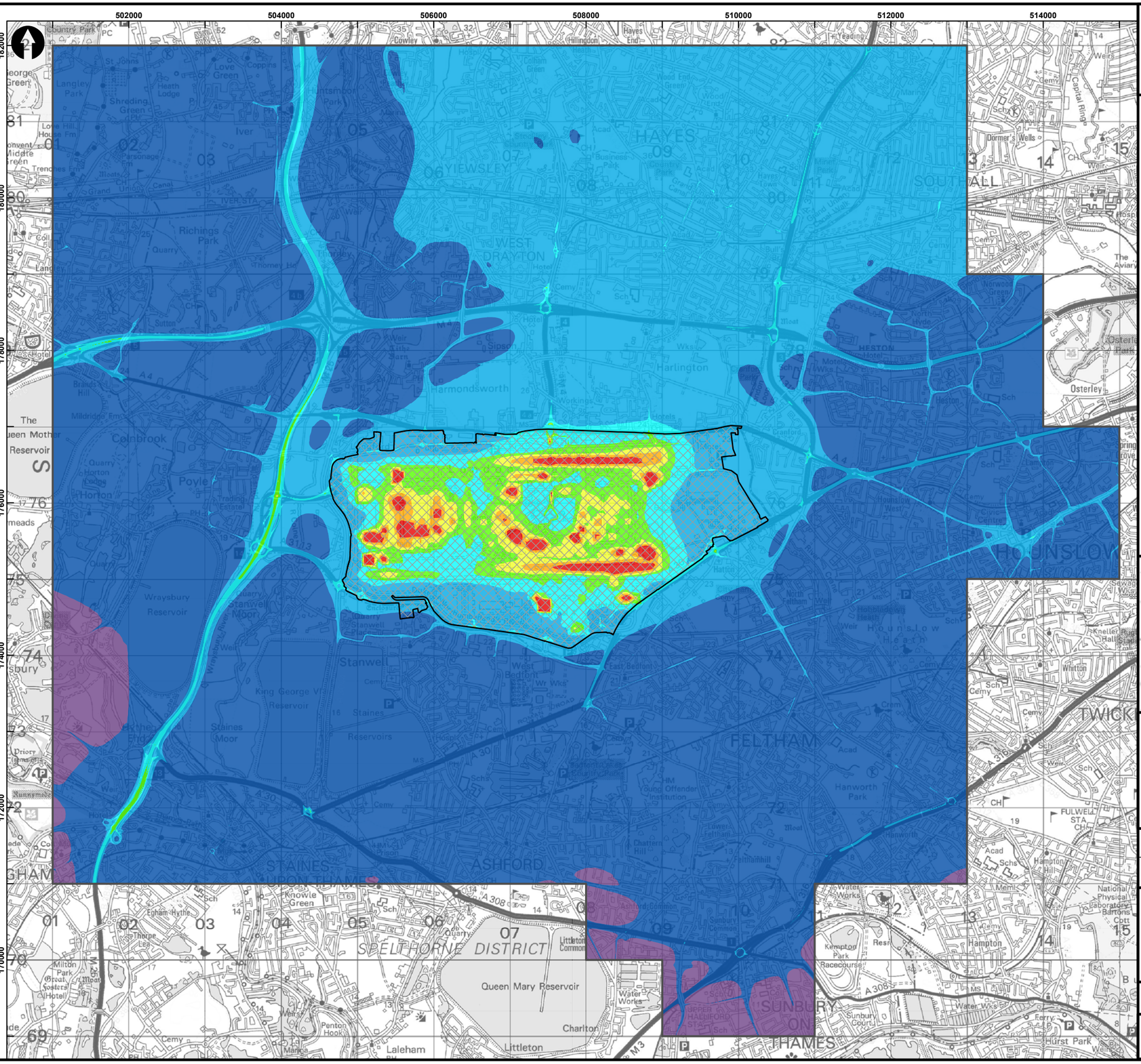

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Core Air Quality Objective assessment area

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

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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

Location-Level-Sub Series/System-Identifier	Version
3R000-XX-GA-XXX-100064	1.0

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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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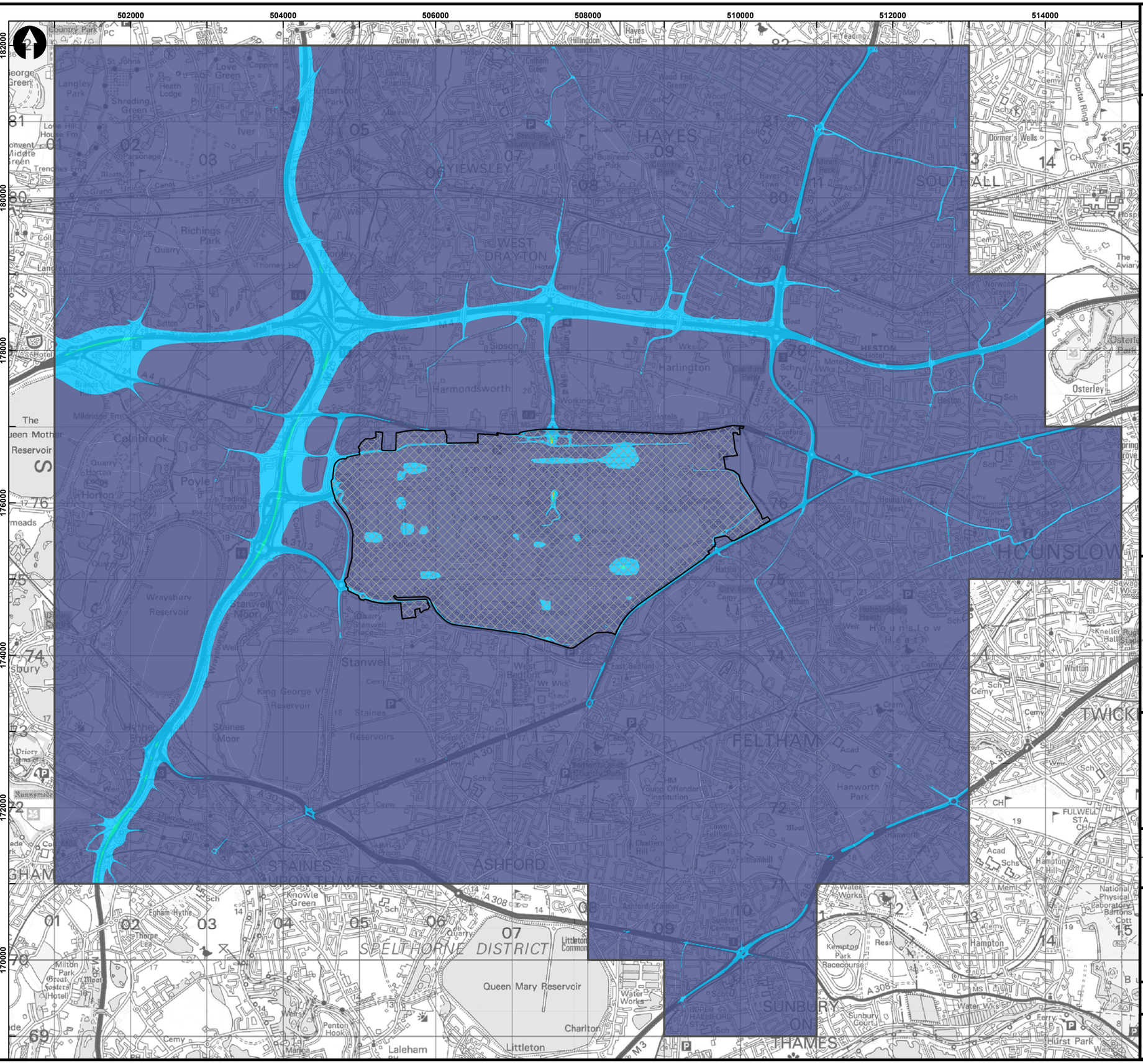

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Core Air Quality Objective assessment area

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

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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
3R000-XX-GA-XXX-100069	1.0

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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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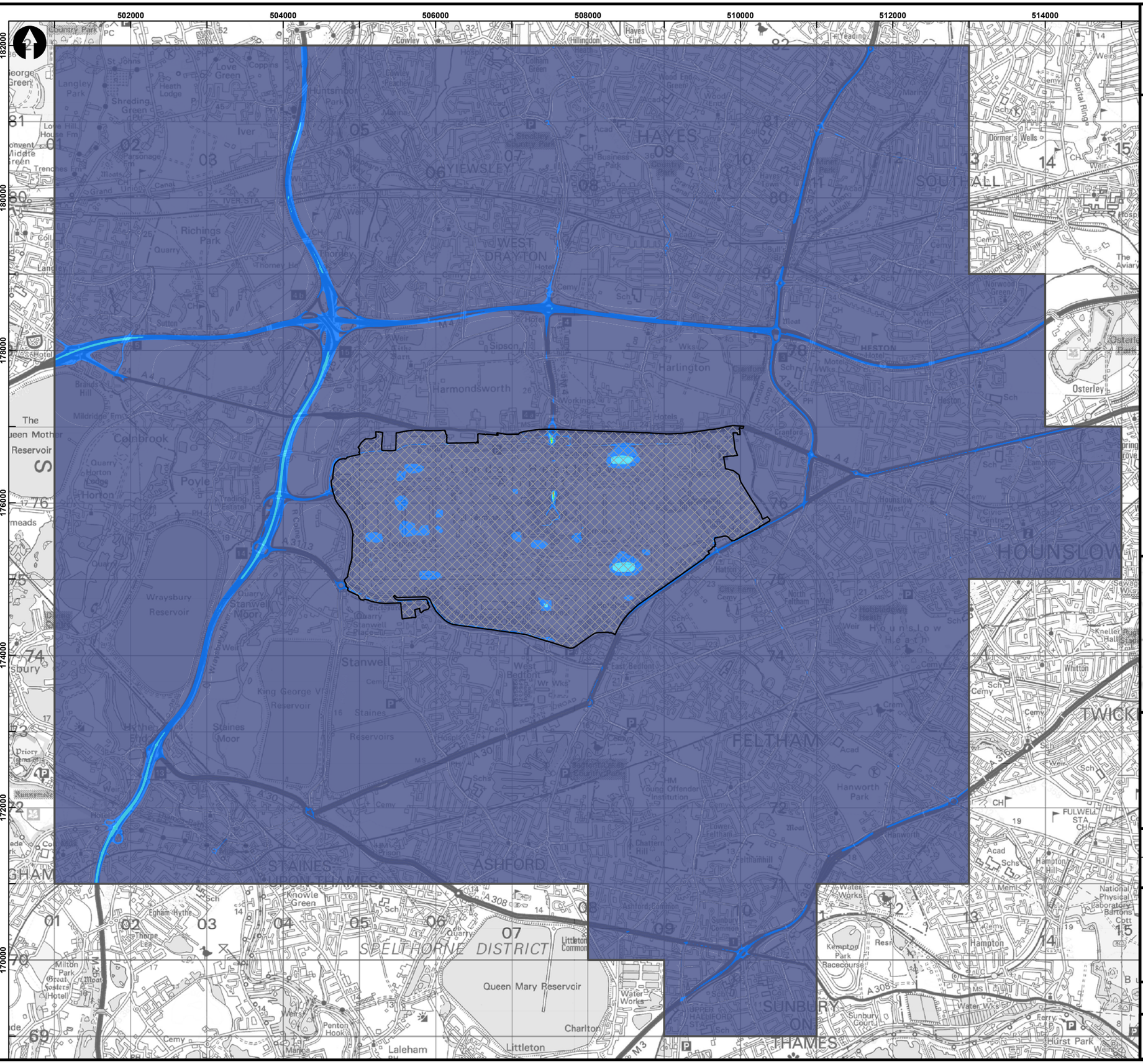

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Core Air Quality Objective assessment area

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

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

Title

Figure 9A.6: 2033 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-100070	1.0

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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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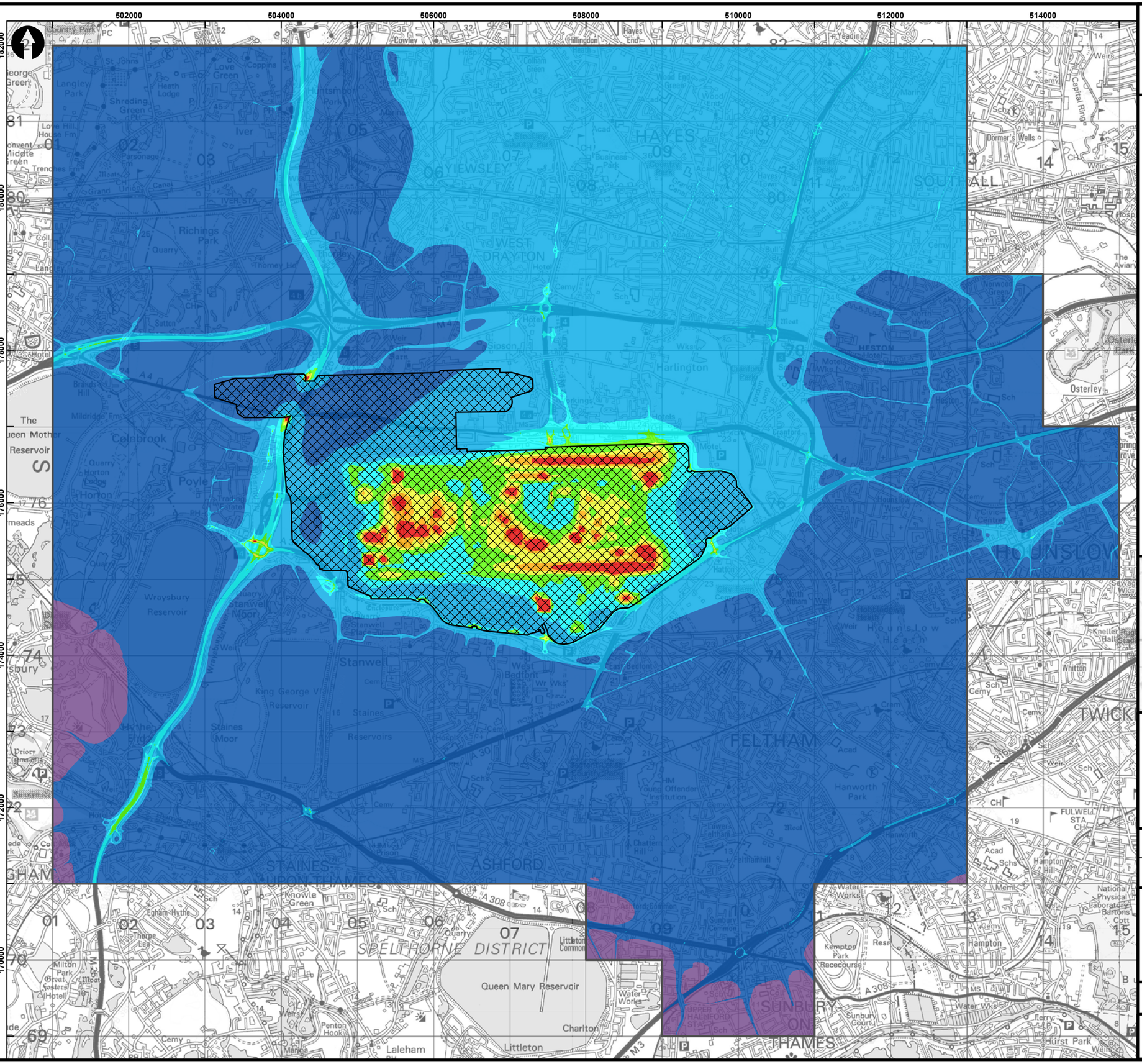

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Core Air Quality Objective assessment area

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.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
3R000-XX-GA-XXX-100071	1.0

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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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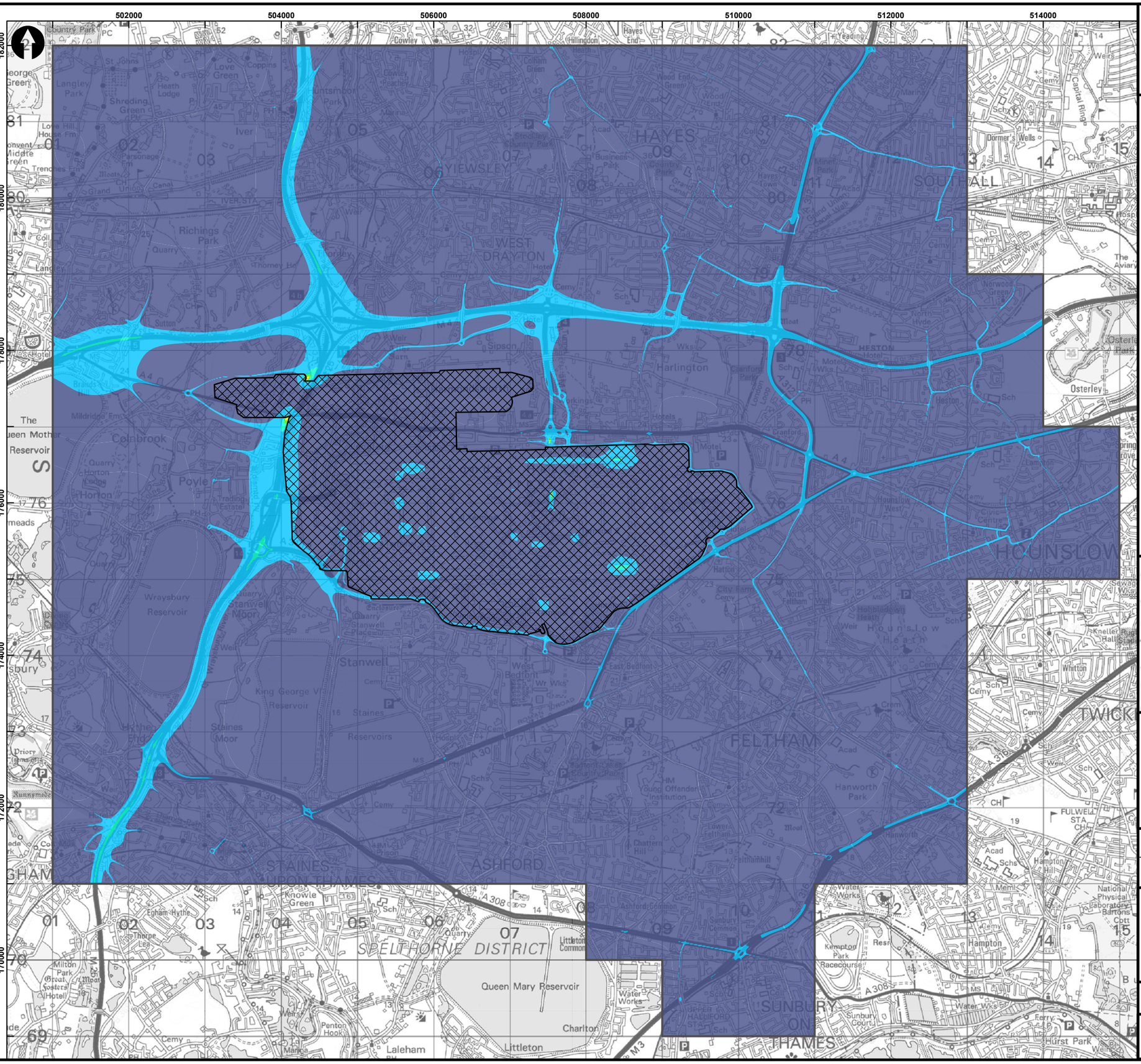

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Core Air Quality Objective assessment area

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	Project Name	Heathrow Project No.
1:50,000	Heathrow Expansion Project	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

Location-Level-Sub Series/System-Identifier	Version
3R000-XX-GA-XXX-100072	1.0

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

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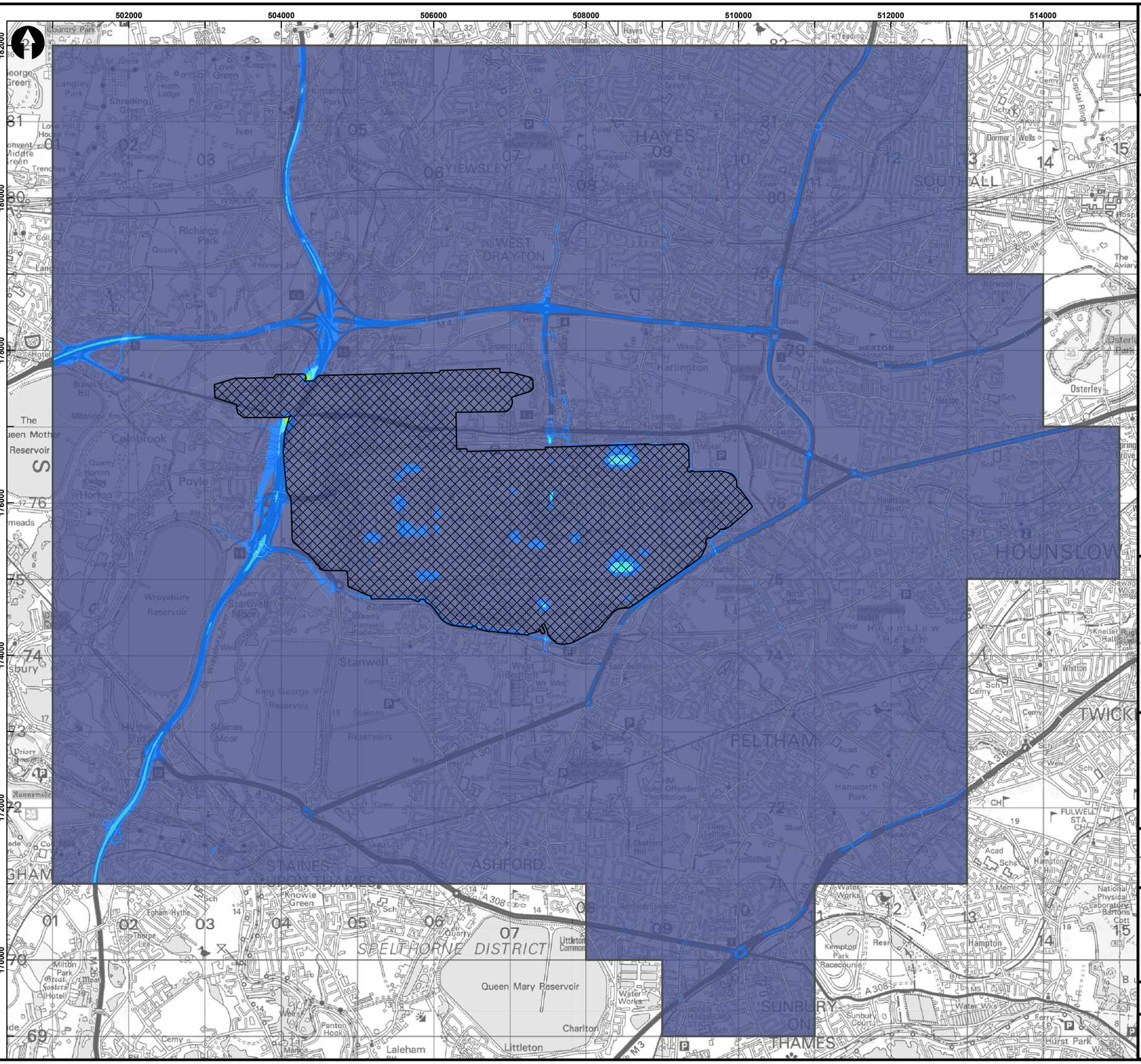

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Core Air Quality Objective assessment area

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

Heathrow

© Heathrow Airport Limited	Scale 1:50,000
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

Location-Level-Sub Series/System-Identifier	Version
3R000-XX-GA-XXX-100073	1.0

Source file: EH-WSP-EICR-041

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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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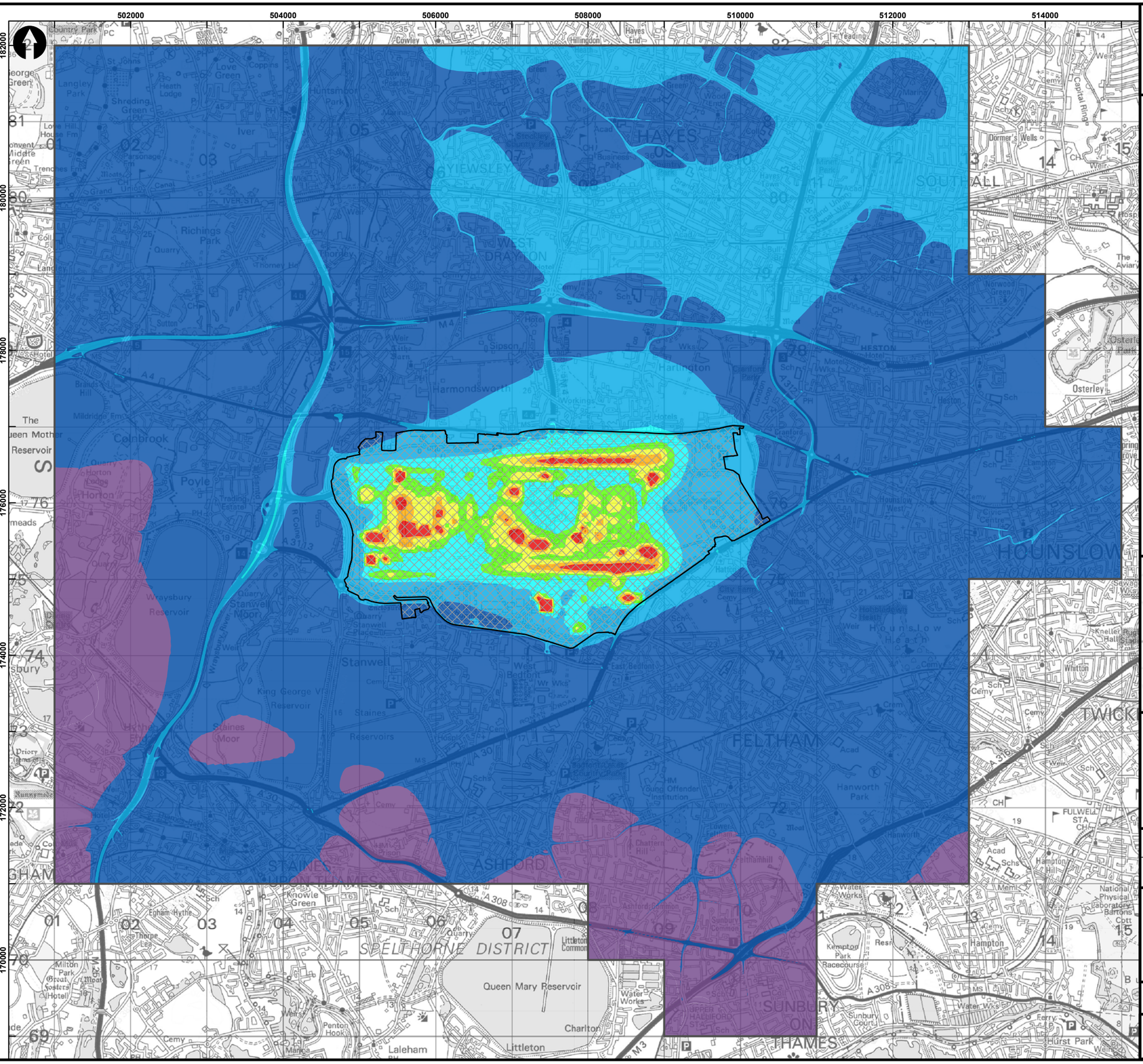

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Core Air Quality Objective assessment area

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.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
3R000-XX-GA-XXX-100032

Version
1.0

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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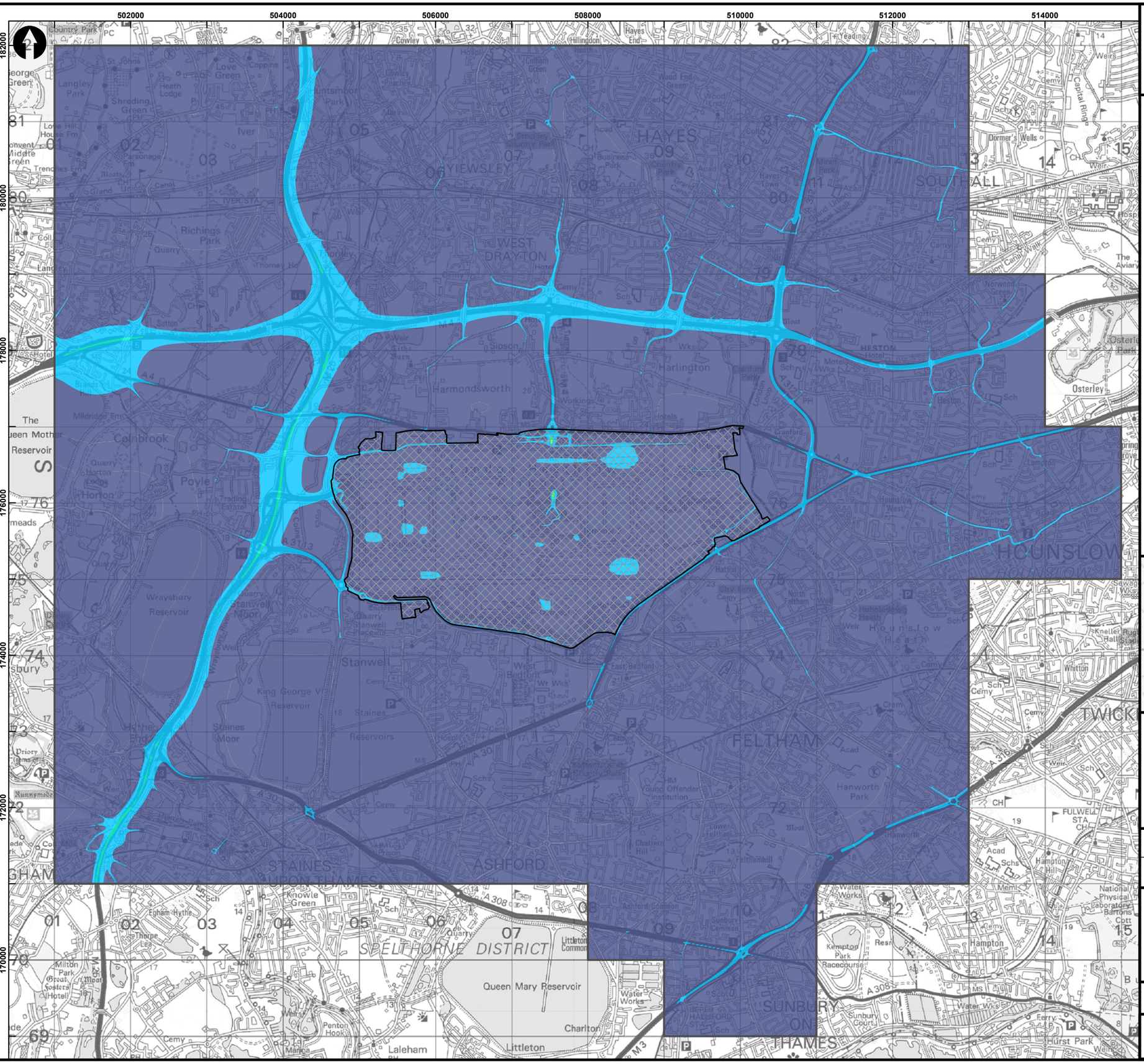

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Core Air Quality Objective assessment area

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

Source file: EH-WSP-EICR-043

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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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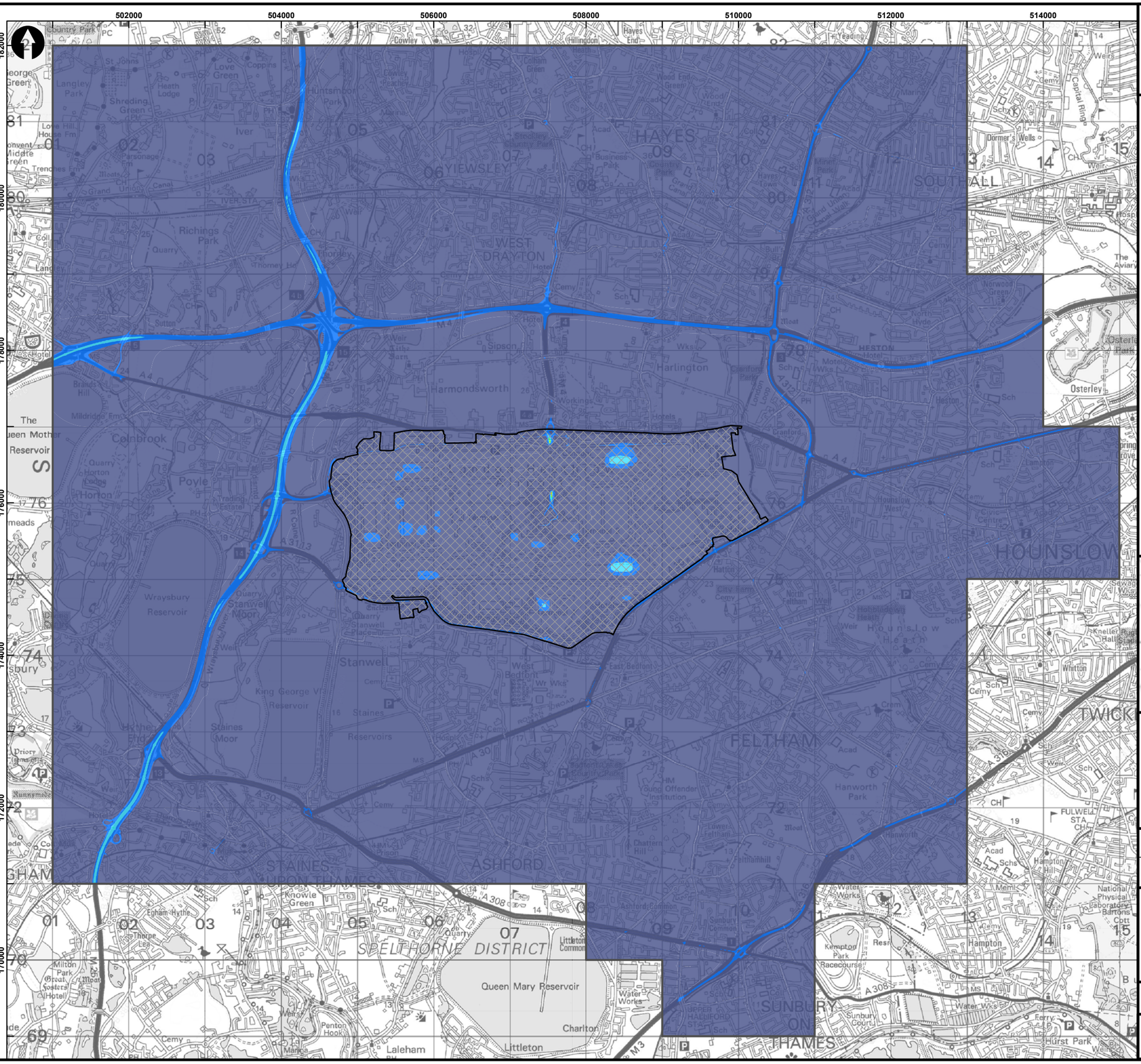

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Core Air Quality Objective assessment area

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

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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 (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-100034

Version: 1.0

Source file: EH-WSP-EICR-044

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

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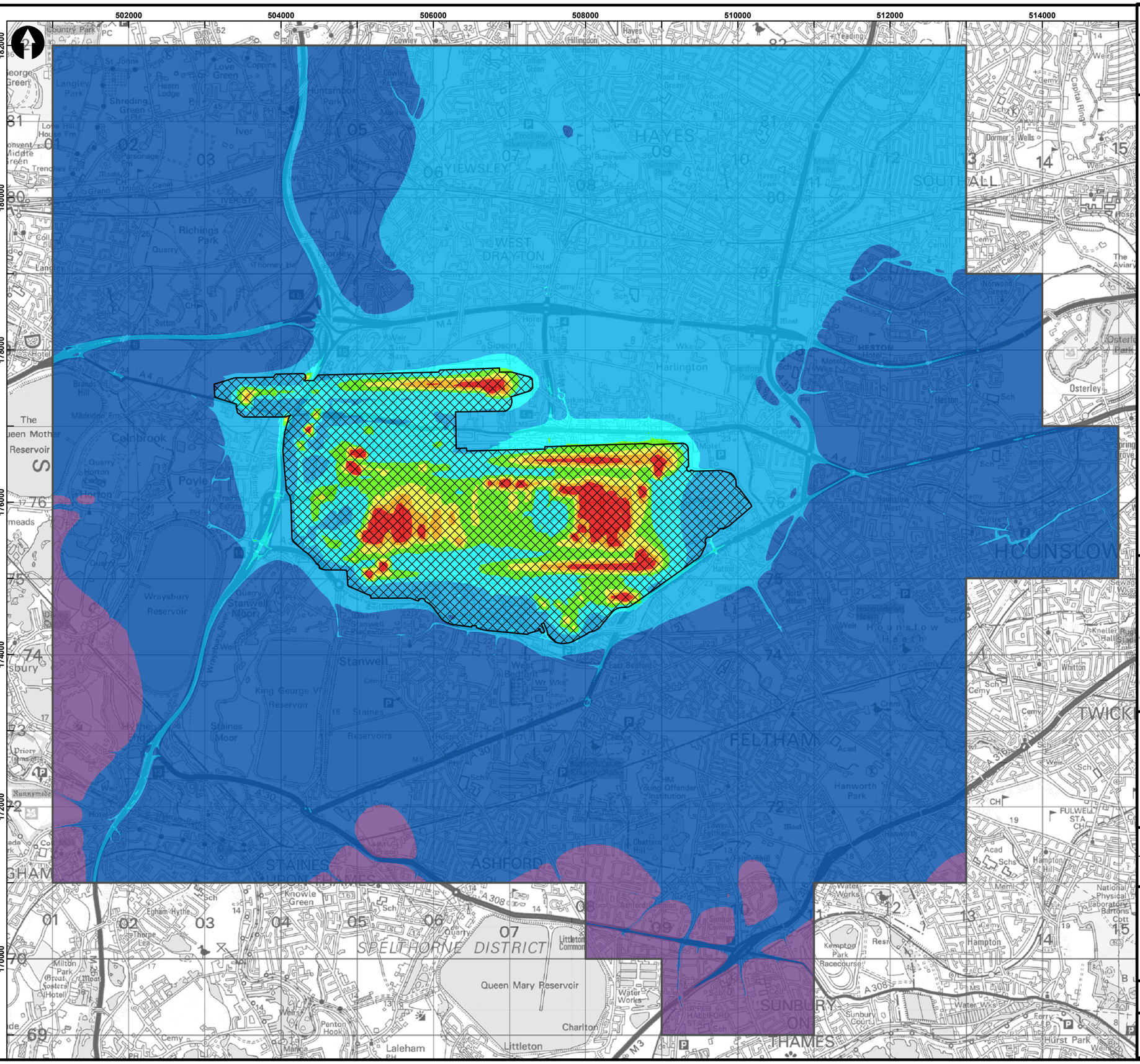

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Core Air Quality Objective assessment area

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.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
3R000-XX-GA-XXX-100035	1.0

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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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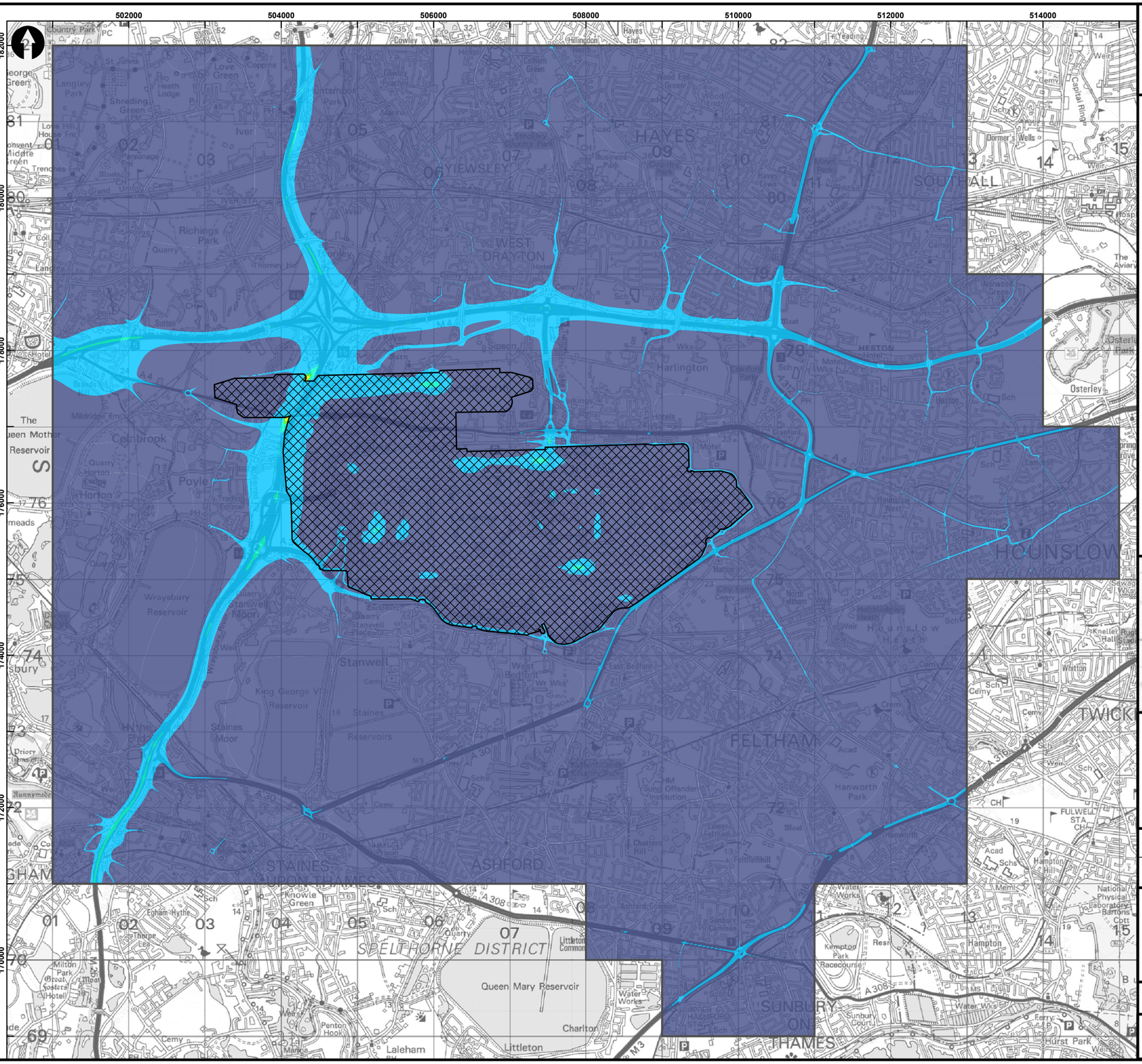

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Core Air Quality Objective assessment area

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	Project Name	Heathrow Project No.
1:50,000	Heathrow Expansion Project	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

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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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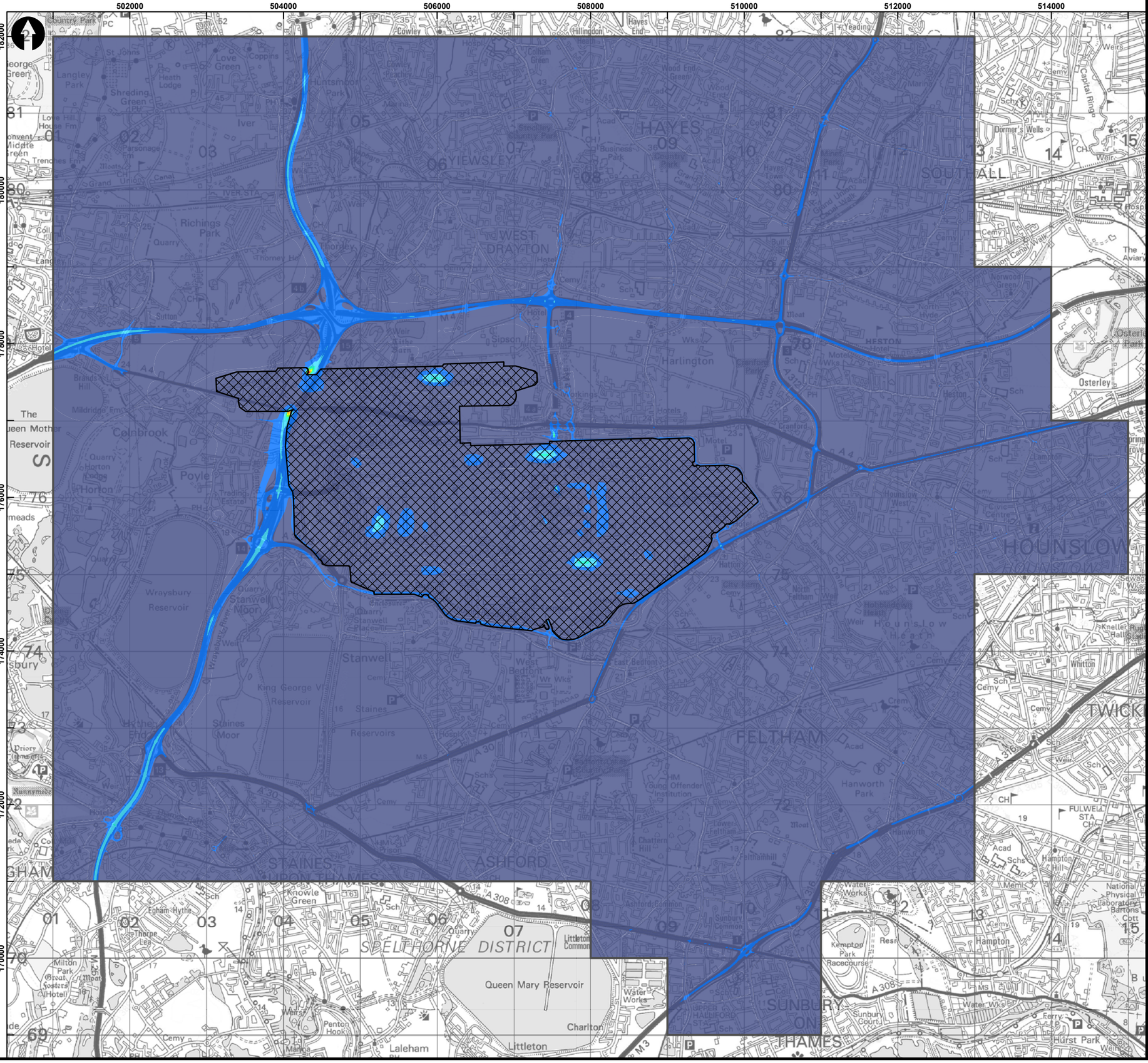

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Core Air Quality Objective assessment area

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
3R000-XX-GA-XXX-100037	1.0

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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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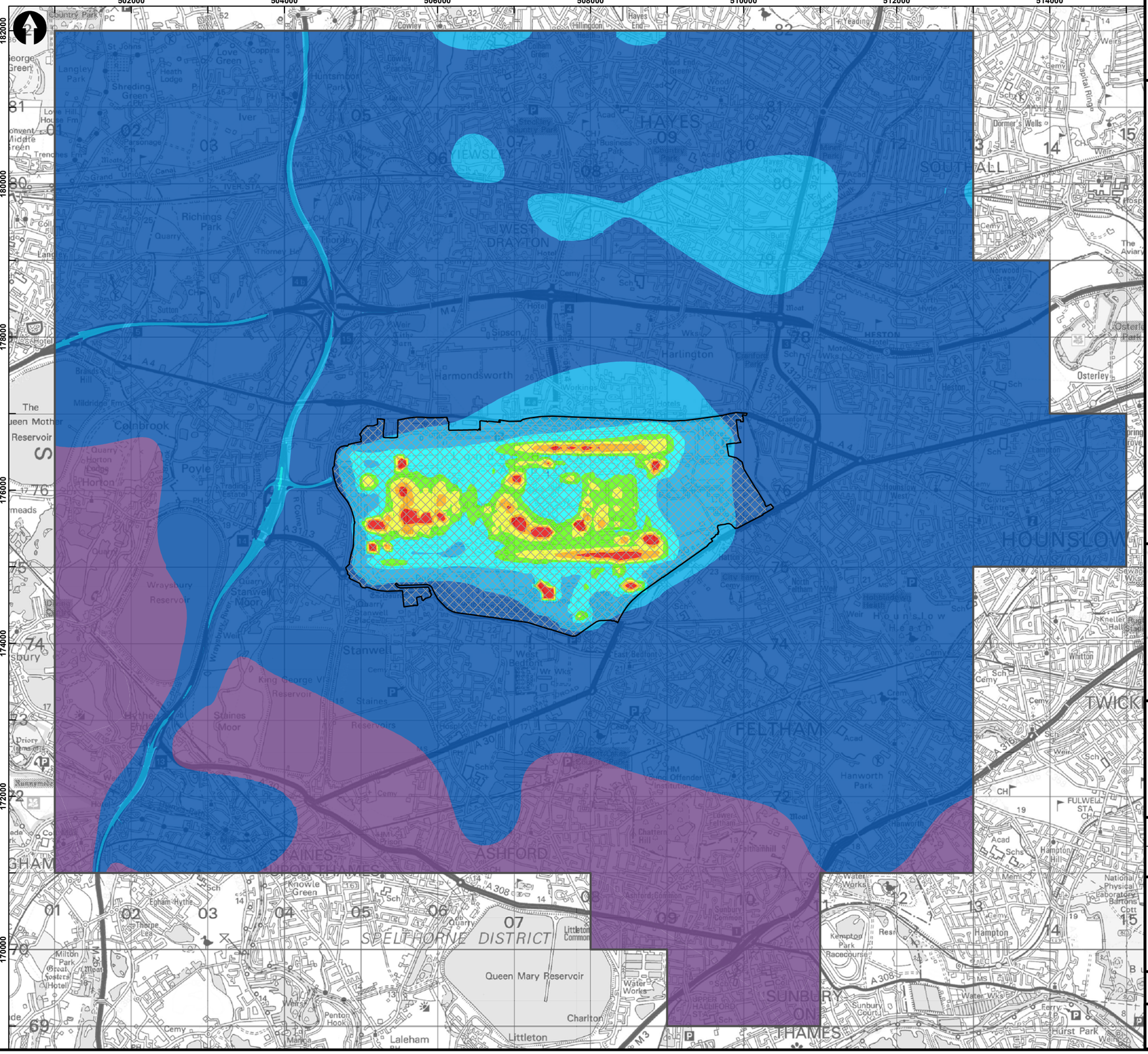

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Core Air Quality Objective assessment area

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 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
WSP	AS	KW	20/07/2026	FINAL

Location-Level-Sub Series/System-Identifier
3R000-XX-GA-XXX-100038

Version
1.0

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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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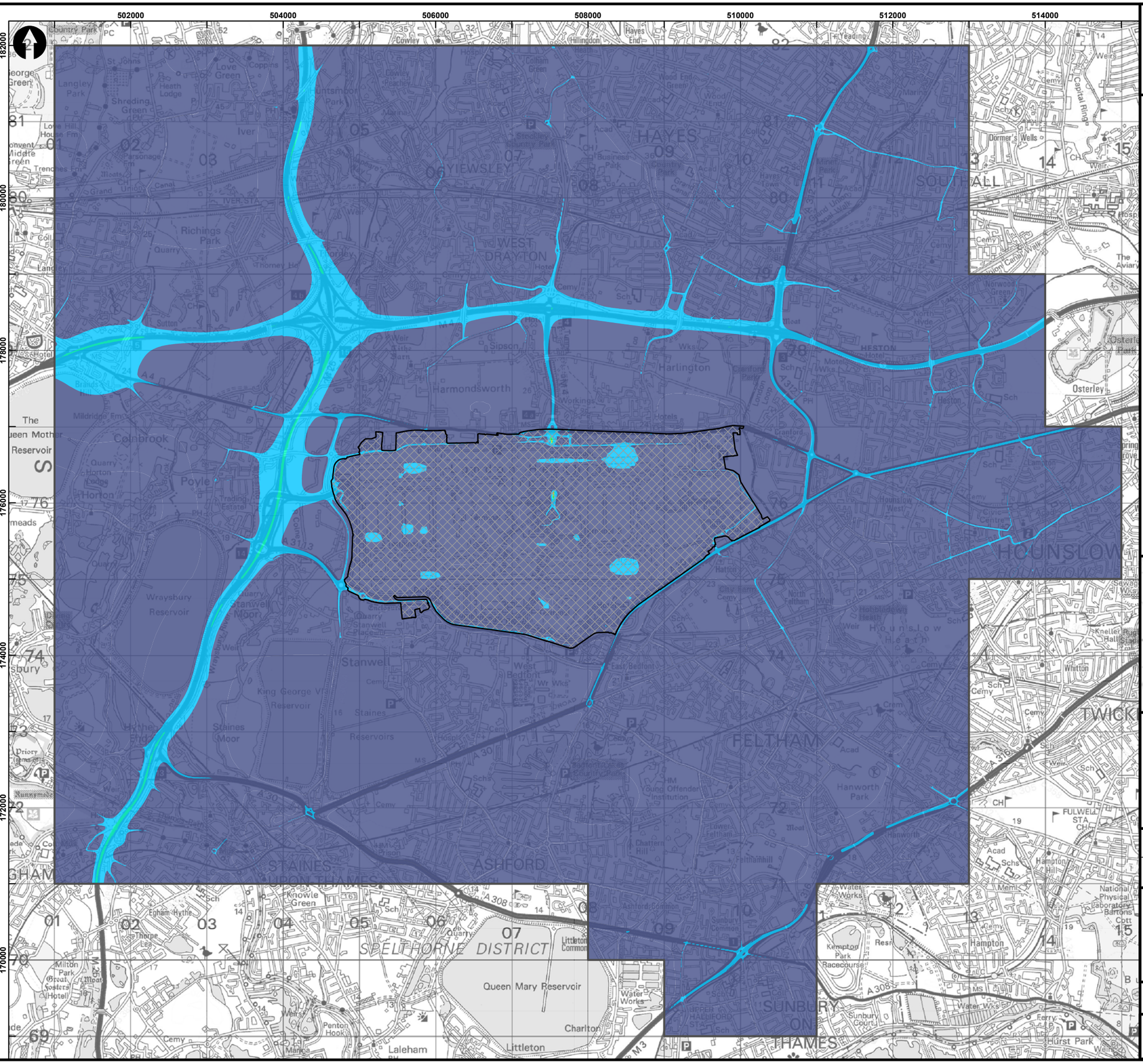

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Core Air Quality Objective assessment area

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

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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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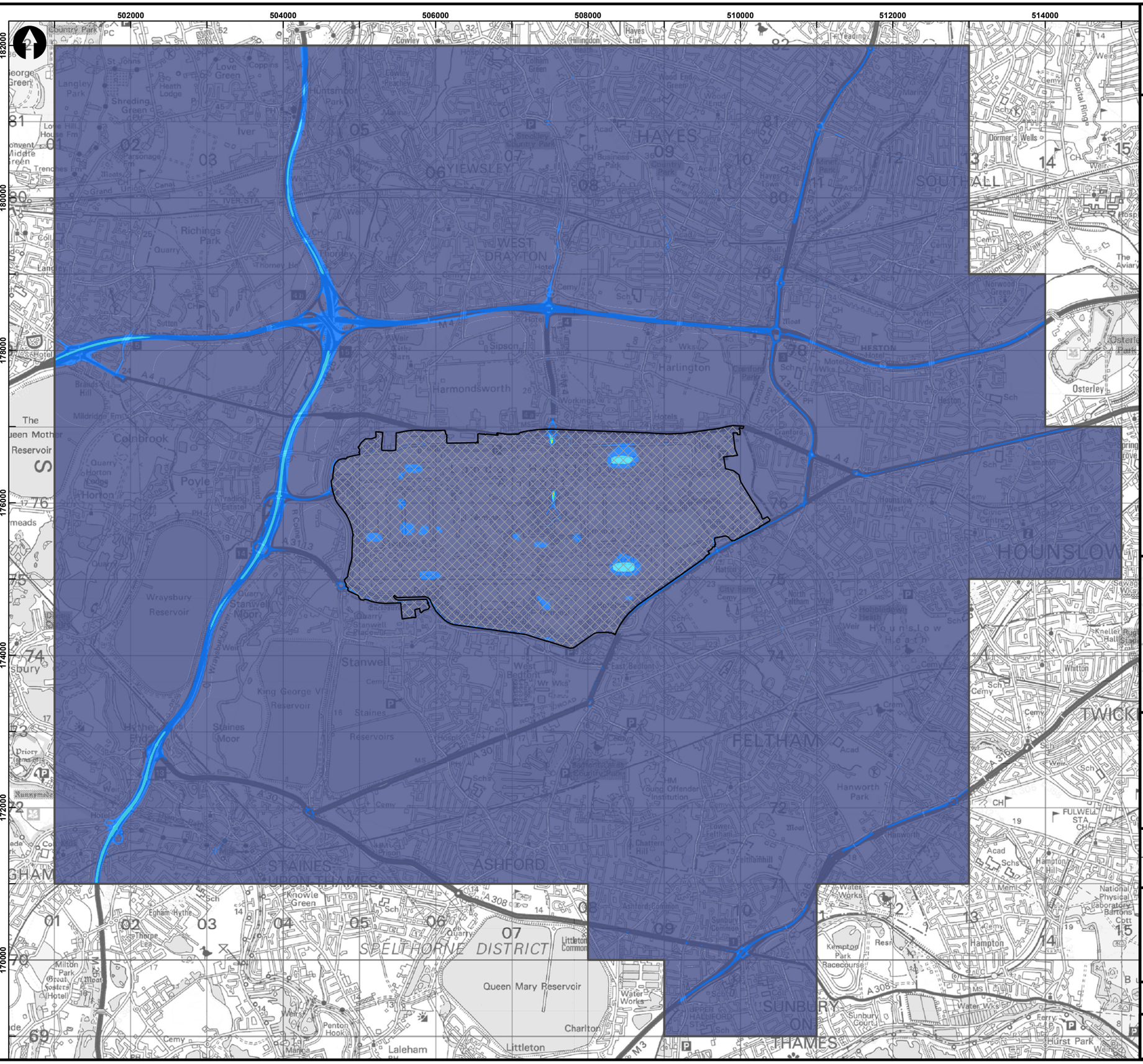

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Core Air Quality Objective assessment area

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.18: 2055 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-100040	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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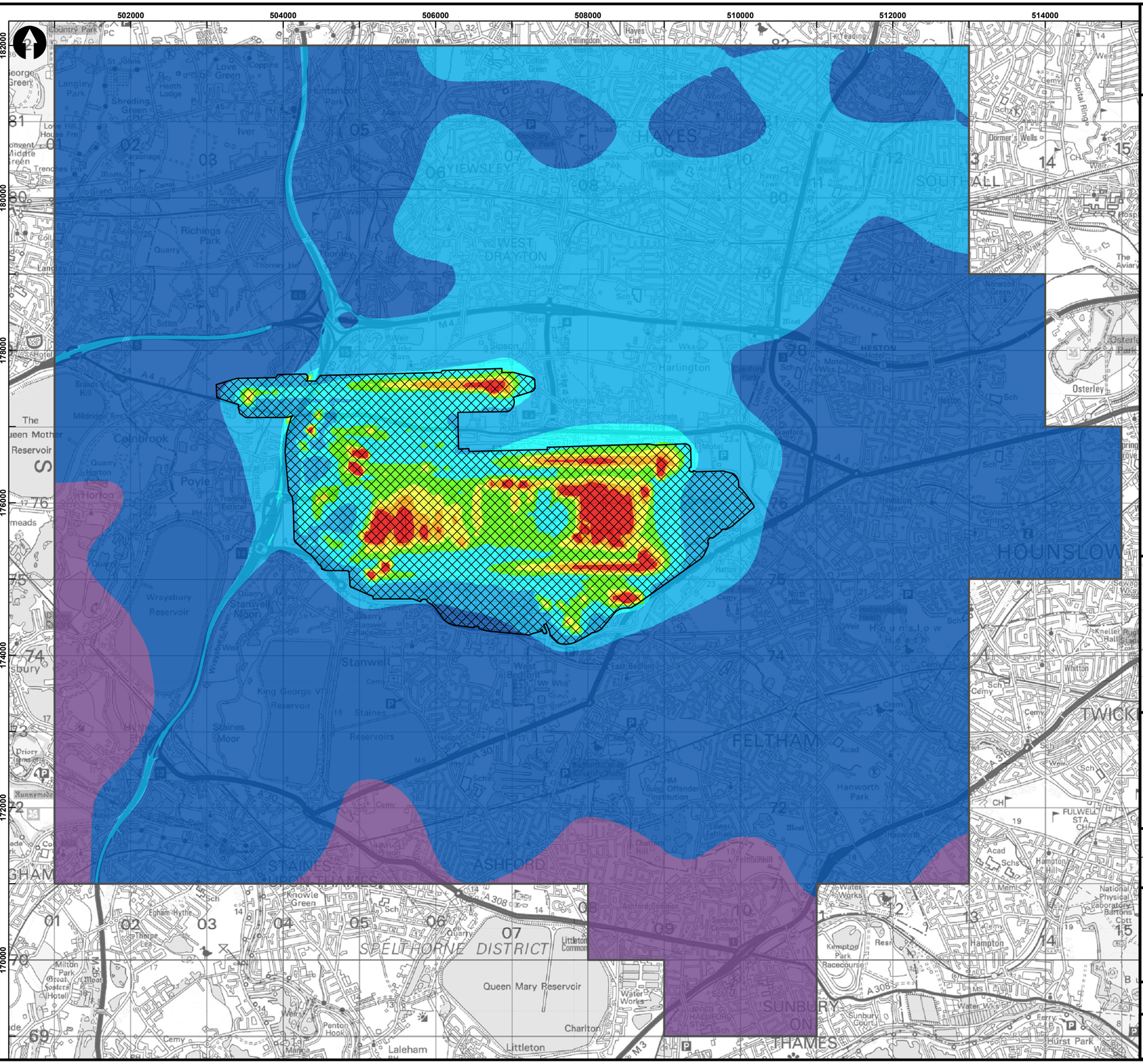

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Project Name: Heathrow Expansion Project	Heathrow Project No.: 3R000

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

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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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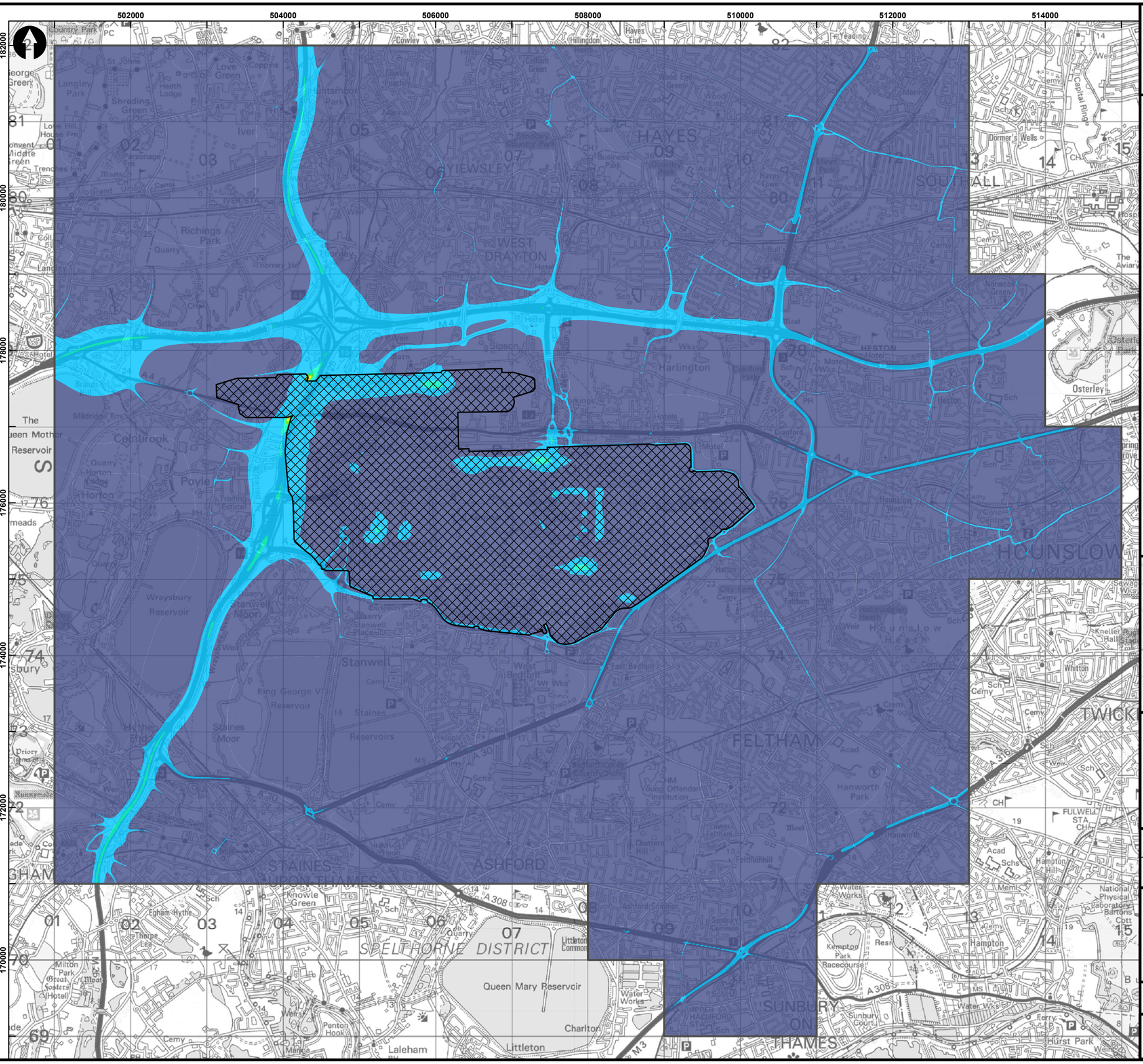

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Core Air Quality Objective assessment area

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

© 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

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

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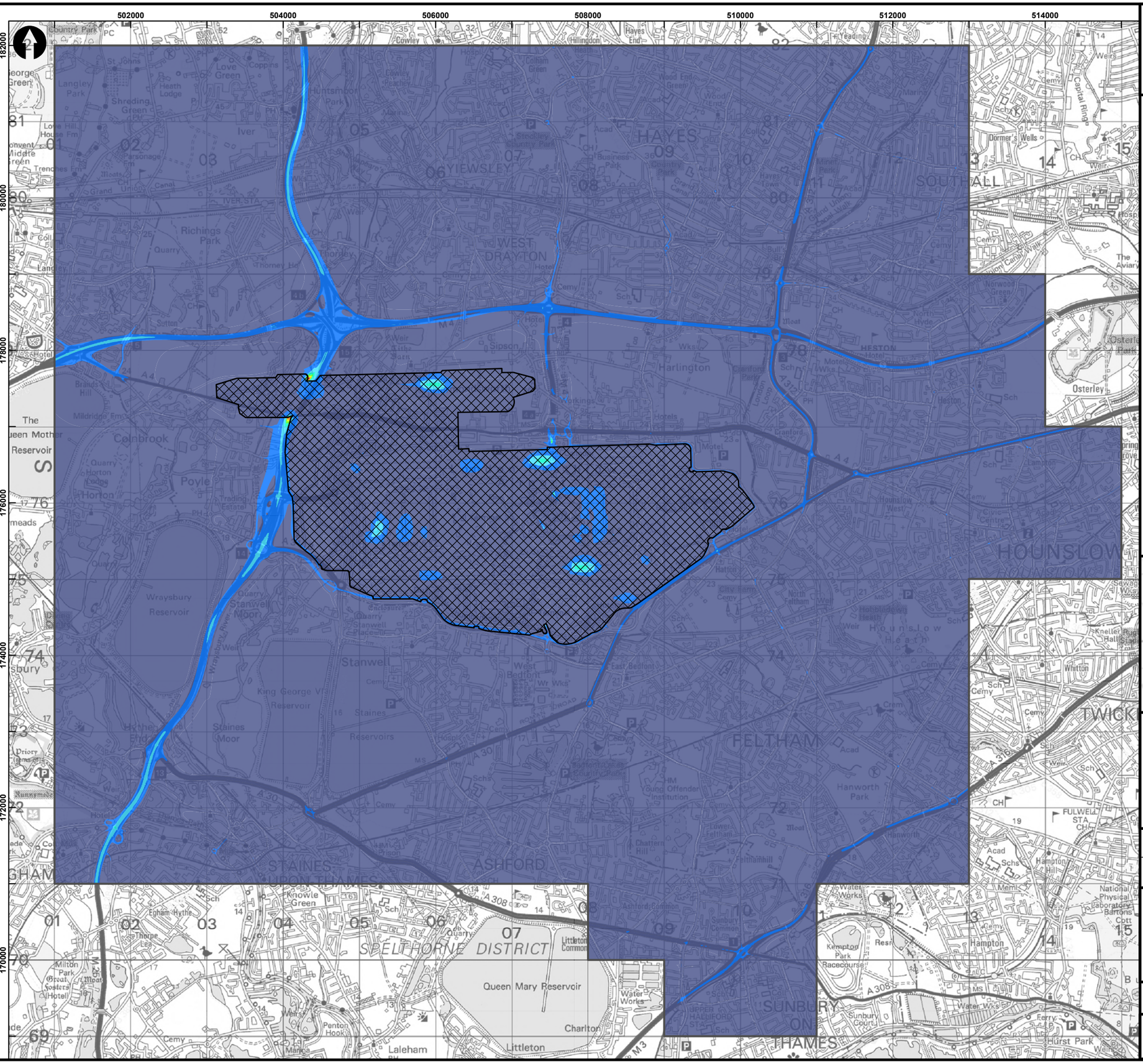

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Core Air Quality Objective assessment area

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

Heathrow

© Heathrow Airport Limited	Scale 1:50,000
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

Location-Level-Sub Series/System-Identifier	Version
3R000-XX-GA-XXX-100044	1.0

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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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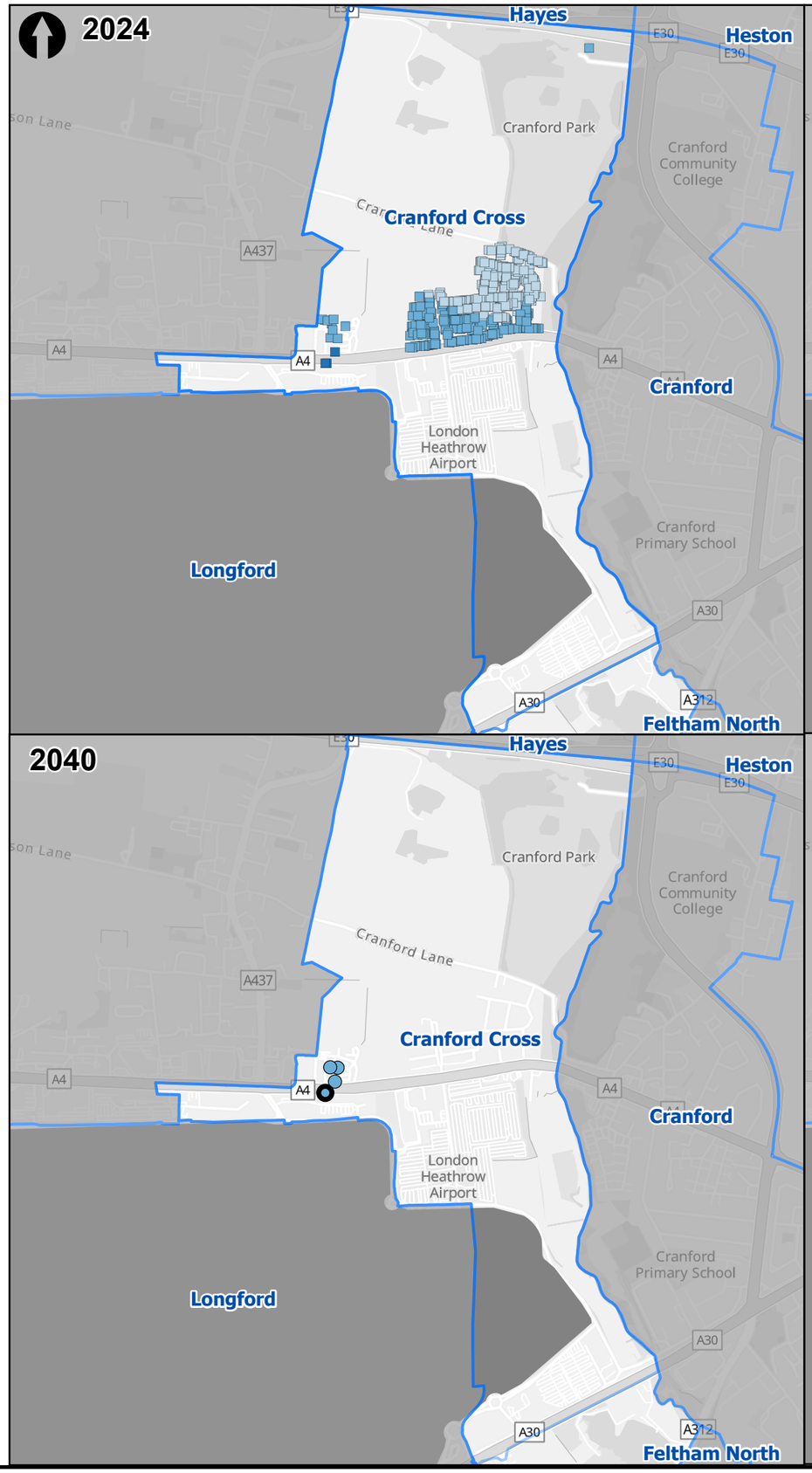

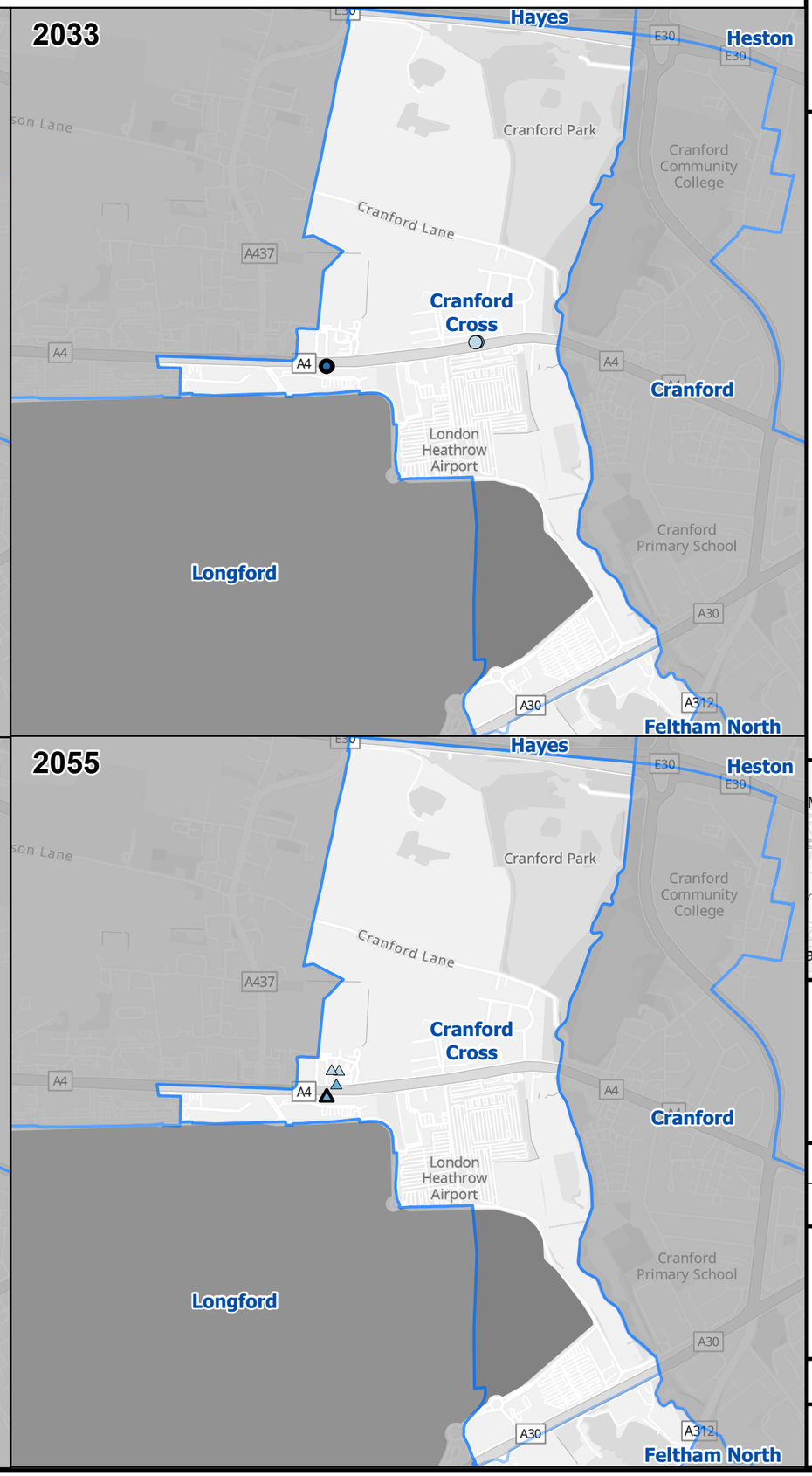

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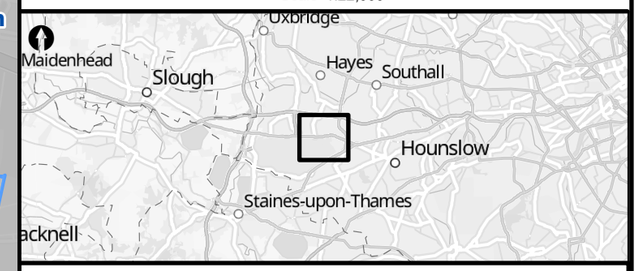
- Community areas
- 3rd Runway Infrastructure Extent
- Baseline concentrations
- Negligible
- Slight adverse
- Moderate adverse
- Maximum concentration
- Below 15 ug/m^3
- 15-20 ug/m^3
- 20-25 ug/m^3
- 25 ug/m^3 and above

0 250 500 1,000 Metres

Scale 1:22,000



Heathrow

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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

Location-Level-Sub Series/System-Identifier	Version
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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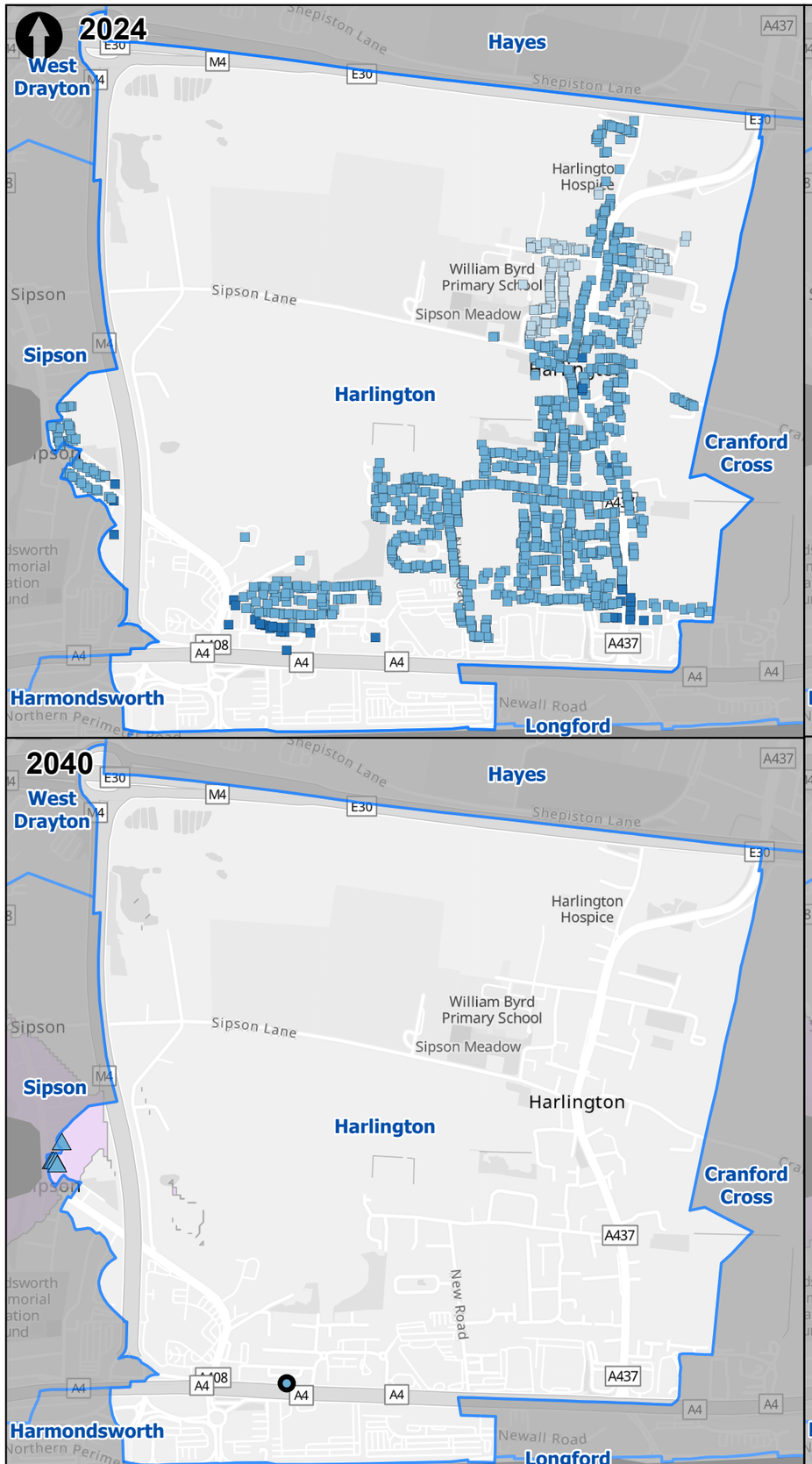

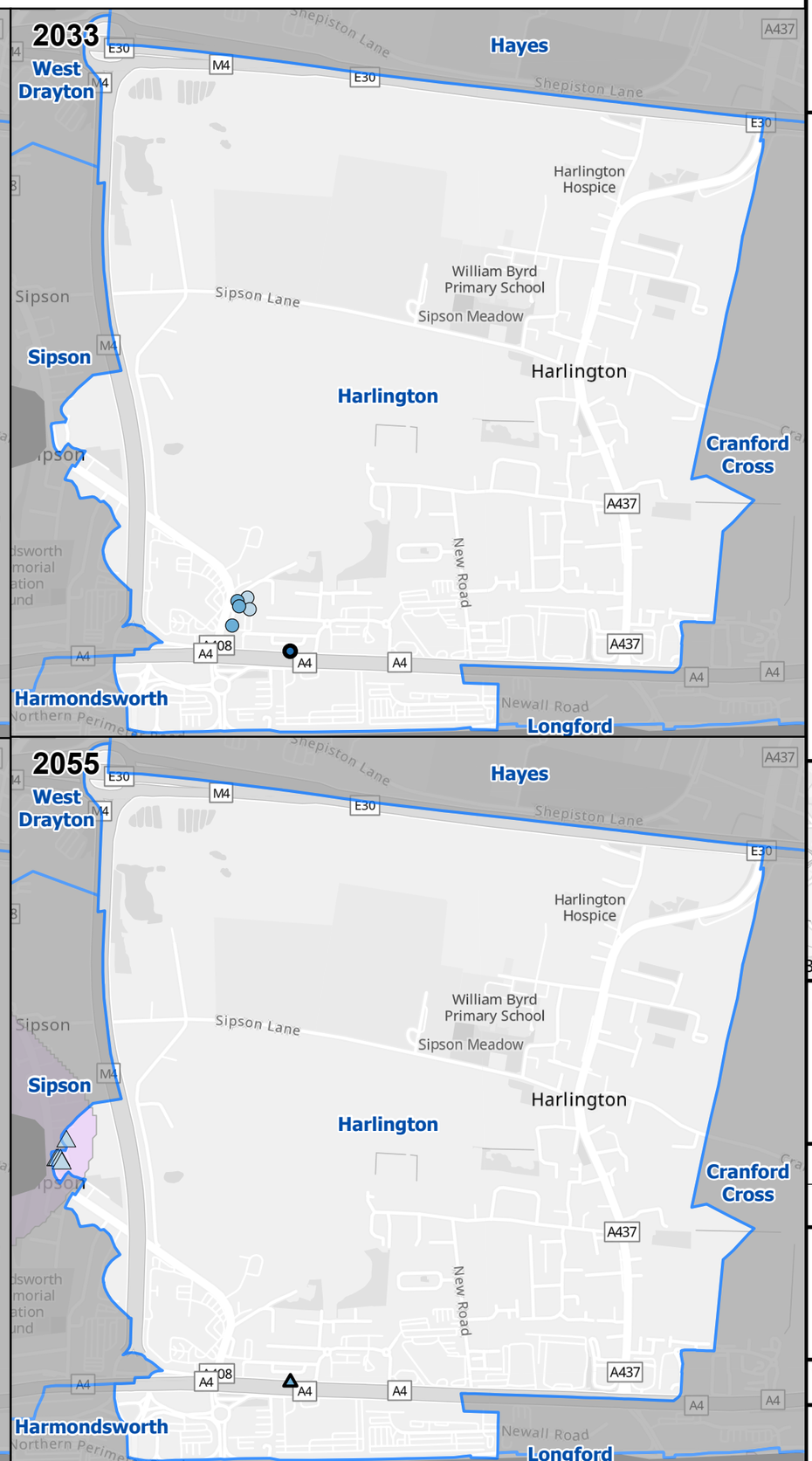

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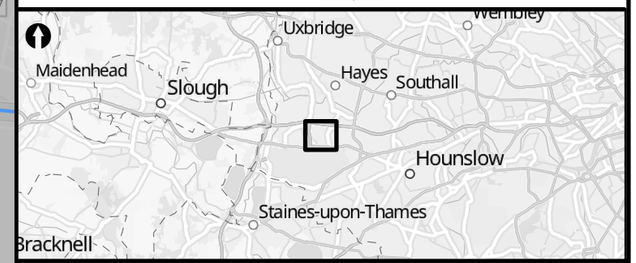
- Community areas
- 3rd Runway Infrastructure Extent
- Baseline concentrations
- Negligible
- Slight adverse
- Moderate adverse
- Maximum concentration
- Below 15 ug/m^3
- 15-20 ug/m^3
- 20-25 ug/m^3
- 25 ug/m^3 and above
- Moderate Adverse

0 250 500 Metres

Scale 1:14,000



Heathrow

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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
3R000-XX-GA-XXX-100051	1.0

Source file: EH-WSP-EICR-054

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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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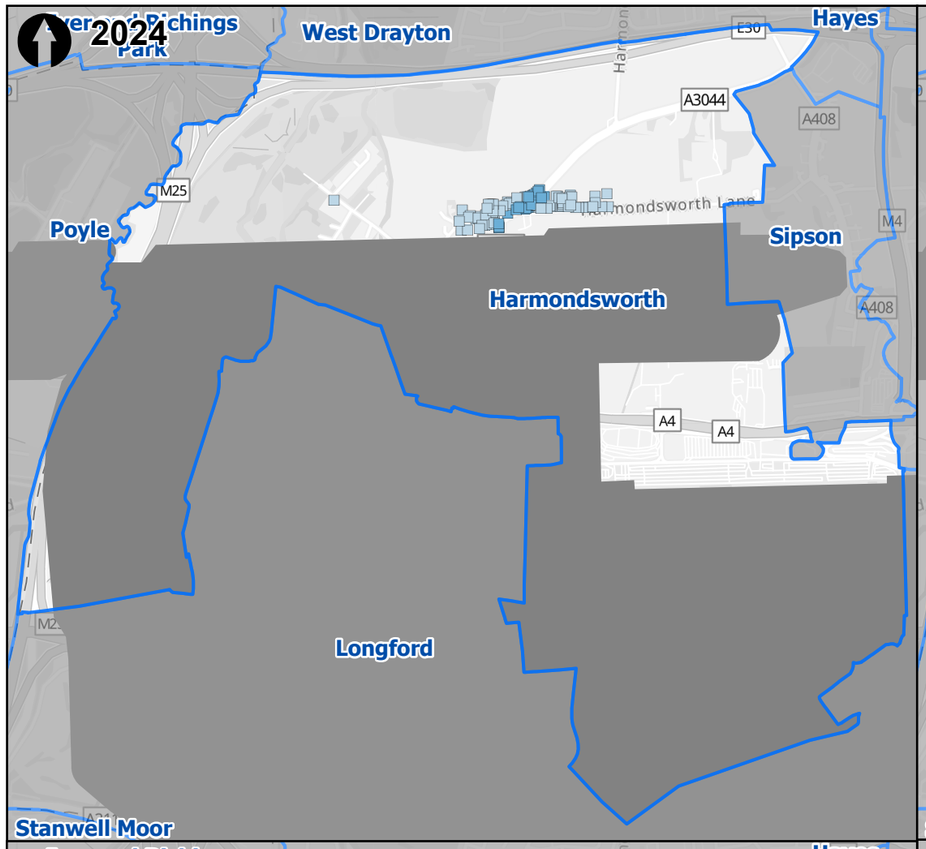

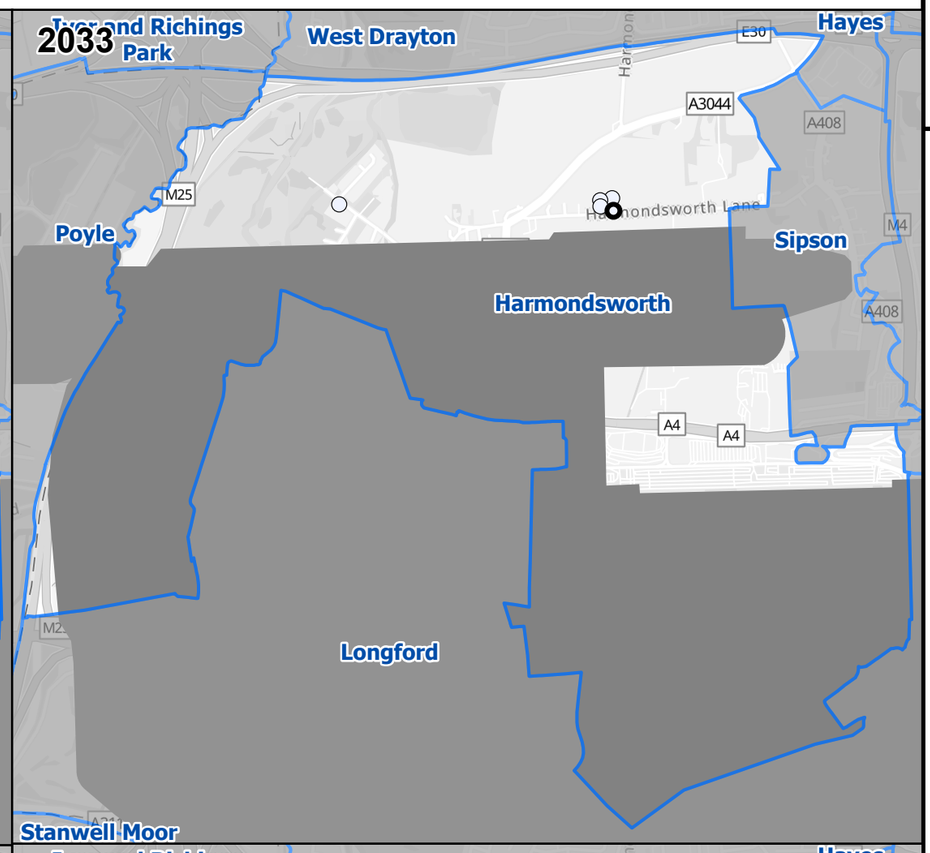

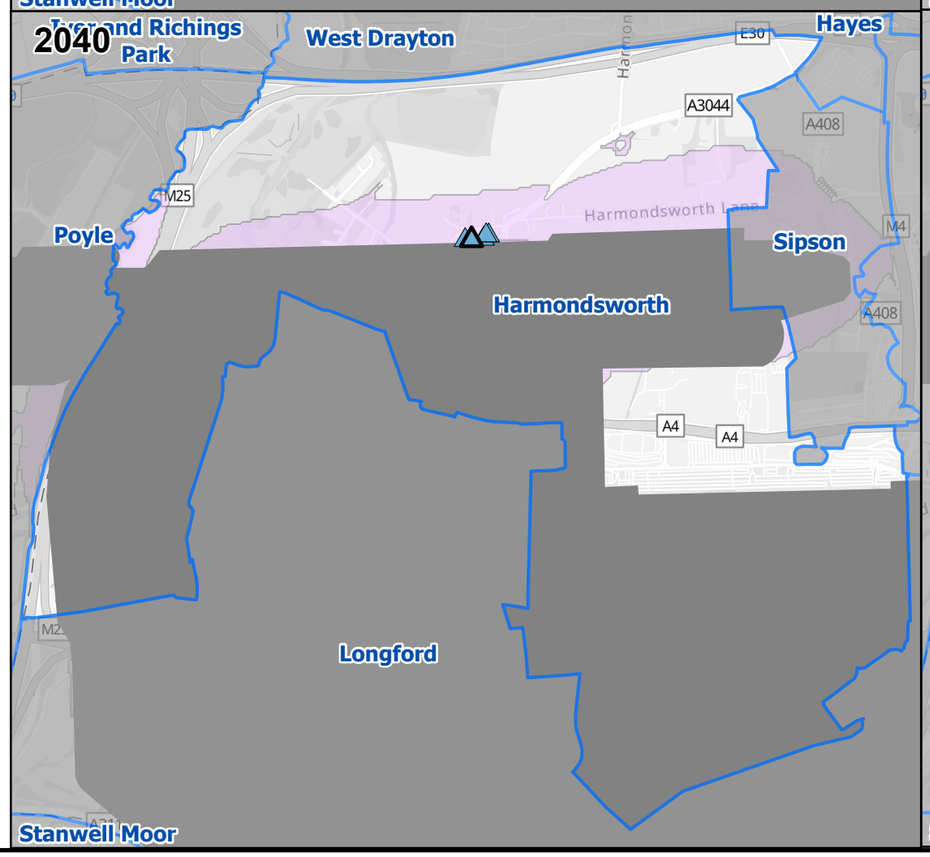

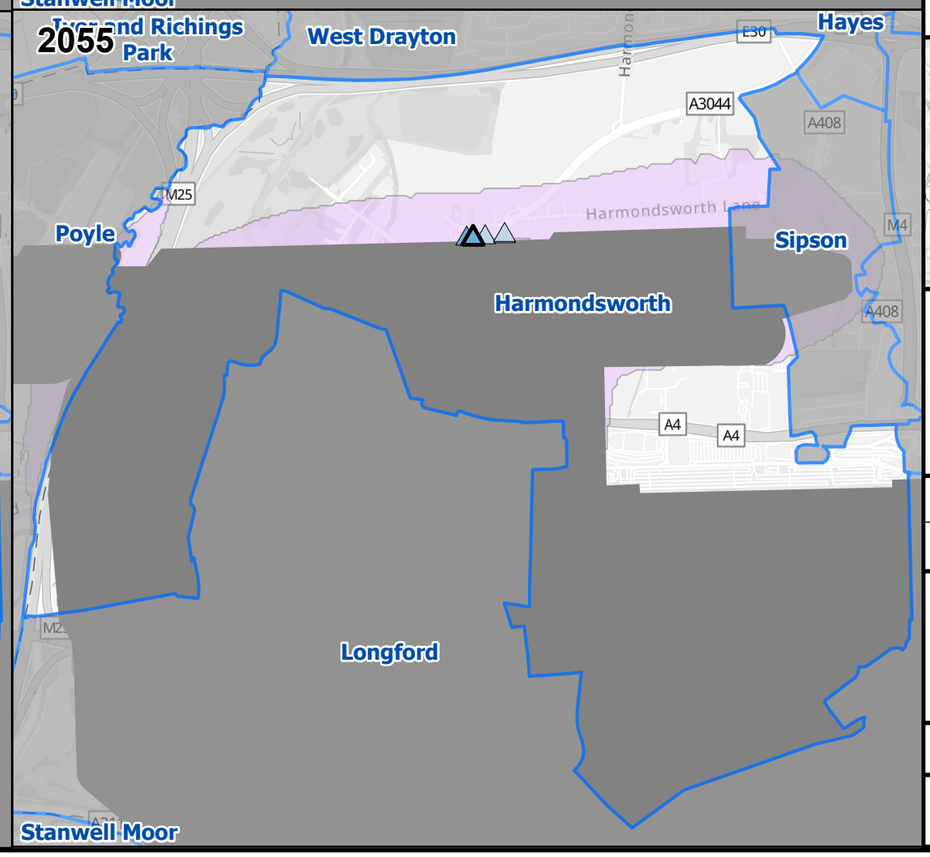

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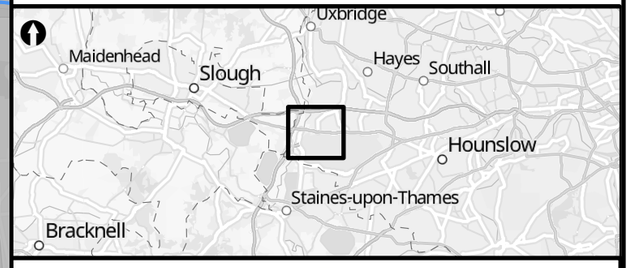
- Community areas
- 3rd Runway Infrastructure Extent
- Baseline concentrations
- Negligible
- Slight adverse
- Moderate adverse
- Maximum concentration
- Below 15 ug/m^3
- 15-20 ug/m^3
- 20-25 ug/m^3
- 25 ug/m^3 and above
- Moderate Adverse

0 250 500 1,000 1,500 Metres

Scale 1:25,000



Heathrow

© Heathrow Airport Limited	Scale 1:50,000
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
3R000-XX-GA-XXX-100052	1.0

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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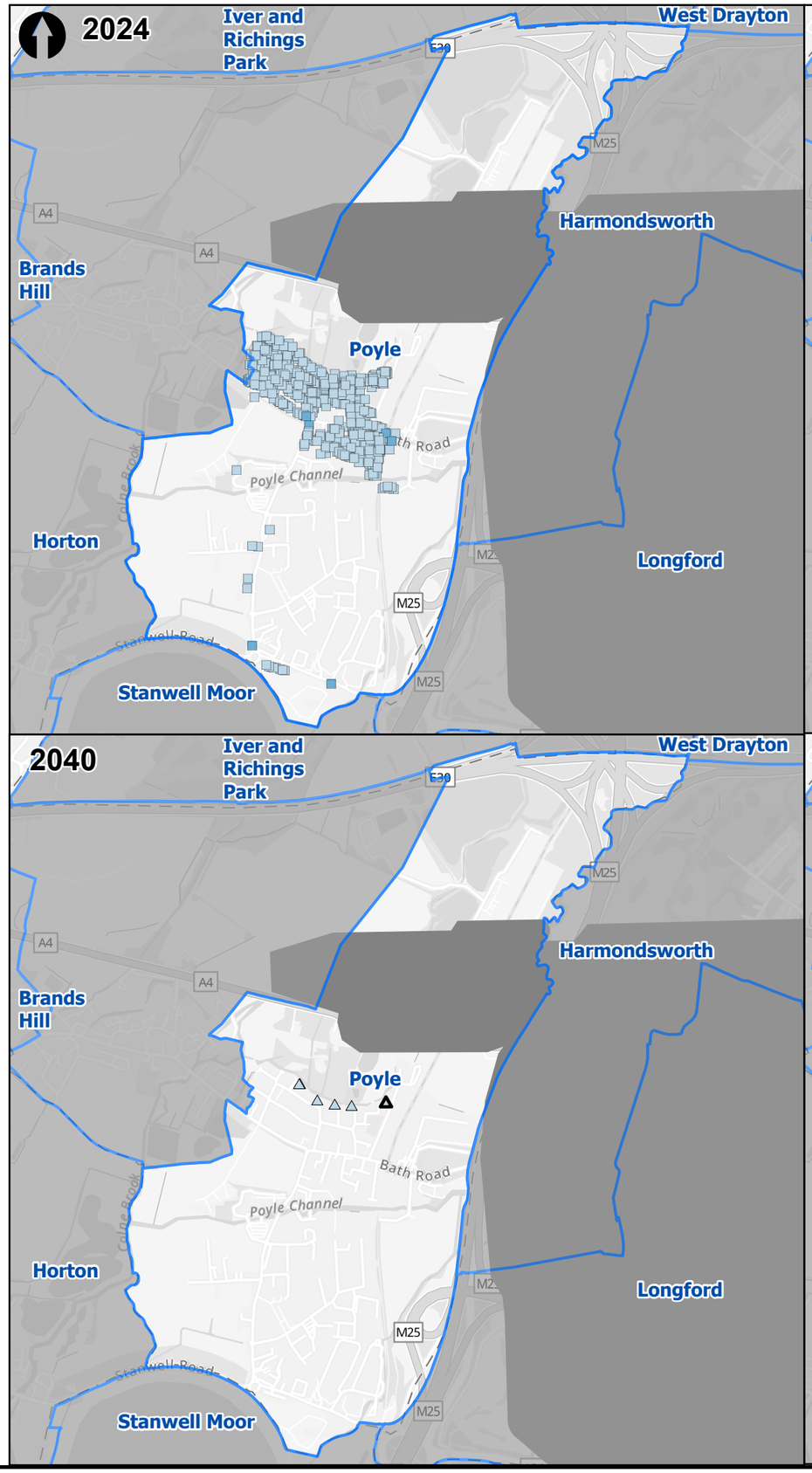

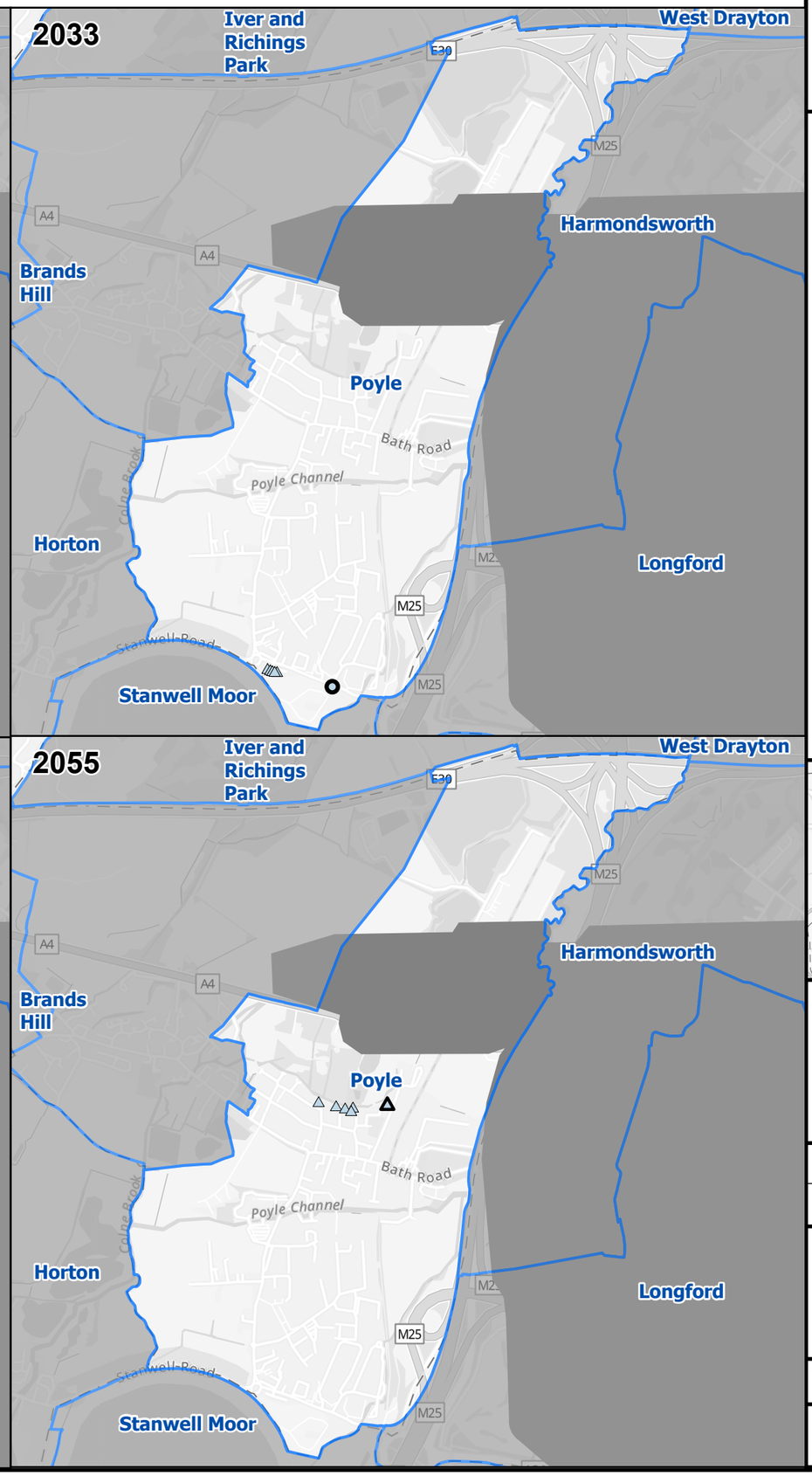

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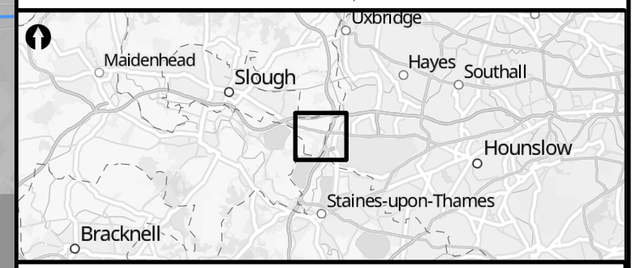
- Community areas
- 3rd Runway Infrastructure Extent
- Baseline concentrations
- Negligible
- Slight adverse
- Moderate adverse
- Maximum concentration
- Below 15 ug/m^3
- 15-20 ug/m^3
- 20-25 ug/m^3
- 25 ug/m^3 and above

0 250 500 1,000 1,500 Metres

Scale 1:23,000



Heathrow

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

Location-Level-Sub Series/System-Identifier	Version
3R000-XX-GA-XXX-100062	1.0

Source file: EH-WSP-EICR-054

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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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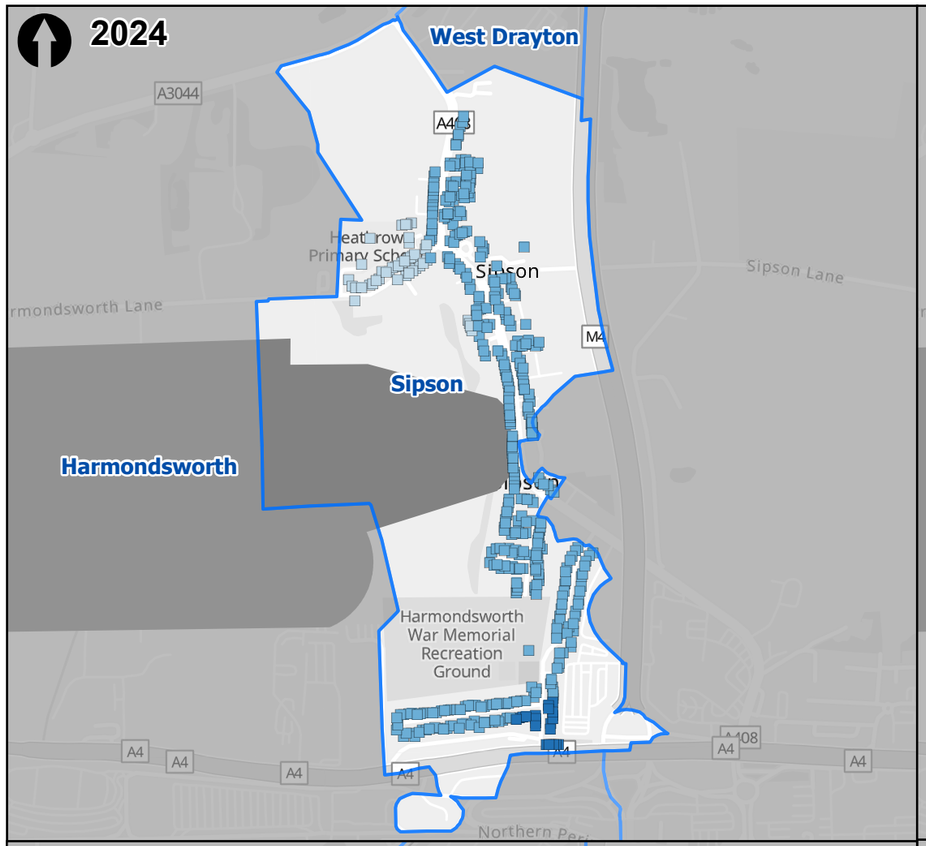

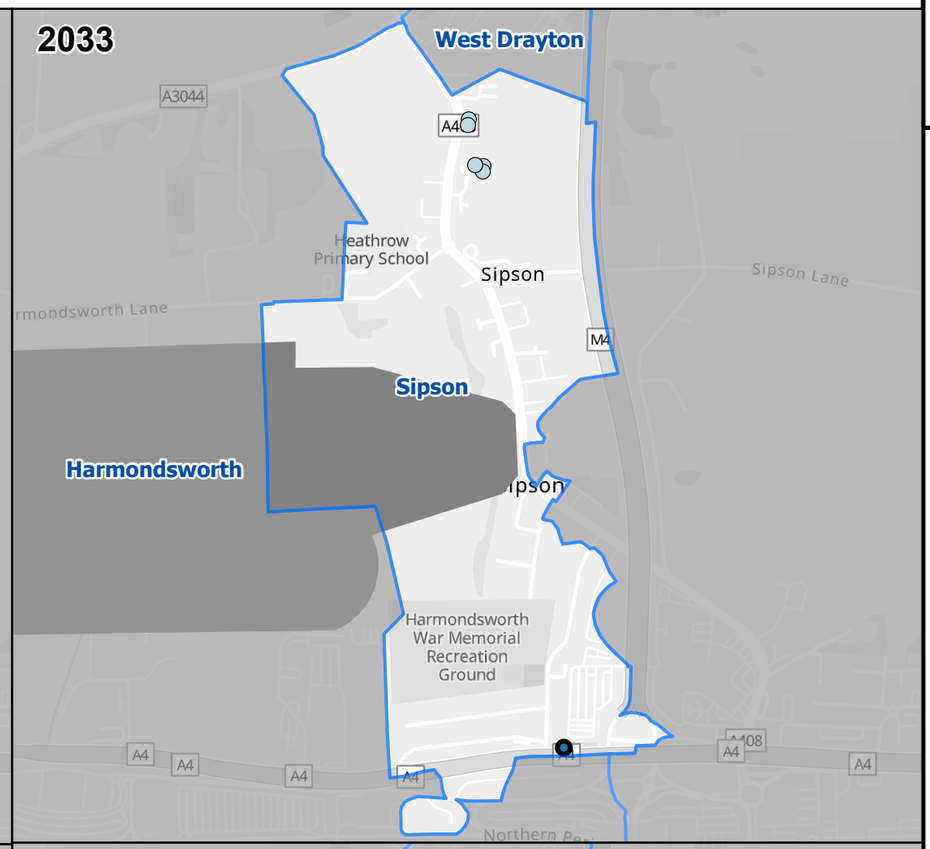

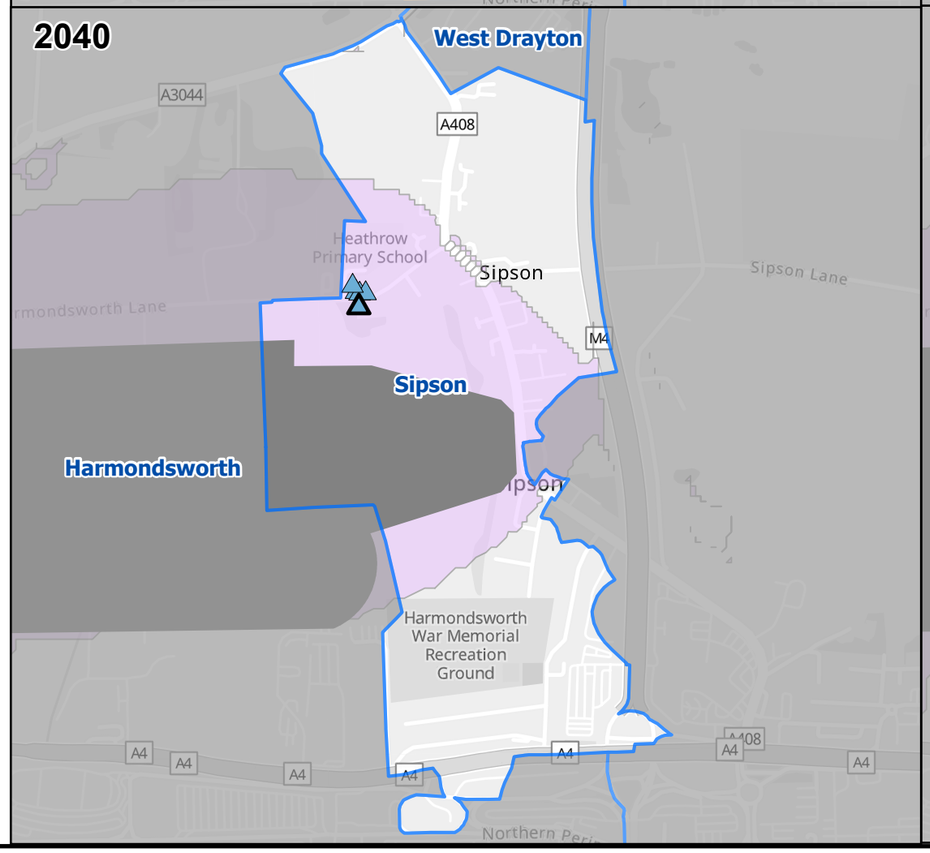

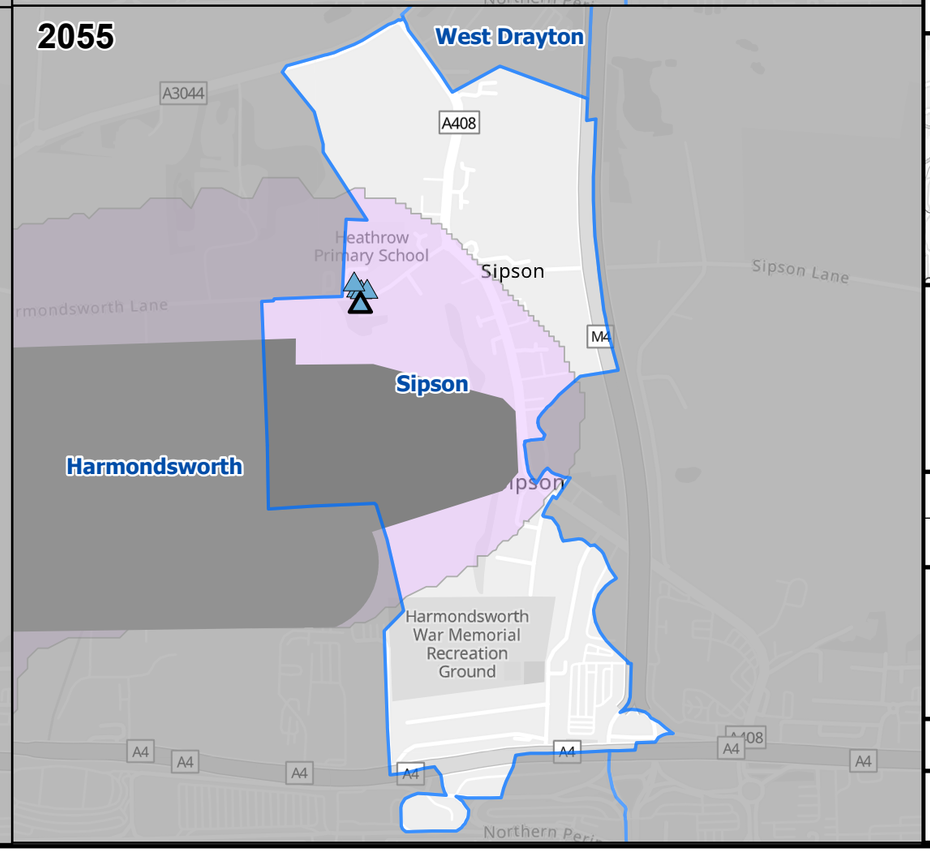

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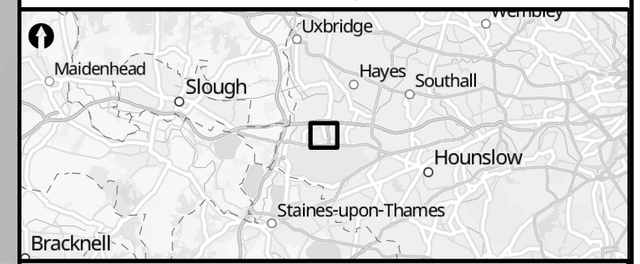
- Community areas
- 3rd Runway Infrastructure Extent
- Baseline concentrations
- Negligible
- Slight adverse
- Moderate adverse
- Maximum concentration
- Below 15 ug/m^3
- 15-20 ug/m^3
- 20-25 ug/m^3
- 25 ug/m^3 and above
- Moderate Adverse

0 250 500 Metres

Scale 1:12,000



Heathrow

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Scale	Project Name	Heathrow Project No.
1:50,000	Heathrow Expansion Project	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	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-100063	1.0

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Source file: EH-WSP-EICR-054

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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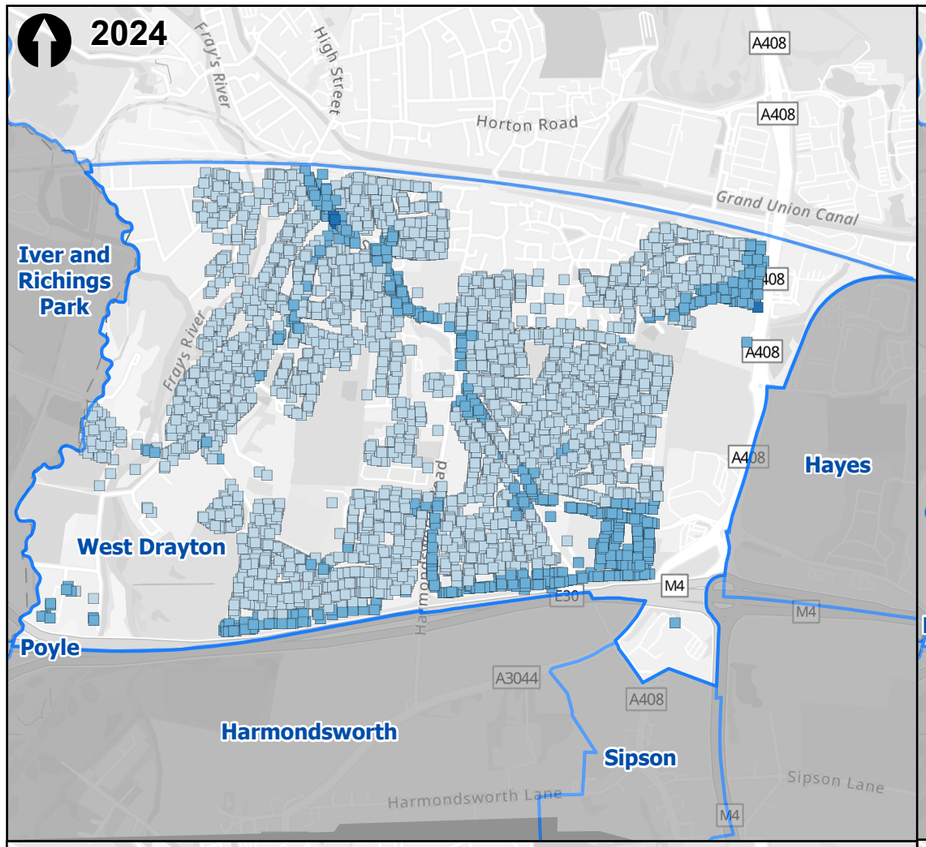

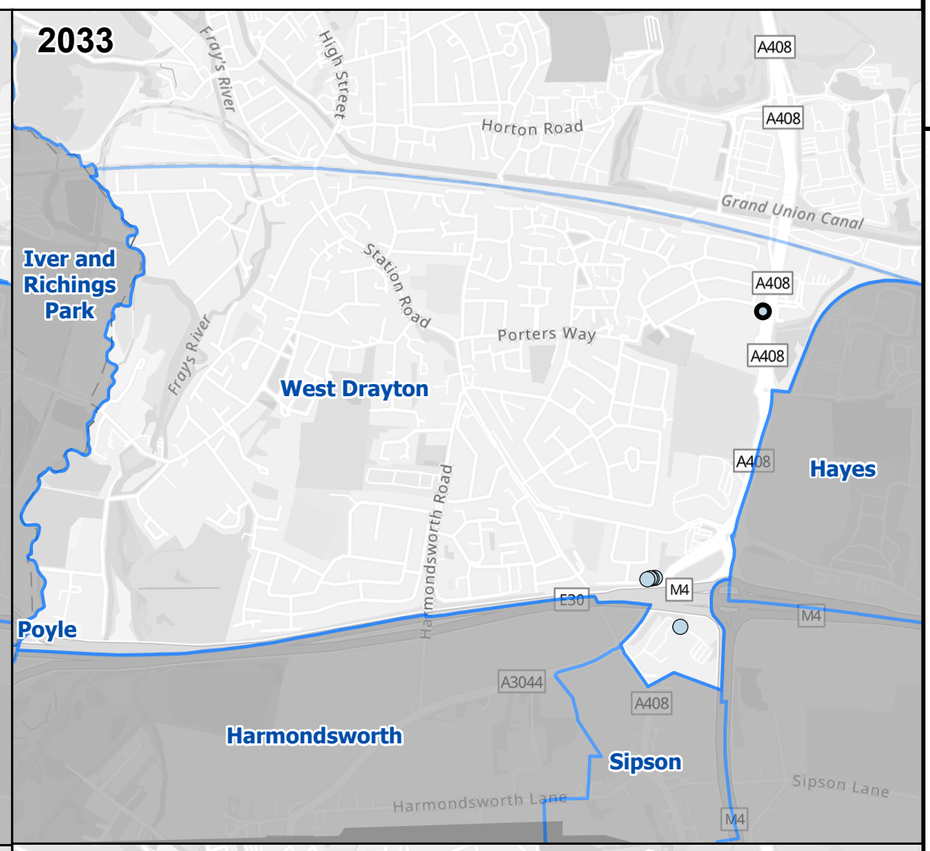

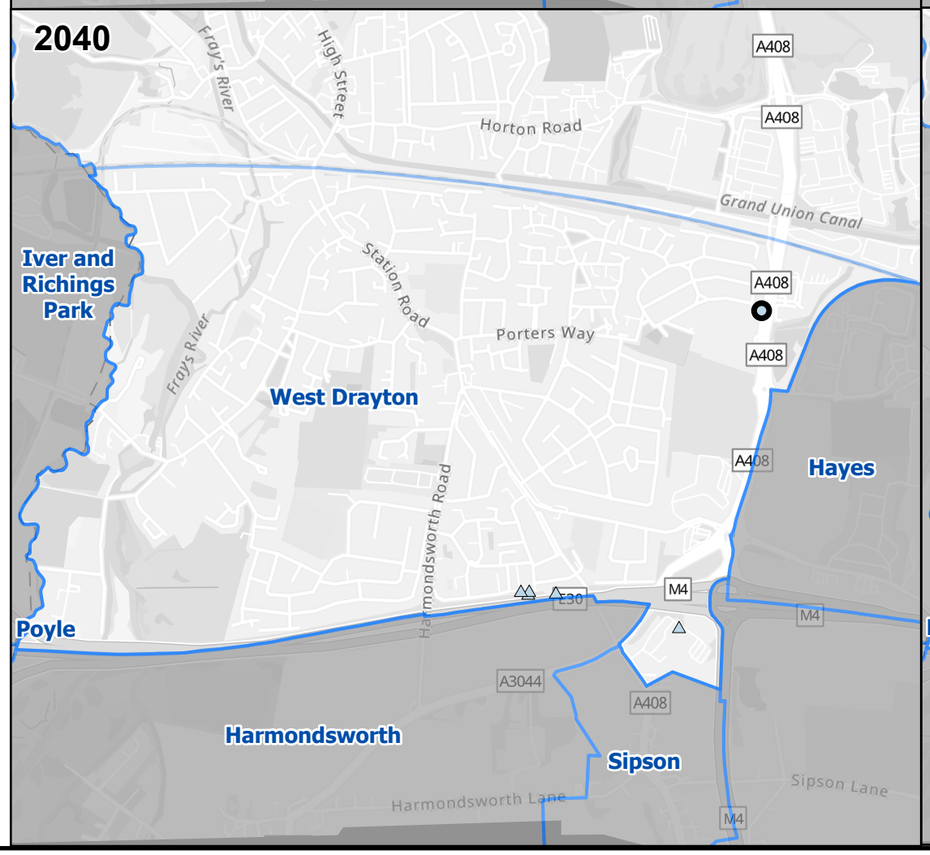

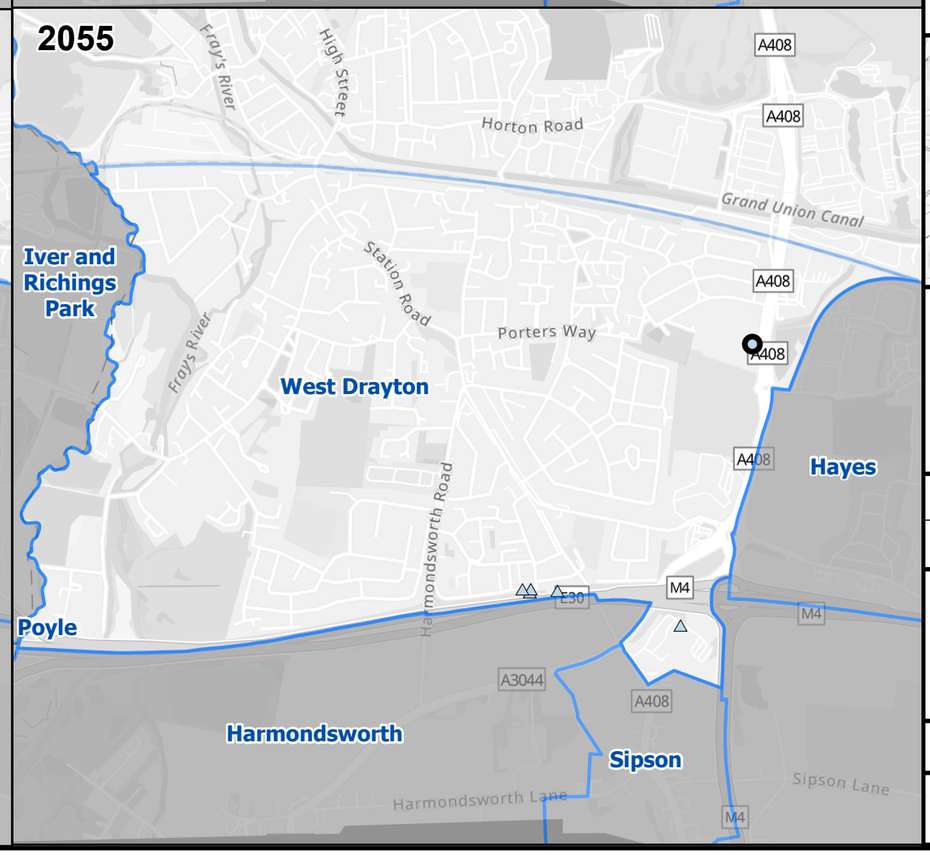

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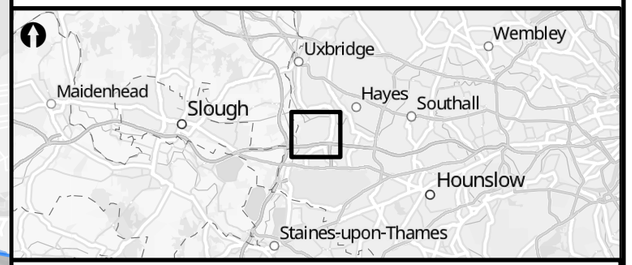
- Community areas
- 3rd Runway Infrastructure Extent
- Baseline concentrations
- Negligible
- Slight adverse
- Moderate adverse
- Maximum concentration
- Below 15 ug/m^3
- 15-20 ug/m^3
- 20-25 ug/m^3
- 25 ug/m^3 and above

0 250 500 1,000 Metres

Scale 1:22,000



Heathrow

© Heathrow Airport Limited	Scale 1:50,000
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: 3R000-XX-GA-XXX-100067

Version: 1.0

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Heathrow

EXPANSION
CONSULTATION 2026

Environmental Information Consultation Document (EICD)

Chapter 10: Carbon and other greenhouse gases

OCTOBER 2026

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10. Carbon

10.1 Introduction

10.1.1 As indicated within **Chapter 1: Setting the scene for consultation**, 'carbon and other greenhouse gases' is an environmental aspect for which information is presented to support the 2026 public consultation.

10.1.2 This chapter is supported by **Figure 10.1** to **Figure 10.7** and a glossary of terms.

10.2 What do we mean by carbon and greenhouse gases?

10.2.1 The terms 'carbon' and 'carbon emissions' are used as a shorthand way to refer to greenhouse gas (GHG) emissions. GHGs are a group of seven gases reported under international climate agreements due to their capacity to trap heat in the Earth's atmosphere and (regardless of where they are released) contribute to global warming. These gases arise from human activities such as burning fossil fuels and so are the focus of efforts to reduce their release and thus minimise future consequences of a warming climate. The most common of these GHGs is carbon dioxide (CO_2).

10.2.2 Each of the GHGs has a different capacity to cause atmospheric warming, which is referred to as its global warming potential (GWP). To represent the total GWP of all seven GHGs, they are reported using a common unit, measuring their impact relative to CO_2. The common unit is therefore called carbon dioxide equivalent (CO_2e).

10.2.3 In reporting amounts of CO_2e, the unit of mass is used, most commonly metric tonnes of CO_2e (tCO_2e) or million tonnes ($MtCO_2e$).

10.2.4 By way of context, provisional GHG emissions reported by Government for the UK as a whole in 2025 amount to 407 $MtCO_2e$ [1]. This total includes emissions from international aviation fuel use (36 $MtCO_2e$). Heathrow's 2025 emissions, including flights were 19.4 $MtCO_2e$ and therefore represent around 4.8% of UK GHG emissions.

10.2.5 Throughout this chapter, the terms carbon, carbon emissions and GHG emissions are all used interchangeably to refer to all GHG emissions. When amounts (such as tonnes, kilograms, million tonnes) of GHGs are being reported, then CO_2e is used to refer to them.

10.3 Why carbon emissions might change

10.3.1 The construction and operation of the Project would lead to an increase in carbon emissions. These occur across four emission categories that cover activities from the Project that directly or indirectly generate carbon emissions and therefore require assessment. The assessment considers each category individually, as well as total emissions from all categories in combination. Each category is described further below.

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Construction

10.3.2 Construction works would require use of large quantities of construction materials such as concrete and steel. All materials and products used to construct the Project have embodied carbon, a term that refers to the release of carbon emissions during the extraction, processing and manufacture of materials and products. The materials used to construct the Project would therefore result in carbon emissions in the supply chain.

10.3.3 Construction works would also require use of vehicles and machinery to transport materials and workers and for construction activities on site. These vehicles (such as HGV deliveries) and plant (for example, concrete batching plant) would use fuels (like diesel or electricity) which result in the release of carbon emissions.

Airport buildings and ground operations (ABAGO)

10.3.4 For Heathrow to accommodate growth, the amount of energy consumed by terminals and other buildings would grow, as would the use of fuels and electricity for airport-related vehicles and equipment used to service the aircraft on the ground. Collectively, these sources of emissions are described as being from airport buildings and ground operations (ABAGO). This increase in activity may also result in an increase in carbon emissions.

Surface access

10.3.5 The number of passengers, workers (the latter known as colleagues) and freight movements accessing Heathrow would also rise with the Project. These would increase carbon emissions through use of fuels and power for transport, including cars, taxis and public transport. Electrification of surface transport would bring large reductions in carbon emissions, but residual emissions would remain in the short- and medium-term as the UK electricity grid decarbonises.

Air transport

10.3.6 The operation of the Project would result in an increase in the number of Heathrow flights which would increase carbon emissions from the use of aviation fuels, even as measures such as more efficient aircraft and lower carbon sustainable aviation fuel (SAF) are scaled up.

10.3.7 Changes in activity levels in all four of the categories described above all have the potential to increase carbon emissions; however, other factors would contribute to reducing emissions. The Government has committed to achieving net zero carbon emissions by 2050. As part of this commitment, efforts are being made across the economy to reduce the carbon emitted. These actions mean that, in the medium- to long-term, reductions in carbon emissions will be seen through measures such as electrification of industry and ground transport, increased development of renewable energy infrastructure, move to more efficient aircraft and a switch to sustainable fuels such as SAF. Since these actions need time to take effect, there may be short-term

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increases in emissions associated with a greater number of passengers and flights at Heathrow (in comparison to emissions that would arise if Heathrow were not expanded).

10.4 Policy, legislation and guidance

10.4.1 The Government recently concluded its consultation on proposed amendments to the 2018 Airports National Policy Statement (ANPS), to be known once amended as the Heathrow Expansion National Policy Statement (HENPS). The Government is now considering consultation feedback, alongside the outcome of parliamentary scrutiny (once concluded), and – subject to parliamentary approval of the Government's final form of the proposed amendments – is expected to publish the HENPS by the end of 2026. In preparing its consultation materials, Heathrow has reviewed the proposed amendments to the ANPS and is continuing to consider the potential implications of the Heathrow expansion and accompanying assessments. Where relevant, the requirements of the ANPS are referenced in this document together with any potential changes arising from the proposed ANPS amendments, recognising that current policy in the ANPS remains the starting point for the consideration of Heathrow expansion until the amendments to the ANPS have been finalised and the amended version published as the HENPS. Once this happens, Heathrow will engage with relevant stakeholders on the policy amendments as part of our ongoing programme of pre-application engagement.

Legislation and policy

10.4.2 In the UK, there is a wide variety of legislation, policy and guidance in place related to greenhouse gases (GHGs), as summarised in this chapter.

10.4.3 The primary legislation and policy that relate to the carbon assessment are the Climate Change Act [2], the national carbon budgets [3], the ANPS [4] the UK Emissions Trading Scheme (UK ETS) [5], and the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA) [6].

10.4.4 The ANPS sets the policy framework for the Project and requires that carbon emissions associated with expansion at Heathrow are assessed and mitigated to ensure that additional emissions resulting from construction and operation of the Project do not materially affect Government's ability to meet its carbon reduction targets and carbon budgets.

10.4.5 The Government's carbon reduction targets are defined by the Climate Change Act, which requires the UK to cut its carbon emissions to net zero by 2050 and ensures the UK is playing its part in responding to the Paris Agreement [7] – an international treaty that calls for global warming to be kept below 2 ºC.

10.4.6 Carbon budgets, set every five years, limit the UK's greenhouse gas (GHG) emissions and provide the pathway to net zero, decreasing as the UK approaches 2050. To date, seven carbon budgets have been legislated covering the period out to 2042.

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10.4.7 The UK ETS is a cap-and-trade scheme that limits greenhouse gas emissions from covered sectors, including aviation. It applies to UK domestic flights and flights departing the UK to European Economic Area (EEA) states. The scheme requires aircraft operators to monitor, report and surrender allowances for their emissions.

10.4.8 CORSIA is a global scheme established by the International Civil Aviation Organization (ICAO) to address emissions from international aviation. The UK has participated in CORSIA since 2021, with qualifying aircraft operators required to monitor and report emissions and, where applicable, meet offsetting obligations. The UK has implemented CORSIA monitoring, reporting and verification requirements through UK legislation.

10.4.9 There are a number of other national laws, policies and strategies relevant to the Project, those that have been used within the assessment have been detailed in **Section 10.6**. The most relevant to this chapter is the Jet Zero Strategy [8]. Decarbonisation of aviation emissions is led by UK Government, and the Jet Zero Strategy is the Government's framework and plan for achieving net zero in the aviation sector by 2050. The strategy introduces a carbon emissions reduction trajectory for UK aviation, based on a 'High Ambition Scenario', with in-sector targets of 35.4 $MtCO_2e$ in 2030, 28.4 $MtCO_2e$ in 2040 and 19.3 $MtCO_2e$ in 2050 (with residual emissions removed or offset).

10.4.10 The strategy proposes the introduction of the Sustainable Aviation Fuel (SAF) Mandate [9] in 2025, which has now come into force. It sets out a legal obligation for the proportion of SAF supplied to the aviation sector in the UK with a minimum of 2% in 2025. This rises to 10% in 2030 and 22% in 2040, in line with the Jet Zero High Ambition Scenario. Government is progressing the UK SAF Revenue Certainty Mechanism legislation[1] to support investment required to meet the SAF Mandate with the aim of having the full legislative framework in place by the end of 2026.

10.4.11 An important aspect of the Jet Zero Strategy is that the emissions trajectory for the aviation sector will be monitored on an annual basis, while the strategy itself will be reviewed every five years. This acknowledges that decarbonisation will rely on new technologies which require time to develop and test.

Guidance

10.4.12 A number of guidance documents and standards have been used to inform the carbon assessment. The Greenhouse Gas Protocol (GHG Protocol) [10] is an international standard followed by companies – including Heathrow Airport Limited (HAL) – in calculating and reporting their annual carbon emissions. The GHG Protocol is followed in the assessment of carbon emissions for the Project to ensure that it aligns well with our current and future carbon reporting.

10.4.13 The GHG Protocol categorises emissions into three 'scopes' (Scope 1, Scope 2 and Scope 3) based on whether carbon emission sources are in the control of the reporting company or not. These scopes can be summarised as follows:

[1] This legislation will set out guidance regarding guaranteed prices for the purchase of SAF from UK production facilities. This will help secure investment to build these new production plants.

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- **Scope 1:** direct emissions of GHGs from plant, equipment, vehicles owned by the reporting corporate entity (for example, combustion of natural gas, vehicle fuels, and emissions of refrigerants).
- **Scope 2:** indirect emissions of GHGs associated with purchased electricity, steam, heating and cooling (purchased by the reporting corporate entity).
- **Scope 3:** other GHG emissions arising from the activities of the organisation including those associated with construction, air transport, surface access of passengers, colleagues and freight, waste, water, business travel, and energy use by tenants and third party organisations.

10.4.14 At Heathrow, we report GHG emissions by scope number as part of our annual sustainability reporting, and these will be presented in a consistent format as relevant in the Environmental Statement (ES). Our GHG reporting is also aligned to Airport Carbon Accreditation (ACA) [11] – a global carbon management standard specifically for airports. We hold Level 4+ ACA certification which requires full Scope 1, 2 and 3 emissions reporting and ACA provides guidance on emissions calculations and reporting to ensure consistency between airports.

10.4.15 Publicly Available Standard (PAS) 2080:2023 (PAS 2080) [12] provides an approach to reducing GHG emissions from buildings and infrastructure projects, including working with stakeholders, throughout the project lifecycle. It provides a common framework for managing whole life carbon when delivering infrastructure assets.

10.4.16 The approach set out in the standard will be adopted for the Project. It ensures that the whole impact of construction and operation is considered throughout the design process. This means that embedded environmental measures can be identified and tracked as we get further into the detailed design of the Project.

10.4.17 Whole life carbon assessment for the built environment 2nd edition [13] published by the Royal Institution of Chartered Surveyors (RICS) also provides guidance on a whole life approach to reducing carbon emissions within the built environment and includes reporting guidance relevant to this assessment.

10.4.18 Finally, the Institute of Sustainability and Environmental Professionals (ISEP) has published an environmental impact assessment (EIA) guide to assessing and evaluating GHG emissions [14] which provides guidance on GHG emissions assessment, environmental measures and reporting within an EIA context.

Carbon management at Heathrow

10.4.19 We consider reducing carbon emissions from our activities, and from the aviation sector as a whole, as a key priority. This is in relation to existing and proposed activities, with or without the Project. Our sustainability strategy, Connecting People and Planet [15] is based around two pillars, one of which is to work towards net zero aviation.

10.4.20 Our sustainability strategy is supported by a Net Zero Plan [16]. This is our evolving strategy for achieving net zero aviation by 2050 and sets out our targets for carbon

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reductions and the measures we will implement to get there, including steps we are taking to influence our stakeholders.

10.4.21 Carbon emissions and progress towards Net Zero Plan targets are subject to annual monitoring and reporting and the latest 2025 sustainability report [17] reports progress on the Net Zero Plan targets. Progress is on track in terms of cutting aircraft emissions in the air. For example, approximately 191,000 tonnes of SAF were uplifted at Heathrow in 2025, saving more than 600,000 tonnes of carbon emissions from flights. SAF made up 3.1% of fuel uplifted from Heathrow in 2025, meeting its target of 3% with an aim to increase this to 11% by 2030, supported by our SAF incentive programme. By the end of 2025, our on-the-ground carbon emissions were 18% lower than 2019. However, supply chain emissions continued to rise year-on-year and are tracking 16% above 2019 levels, driven by increased capital expenditure. Ongoing improvements to data quality will better reflect the progress we are making in cutting the carbon intensity of surface access and construction activities in future.

10.4.22 Our Net Zero Plan includes a strategy for all of our carbon emissions, including emissions we have a large amount of control over, such as from our own buildings and assets (although these direct emissions account for less than 1% of our total carbon footprint in 2025). The plan also highlights emissions which we can influence, but which require collaboration and partnership with Government, airlines, investors and industry. We are in the process of updating this Net Zero Plan, alongside the Project, as part of its first major review and update since its publication in 2022 and further details of the Plan are provided in the Carbon Strategy Topic Paper.

10.5 Assessment summary

10.5.1 To assess the effect of carbon emissions resulting from the Project, carbon emissions are calculated by year from a baseline year of 2025 (the most recent year for which as emissions data exists) to 2060 (the year at which final expanded terminal capacity has been reached) for each of the four emissions categories defined in **Section 10.3**. The effect of the Project is the difference in carbon emissions between the scenario with the Project and the scenario without the Project. To establish the significance of this effect, the change in emissions is compared to carbon budgets [18] and judgments are made on the consistency of the effect with tests outlined in the Airports National Policy Statement (ANPS) [4].

Quantifying carbon emissions

10.5.2 To quantify carbon emissions, it is necessary to define certain activities and use pre-defined industry approaches and sources to attribute carbon emissions at annual increments (commonly referred to as greenhouse gas (GHG) factors) to these activities.

10.5.3 Greenhouse gas (GHG) emissions are calculated using the formula:

Activity data x GHG factor = GHG emissions

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where:

- **activity data** = a measure of the quantity of an activity, for example km travelled by a vehicle.
- **GHG factor** = a measure of the GHG emissions per unit of activity, for example kg CO_2e/km travelled.

10.5.4 Activity data depends on the specific activity being assessed and the way they are quantified, for example:

- Fuel consumption is typically quantified in litres or tonnes.
- Energy consumption is typically quantified in kilowatt hours (kWh).
- Transport activity is typically measured in kilometres travelled by vehicles or passengers.
- Construction materials and waste are quantified in cubic metres (m3) or tonnes.

10.5.5 Both activity data and GHG factors change over time. This is due to changes in demand (for example, changing numbers of passengers using Heathrow) and due to changes in the underlying policies and technologies that support an activity (such as decarbonisation of the electricity grid).

10.5.6 GHG factors are drawn from a range of national and international sources, but where available focus on forecast data and trajectories published by the Government and linked to its climate change policies, including:

- Electricity grid decarbonisation is assumed in line with HM Treasury's Green Book guidance [19].
- Surface transport decarbonisation is assumed in line with data in Department for Transport's (DfT) transport analysis guidance datasets [20].
- Air transport decarbonisation is assessed using the scenarios and assumptions set out in the DfT's 2026 UK Aviation Forecast [21].

10.5.7 As discussed in **Section 10.3**, carbon emissions are assessed in four categories. Within each category there are a number of activities which result in GHG emissions. The assessment in this chapter focuses on total emissions in each category, but details of the specific carbon emissions activities (often referred to as emissions sources) are defined in the following sections.

10.5.8 Construction – the emissions arising from the construction of the Project, including embodied carbon in materials, construction transport and fuel and energy use on the construction sites, as illustrated in **Figure 10.1**.

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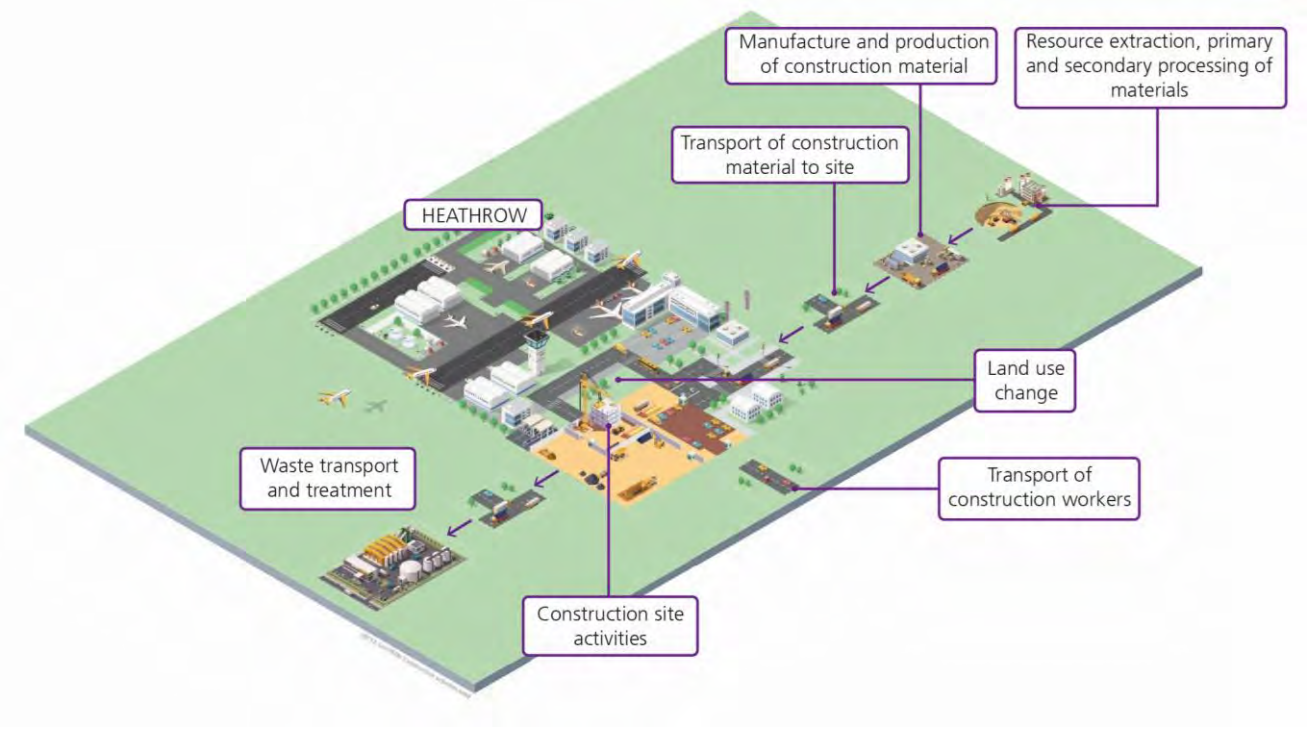
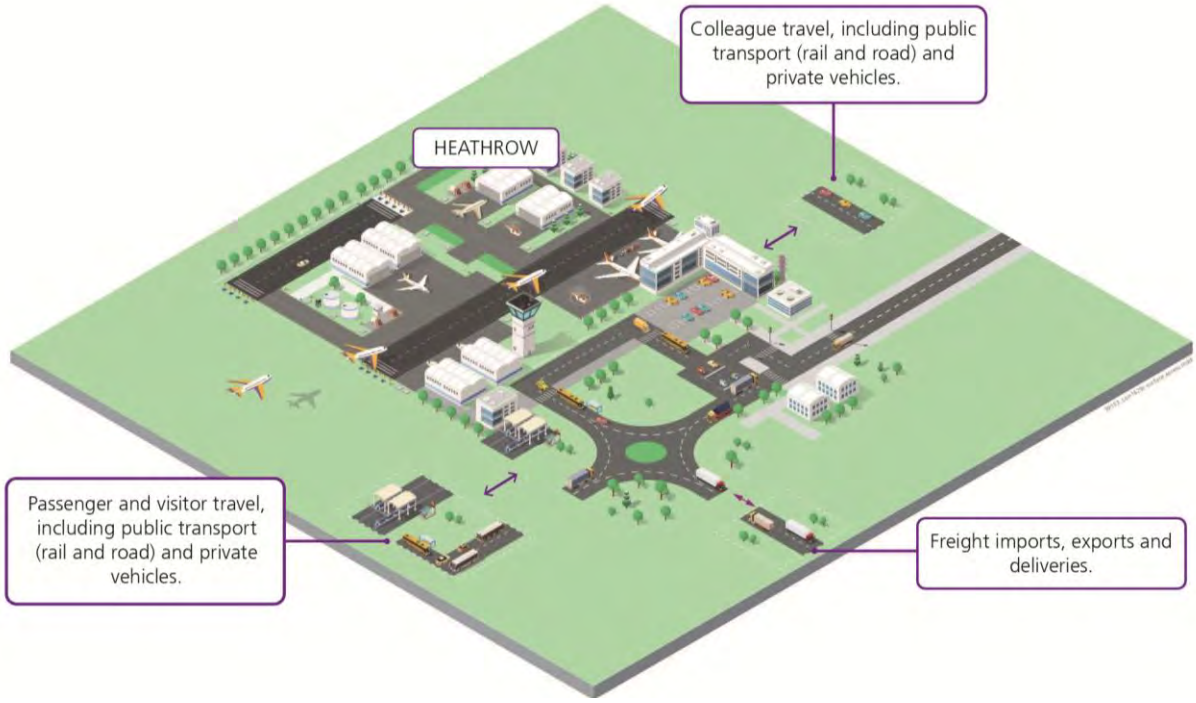
Figure 10.1: Typical construction activities



10.5.9 Airport buildings and ground operations (ABAGO) – the emissions arising from fuel and energy use for buildings (including terminals, offices, hangars and other ancillary structures), infrastructure and operations by Heathrow and third parties as illustrated in **Figure 10.2**.

Figure 10.2: Airport buildings and ground operations (ABAGO) activities



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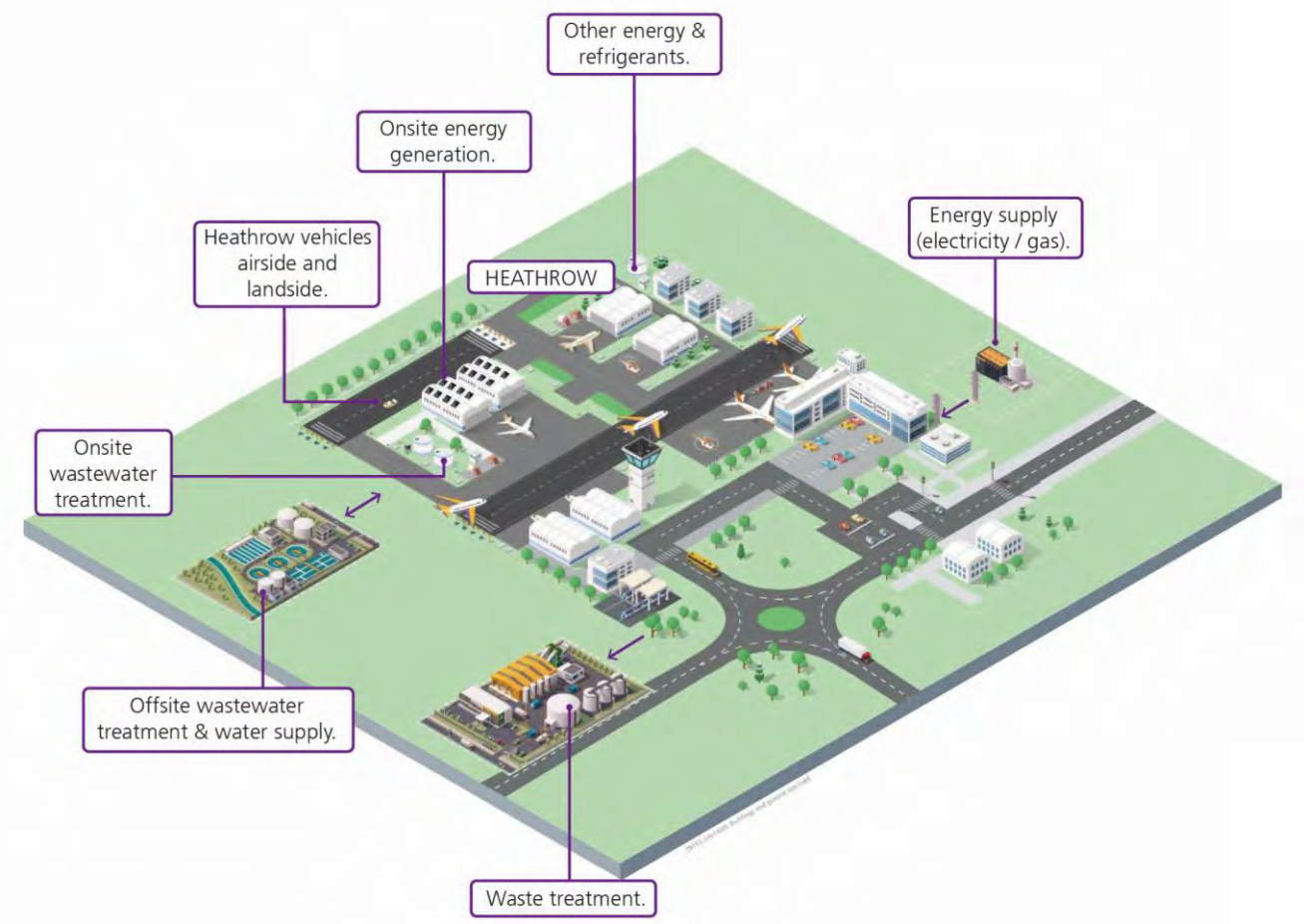
10.5.10 **Surface access** – the emissions arising from the movement of passengers and colleagues to and from Heathrow. This also includes the movement of cargo to and from the freight forwarding sites local to Heathrow, as shown in **Figure 10.3**.

Figure 10.3: Surface access activities



10.5.11 Surface access emissions were calculated for passengers and colleagues using data from a suite of detailed surface access transport models described in **TICD Part 2: How we have appraised the surface access implications of Heathrow expansion** which provides the transport modelling used to estimate surface access emissions. These provide data on the number of passenger and colleague movements to and from the airport from a comprehensive range of national locations. Road freight movement forecasts have informed the freight calculations, based on projected volumes of cargo handled at Heathrow.

10.5.12 **Air transport** – the emissions arising from aircraft at the airport, including the landing and take-off (LTO) cycle and climb, cruise and descent (CCD) phases of flight, as well as emissions from aircraft on stand (which includes auxiliary power unit (APU) use), as shown in **Figure 10.4** and **Figure 10.5**.

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Figure 10.4: Air transport landing and take-off activities

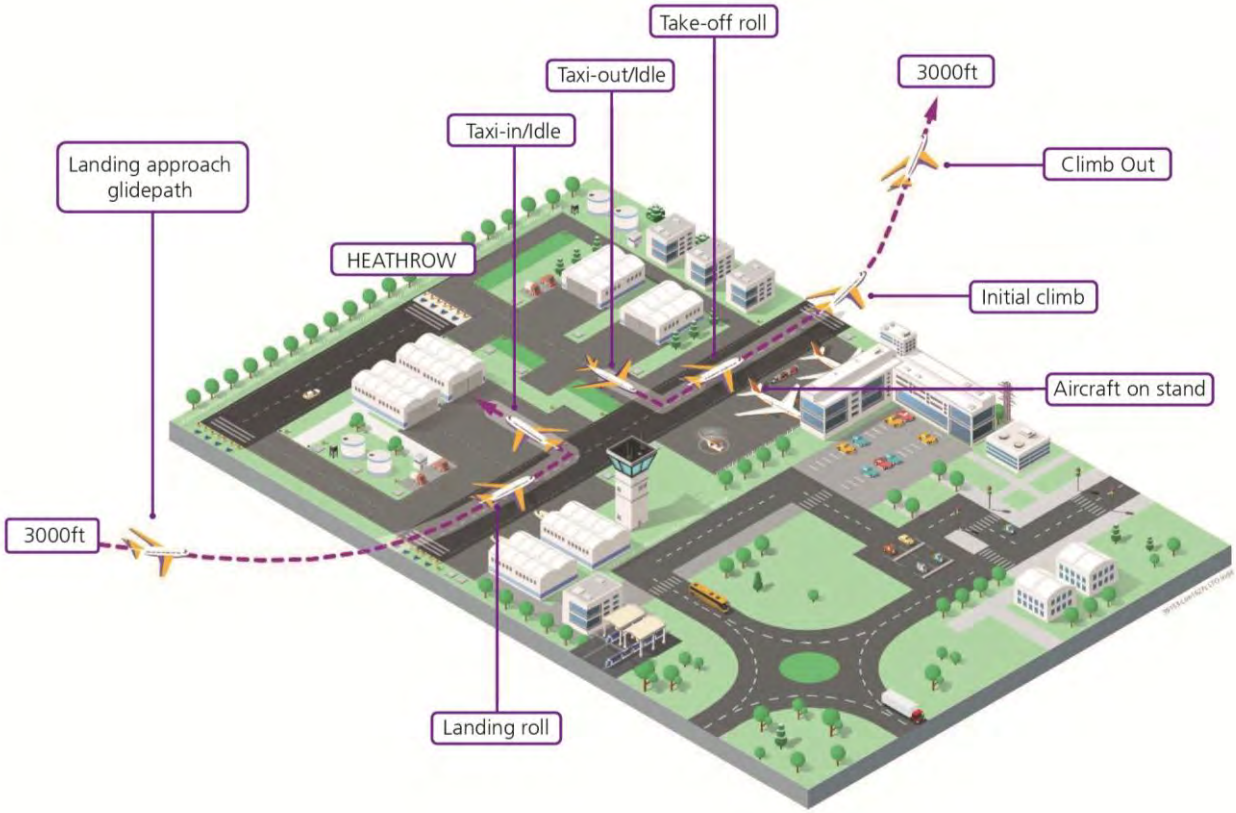
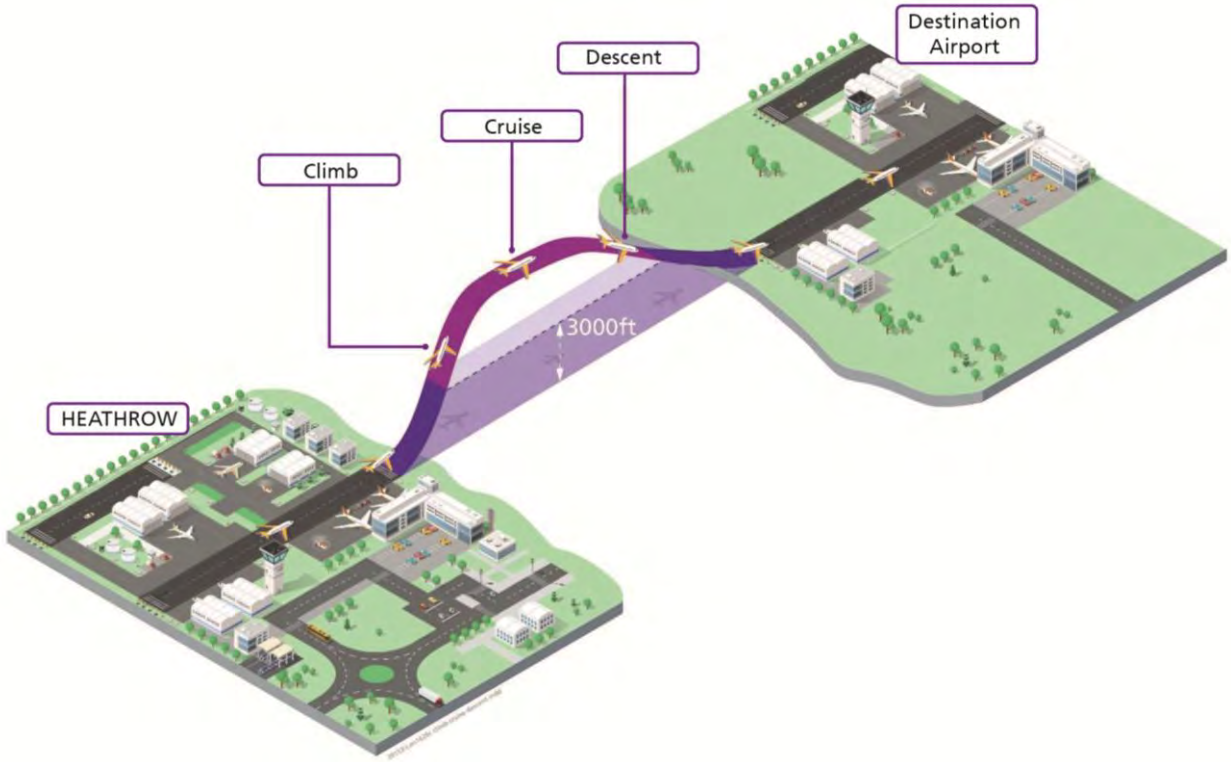


Figure 10.5: Air transport climb, cruise and descent activities



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10.5.13 While we continue to develop and test our own flight forecasts and future operational scenarios in detail in preparation for the Project DCO application and supporting EIA, air transport emissions have been assessed using the 2026 DfT forecasts [21]. The DfT forecasts provide the latest evaluation of the assessment of future air transport emissions in the UK.

10.5.14 In the recently published draft HENPS the government has indicated a requirement to assess the carbon emissions of Heathrow expansion at a UK aviation system level (in addition to the effect of Heathrow alone). Assessing emissions at a UK aviation system level allows the assessment to take account of displacement. Displacement means flights which, if Heathrow were not to expand, would occur at other airports instead. While we work to develop the forecasts and approaches necessary to evaluate the system-wide carbon impacts, we have used DfT's assessment to inform this consultation chapter.

10.5.15 All reporting in this chapter has followed best practice guidance as set out in the GHG Protocol and related guidance. This ensures it is consistent with the existing reporting that we undertake, and with national reporting of carbon budgets that has been used in the assessment of significance of effects of the Project. This approach is detailed in **Section 10.7.36**, and will also be adopted for the Environmental Statement (ES).

10.6 Baseline

10.6.1 We report our carbon emissions annually by tracking progress against our own net zero targets and identifying opportunities for improvement. Our latest (2025) carbon emissions are presented in our sustainability report [17].

10.6.2 Our reporting follows the Greenhouse Gas (GHG) Protocol discussed in **Section 10.4**. Heathrow's total carbon emissions for 2025 were 19.4 MtCO2e, and these emissions provide a baseline from which effects of the Project can be understood. Almost 96% of these emissions relate to Air Traffic Movements, as shown in **Table 10.1**.

Table 10.1: Heathrow's 2025 carbon emissions by assessment category

Assessment category	Emissions sources	Carbon emissions ($MtCO_2e$)	% of total emissions
Air transport	Figures 12-1 and 12-2	18.6	95.6%
Surface access	Figure 12-3	0.5	2.6%
ABAGO	Figure 12-4	0.05	0.3%
Construction	Figure 12-5	0.3	1.5%
Total		**19.4**	**100%**

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Environmental measures

10.6.3 The Airports National Policy Statement (ANPS) [4] expects Heathrow to take measures to avoid and reduce carbon emissions associated with the construction and operation of the Project and acknowledges that implementation of measures to do so may require working with partners.

10.6.4 As indicated in **Chapter 1: Setting the scene for consultation – environmental information**, there are robust measures for management of carbon emissions, including:

- Project design embeds measures to enable efficient airfield operations, deliver energy efficient buildings and assets and low carbon heating strategy.
- Environmentally managed growth (EMG) framework: the EMG framework includes four key environmental topics – noise, air quality, surface access and carbon – and is designed as a control mechanism to limit the environmental impacts of expansion. EMG proposes to include our carbon emissions on the ground. Further details are included in the Environmentally managed growth topic paper.
- Draft Code of Construction Practice (CoCP): details of how construction activities would be managed to avoid and reduce carbon emissions are included in the draft CoCP.
- In addition, this consultation document (EICD) is supported by a Carbon strategy topic paper which describes the overarching strategy for carbon management of the Project and explains how carbon management measures, including the Environmentally managed growth topic paper and the draft CoCP, are integrated.

Assessment approach

10.6.5 There is no statutory guidance for the assessment of significance of carbon and GHG effects. It is generally adopted practice to follow guidance published by the Institute of Sustainability and Environmental Professionals (ISEP) to help define significance of effects. This is the approach that will be undertaken in the Environmental Statement (ES).

10.6.6 The ISEP guidance [14] advises that the carbon impact of any project which contributes more than 5% to any of the UK's national carbon budgets [3] is likely to be significant. Below this threshold, the effects of a project's GHG emissions are not automatically considered to be not significant, but an assessment must be made of the ability of the project's emissions to align with net zero, taking account of the compliance of the project with current and emerging policy and the measures introduced by the project to avoid and reduce its carbon emissions (including alignment with ANPS requirements).

10.6.7 In this chapter, an assessment of the significance of carbon and GHG effects has been undertaken using the following three-step approach:

- **Step 1**: assess whether the change in carbon emissions from the project contributes more than 5% to a national carbon budget. If so, then the effect is likely to be significant, where Steps 2 and 3 are still undertaken for completeness.

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- **Step 2:** Contextualise the carbon emissions using a relevant net zero compatible decarbonisation pathways (see **Table 10.2**).
- **Step 3:** Apply an evidence-based assessment, taking account of the significance of any change in emissions considering the contextualisation (Step 2) and the measures adopted by the Project to reasonably reduce any increase in emissions. For example, if the measures adopted to minimise carbon emissions are considered to be best practice, then this would influence the assessment of significance.

10.6.8 The net zero compatible pathways used in the assessment (see **Table 10.2**) in this chapter draw from the DfT and the Climate Change Committee (CCC). The CCC is an independent advisor to the Government on climate change and provides recommendations on carbon budgets and an assessment of viable pathways by which UK emissions can meet the carbon budgets and achieve net zero by 2050. It is important to note that while the Government has adopted the carbon budgets (that is, the amount of GHG emissions in each five-year period) via legislation, it does not formally adopt the CCC's recommended pathway, which remains the CCC's recommendation rather than policy.

Table 10.2: Net zero compatible emissions pathways used for assessment (Step 2)

Emissions Category	Pathway used for assessment	Rationale
Construction	CCC Seventh Carbon Budget: industry balanced net zero pathway (industry).	The industry sector balanced pathway provides a net zero compatible trajectory consistent with the production of construction materials and non-road mobile machinery used in construction.
Air transport	DfT 2026 UK Aviation Forecast Technology Development scenario	Provides the latest DfT forecasts for UK aviation activity and emissions and reflects the assumptions used in the DfT aviation modelling
Surface access	CCC Seventh Carbon Budget Balanced Pathway, surface transport sector	Represents a net zero-compatible trajectory for total UK surface transport emissions, to which Heathrow's surface access emissions contribute.
ABAGO	CCC Seventh Carbon Budget: Non-Residential Buildings Balanced Net Zero Pathway (airport buildings); CCC Seventh Carbon Budget: Surface Transport Balanced Net Zero Pathway (ground operations)	The non-residential buildings net zero pathway is relevant to the new terminal facilities and related buildings. The surface transport balanced pathway provides a net zero compatible trajectory consistent with ground support equipment.
Whole Project emissions	CCC Seventh Carbon Budget Balanced Pathway [18]	Provides an up-to-date net zero-compatible trajectory for all UK terrestrial GHG emissions.

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10.6.9 The assessment of significance is binary. The effects are therefore either judged to be significant or not significant.

Airports National Policy Statement (ANPS) test

10.6.10 In addition to the assessment of likely significant effects, this chapter also includes an assessment of the compliance with the key test set by the ANPS [4] relevant to carbon and GHG emissions. The test is described at paragraph 5.82 of the ANPS:

> *"Any increase in carbon emissions alone is not a reason to refuse development consent, unless the increase in carbon emissions resulting from the project is so significant that it would have a material impact on the ability of Government to meet its carbon reduction targets, including carbon budgets."*

10.6.11 This chapter therefore considers the emissions in relation to the Government's carbon reduction targets, which include the currently legislated carbon budgets and the 2050 net zero target set by the Climate Change Act. The assessment considers whether additional carbon and GHG emissions from the project would materially affect these targets.

10.7 Assessment results

10.7.1 The assessment presented in this chapter is based on the assumption that 2035 is the earliest possible date for runway opening. This reflected the Government's stated ambitions at the time the assessment modelling commenced.

10.7.2 Since commencing our assessment, further work has indicated that a later runway opening date in the late 2030s is more achievable. This would affect the timing and profile of emissions across the assessment period. For aircraft emissions, undertaking the assessment using an earlier runway opening date is considered to capture the reasonable worst-case effects that can be predicted at this stage, particularly given the precautionary approach taken for the EICD, although the effects would arise later if the runway opens later.

10.7.3 The Environmental Statement supporting the DCO application will present an assessment based on the updated delivery programme.

Construction

10.7.4 An initial assessment of carbon emissions from construction has been completed. This takes into account the current design information available for consultation as described in **Chapter 2: Description of the project.**

10.7.5 The Project would be constructed over a period of approximately 25 years. Emissions from construction materials, transport and site works would vary during this time depending on the amount of construction activity being undertaken as well as the effect of the economy and construction sector decarbonising as the UK progresses to the net zero target date of 2050.

10.7.6 Given the length of the overall construction programme not all years of activity fit within the UK carbon budgets currently set in law (since the Seventh Carbon Budget period ends in 2042).

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10.7.7 A guide as to the scale of construction emissions at this initial stage considers the period of highest construction activity in the works programme within legislated UK carbon budgets.

10.7.8 The peak for construction activities is associated with construction of the Northwest Runway. This is forecast to be within the Sixth Carbon Budget period (from 2033 to 2037) and is also in the early stages of the Project when emissions from the industry and transport sectors are expected to be higher than they will be in the late 2030s and beyond.

10.7.9 At this stage, the assessment has focused on establishing the peak construction emissions which are predicted to occur in 2033. These are provided in **Table 10.3**.

Table 10.3: Construction emissions (2033 peak year activity)

Assessment category	Greenhouse gas emissions ($MtCO_2e$)
Construction material	0.35
Construction plant and equipment activities	0.18
Transport of materials and workers to site	0.10
Transport of soil, demolition and construction waste	0.01
Total	**0.64**

10.7.10 The peak construction year is forecast to be within the Sixth Carbon Budget period from 2033 to 2037. The total budget for the five-year period is 965 $MtCO_2e$, which is an annualised average of 193 $MtCO_2e$. This would mean that peak construction activity emissions would make up around 0.3% of the annualised Sixth Carbon Budget, well below 5%. Using the peak construction emissions for the purposes of comparison provides a means of understanding the largest impact across the entire construction period.

10.7.11 The CCC Seventh Carbon Budget Balanced Pathway shows how UK industry sector emissions can fall in line with a net-zero compliant trajectory to net zero by 2050. This pathway directly relates to the production of construction materials and emissions from construction plant and machinery (the main contributions to construction emissions as shown in **Table 10.3**) and provides a net zero compatible route to reducing the carbon associated with construction of the Project.

10.7.12 To align with national decarbonisation of industry and construction sectors, the draft Code of Construction Practice (CoCP) sets out a framework of measures to manage carbon emissions during the construction programme. This would include a requirement for individual contractors to develop carbon management plans specific to each scope of works being undertaken. In addition, Heathrow are aligned to the Publicly Available Standard (PAS) 2080:2023 (PAS 2080) carbon management standard which ensures carbon emissions are managed from design to completion and operation of all buildings and infrastructure.

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10.7.13 Design work continues to refine the quantities of materials required for the construction works, but also the detail of the programme of works to seek efficiency in site activities and associated movement of materials, staff and equipment. A full emissions profile for the construction programme will be presented in the Environmental Statement (ES).

10.7.14 The greatest effects arising from the construction works relate to the embodied carbon of materials used and the energy used by plant equipment in construction activities. The initial analysis here has focused on the forecast largest single-year impacts. While the contribution to total carbon budgets in the peak year would be small, the construction programme would be spread over approximately 25 years and the cumulative emissions and contribution to industrial sector emissions are large. Construction emissions are therefore assessed as **significant**.

Airport buildings and ground operations (ABAGO)

10.7.15 In the scenario without the Project there will be decarbonisation of energy use in buildings and the airside vehicle fleet across Heathrow aligned with our Net Zero Plan. In practice, this means phasing out of fossil fuel use with increased use of electricity.

10.7.16 In the scenario with the Project, there would be an increase in airport energy demand, airside vehicle fleet, water consumption and waste generation, but airport buildings and ground operations (ABAGO) emissions can still decarbonise and reach net zero in the same timeframes as without the Project.

10.7.17 All new buildings within the Project would be free of fossil fuel use. This means that future energy demand would be for electricity, and associated carbon emissions are therefore tied to wider targets to achieve an operational net zero national electricity grid.

10.7.18 Fuel use by airside vehicle fleets is reducing as the fleet electrifies and much of the non-electric fleet uses biofuels. The introduction of an airside ultra-low emission zone helps increase the proportions of electric vehicles and the Project allows deployment of additional electric vehicle infrastructure to further progress towards full electrification. A residual portion of ground support equipment is more specialist in nature and therefore likely to be difficult to decarbonise in the short- to medium-term.

10.7.19 Water demand within the Project would rise to meet increasing demand from passengers. Given the energy use in the supply and treatment of water is predominantly electricity, future emissions are tied to the wider national decarbonisation of the electricity grid.

10.7.20 Waste management on site will continue to look to minimise the scale of waste arising from activities at Heathrow and increase the amount of waste which is recycled.

10.7.21 Future ABAGO emissions (with the Project) are summarised in **Figure 10.6**.

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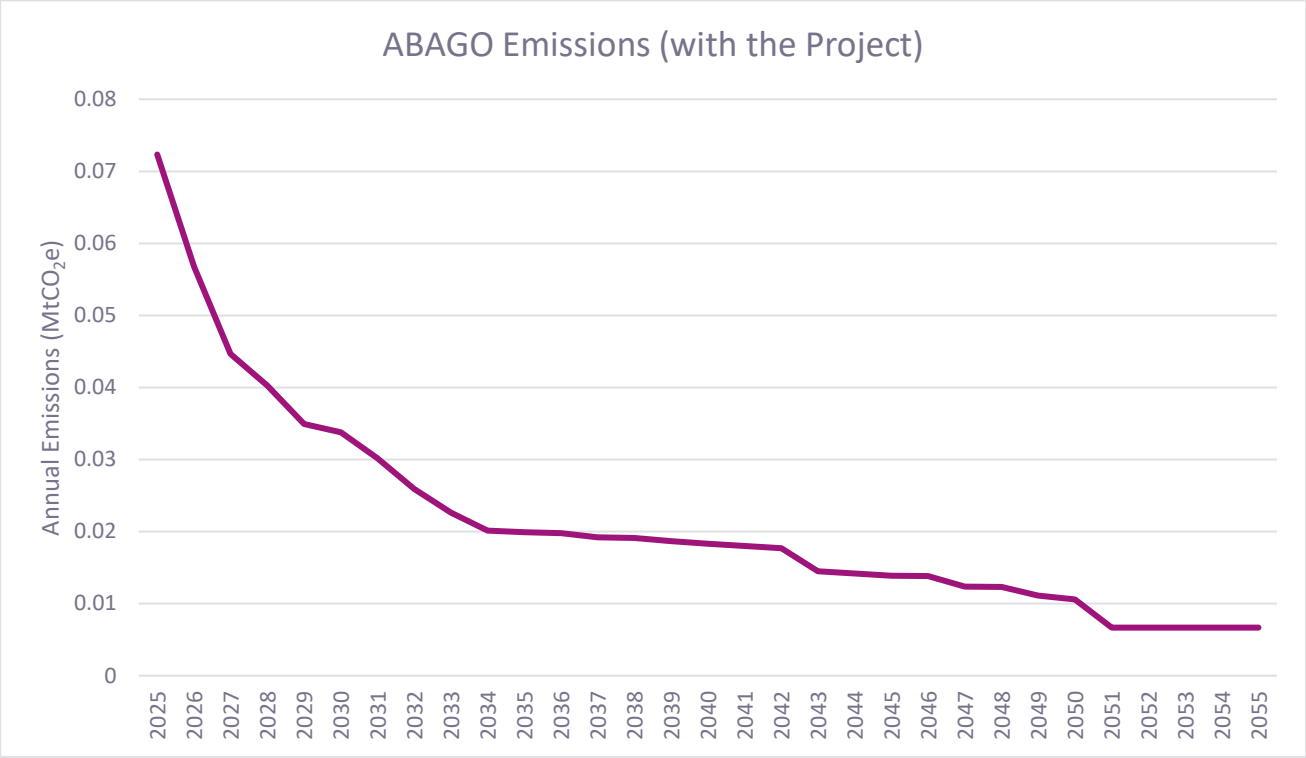
Figure 10.6: With the Project ABAGO emissions



10.7.22 The additional ABAGO emissions from the Project contribute less than 0.1% of any of the UK carbon budgets. The contribution of the Project to currently legislated carbon budgets is therefore well below 5%.

10.7.23 The Net Zero Plan applies with or without the Project and is in the process of being updated in line with current Project plans. Measures delivered as part of the Project and within the Net Zero Plan can support ABAGO emissions (with the Project) reaching net zero by at least 2050.

10.7.24 On this basis, taking account of the Project's small contribution to the UK carbon budgets, alignment with the relevant net zero pathway and the measures set out in the Net Zero Plan, the effect of ABAGO carbon emissions is **not significant**.

Surface access

10.7.25 The results of the assessment of carbon and greenhouse gas (GHG) emissions from surface access are presented in **Figure 10.7**. The results for both situations (with and without the Project) include emissions from passenger and colleague travel, and freight.

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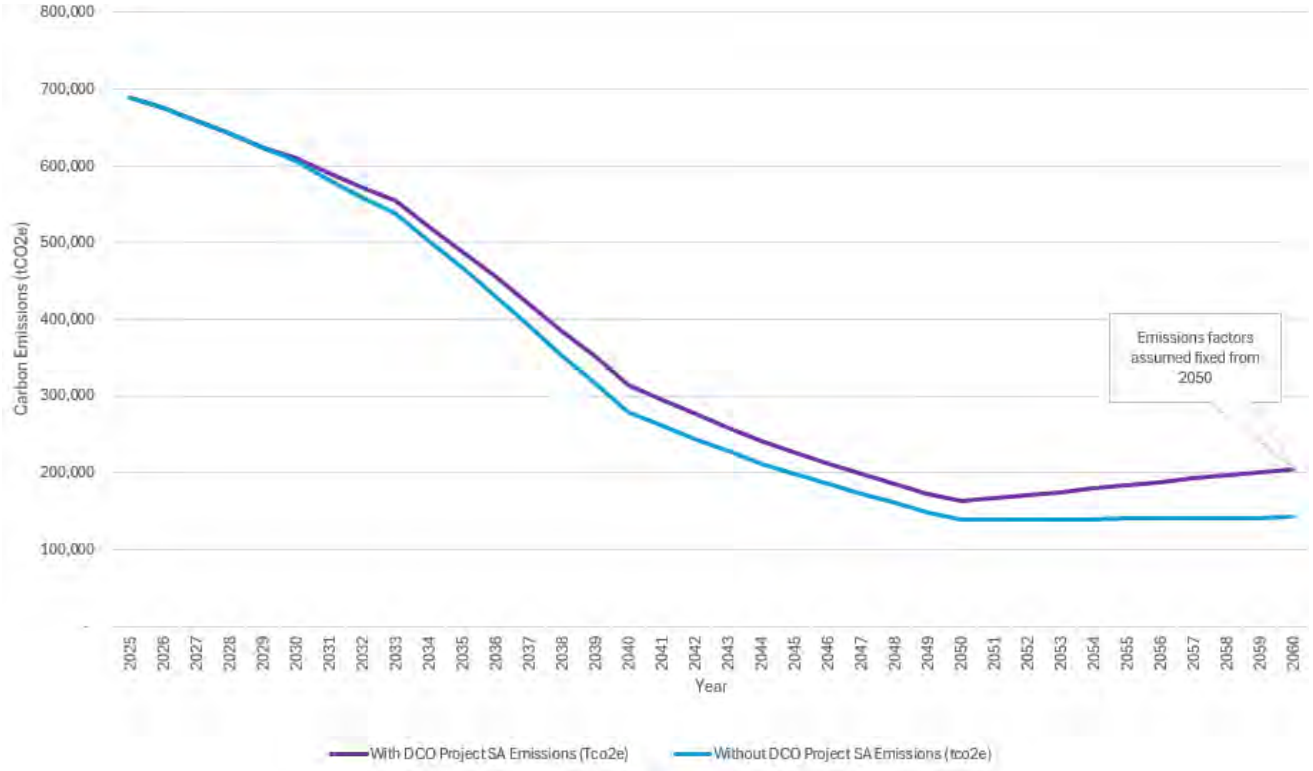
Figure 10.7: With and without the project surface access emissions



10.7.26 The emissions with the Project (purple line) rise above the emissions without the Project (grey line) from the early-2030s resulting from additional passenger, colleague and freight movements. There is a steady rate of passenger and freight growth expected from modelled runway opening in the mid-2050s, which means there are no large step changes in surface access emissions. Overall, total carbon emissions in both the with and without the Project scenarios see a steady reduction over time due to decarbonisation of surface transport.

10.7.27 The modelling takes account of measures set out in the Transport Information Consultation Document (TICD) **Part 3: Our emerging surface access strategy for Heathrow expansion** to increase the proportion of passengers and colleagues using sustainable transport (walking, wheeling, cycling, bus and rail) to access Heathrow. This reduces carbon emissions as sustainable transport typically has lower carbon emissions per person than private road vehicles.

10.7.28 In addition, the modelling accounts for national and regional level transport decarbonisation measures, including the progressive electrification of road vehicles, and decarbonisation of rail travel through increased use of renewable energy to power rail services. These are not specific to the Project.

10.7.29 The additional surface access emissions from the Project contribute less than 0.04% of any of the UK carbon budgets. The contribution of the Project to currently legislated carbon budgets is therefore well below 5%.

10.7.30 Surface access emissions with the Project are seen to grow relative to the without the Project scenario but are still capable of decarbonising in line with the net zero

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pathway, driven by national and transport-sector efforts to decarbonise surface transport. The contribution of the Project to the CCC's surface transport pathway is small (around 2% by 2050) and remain a minor contribution to the overall surface transport sector emissions with or without the Project.

10.7.31 In summary, the Project's surface access carbon emissions represent a small contribution and can decarbonise in line with a net zero compliant trajectory. The effect of surface access carbon emissions is therefore **not significant**.

Air transport

10.7.32 The DfT has recently published updated air transport carbon emissions forecasts [21]. These include projections for air transport emissions at a UK system level with and without Heathrow out to 2050 and beyond.

10.7.33 The DfT's assessment of the net system impact of Heathrow expansion over different carbon budget periods is summarised in **Table 10.4**. The DfT has considered a number of scenarios, of which two core scenarios are presented in **Table 10.4**; the Current Trends scenario which is aligned to UK aviation sector carbon policies currently in place, and the Technology Development scenario, which is aligned to government's strategic aviation carbon policy ambition.

Table 10.4: DfT Assessment of net system impact of Heathrow Expansion on carbon budgets

UK Carbon Budget period	Million tonnes CO_2e		Percentage impact on Carbon Budget	
	Current Trends scenario	Technology development scenario	Current Trends scenario	Technology development scenario
Carbon Budget 6 (2033-2037)	-0.6	-0.3	-0.06%	-0.03%
Carbon Budget 7 (2038-2042)	2.2	2.1	0.41%	0.39%
Carbon Budget 8 (2043-2047)	4.6	2.5	N/A	N/A

Note: It is not possible to calculate the % impact on Carbon Budget 8 as this carbon budget has not yet been defined.

10.7.34 Reference to **Table 10.4** shows that the net system impact of the Project would be a small net benefit during the 6th Carbon Budget. This means that it is forecast that UK aviation emissions would grow at a slightly slower rate at a UK level while the third runway is being constructed than if the Project was not to come forward at all. After this time, in the 7th and 8th Carbon Budget periods (and beyond), the impact of the Project is an increase in overall emissions, reflecting the additional flights serving Heathrow as a result of expansion.

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10.7.35 While the impacts in the 6th, 7th and 8th Carbon Budget periods are shown in **Table 10.4**, Heathrow is forecast to continue its growth beyond the 8th Carbon Budget and into the 2050s. There are no carbon budgets or other benchmarks against which to assess emissions beyond 2050, but additional carbon emissions will occur as a result of the Project in this period. Total air transport emissions resulting from the Project are large and as such, it is anticipated that the effect of air transport carbon emissions will be **significant**.

Arrival flight emissions

10.7.36 The air transport emissions presented in **Table 10.4** include the impact of domestic flights and international flight departures only. In other words, the emissions from flights departing Heathrow and other UK airports for other international airports is included, but the emissions from flights arriving at Heathrow and other UK airports from other international airports is not. This is because it is agreed internationally that each nation/state should account only for outbound emissions from aviation and shipping to avoid double counting in the sector. Only outbound flight emissions are included in UK carbon budgets.

10.7.37 Arrival flight emissions will be fully quantified and presented in the final Environmental Statement (ES) for completeness.

Whole Project

10.7.38 Air transport and construction carbon emissions are assessed as significant. The effect of the whole Project carbon emissions is therefore also **significant** in environmental impact assessment (EIA) terms.

Airports National Policy Statement (ANPS) test

10.7.39 The Airports National Policy Statement (ANPS) makes clear that an increase in carbon emissions is not a reason to refuse development consent, provided the emissions do not materially affect the Government's climate targets and carbon budgets (see **Section 12.5(h)**).

10.7.40 Emissions from ABAGO will be reduced to net zero by 2050 as part of our Net Zero Plan, with or without the Project, and embedded measures in the Project design assist on this journey.

10.7.41 Emissions from construction will peak early in the Project and are forecast to decarbonise in line with the UK industry sector and managed via measures adopted through the draft CoCP.

10.7.42 Emissions from surface access can decarbonise in line with the UK surface transport sector and measures implemented through the Environmentally Managed Growth topic paper and TICD **Part 3: Our emerging surface access strategy for Heathrow expansion** will support this.

10.7.43 Air transport emissions are the predominant contributor to Heathrow's overall carbon emissions. The UK Government has a number of policy levers it can use in

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managing emissions in the aviation sector so they do not exceed the sectoral pathway set out in the Jet Zero Strategy, enabling it to meet its carbon budgets and 2050 net zero commitments. This is the case with or without the Project.

10.7.44 These levers include the Sustainable Aviation Fuel (SAF) Mandate, the carbon cap set within the UK Emissions Trading Scheme, as well as policies to incentivise development of markets for GHG removals and increase UK SAF supply. Any policy changes required would be identified through the Jet Zero Strategy's five-year review cycle and ensure that the UK's aviation emissions remain consistent with the trajectory.

10.7.45 Our assessment has concluded that from an EIA perspective, and based on ISEP guidance, the effect is significant. However, this does not imply the Project would result in an increase in carbon emissions that would materially affect the Government's ability to meet its carbon budgets. The carbon budgets apply to the whole economy, not to specific sectors within it and in this respect government has policy levers available, such as the UK ETS to it to ensure its carbon budgets are met.

10.7.46 Therefore, it is concluded that the increase in emissions will not materially affect the ability of UK Government to meet its climate targets.

10.8 Summary of likely significant carbon effects

10.8.1 The initial assessment of significance is summarised in **Table 10.5**.

Table 10.5: Assessing significance of effects

Emissions Category	Significance	Rationale
Construction	**Likely significant**	Peak emissions <0.4% of carbon budget. However, length of programme of works means likely significant cumulative emissions.
Air transport	**Likely significant**	Additional air transport emissions as a result of the Project are expected out to and beyond 2050, which in aggregate are likely to be significant.
Surface access	**Not significant**	Project emissions small in context of sectoral emissions (circa 0.5-1%) and align to net zero pathway.
Airport buildings and ground operations	**Not significant**	Additional emissions small (<0.1% of carbon budget).
Whole Project	**Likely significant**	Air transport and construction effects significant.

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

Greenhouse gas (carbon) emissions

10.9.1 In developing the Environmental Statement (ES), Heathrow will calculate air transport emissions for the Project on both a gross (Heathrow only) and net (UK aviation system) basis using our own forecasting methodology including refining the environmental measures. The assessment approach will evolve and be guided by the emerging Heathrow Expansion National Policy Statement (HENPS) as it moves from consultation to publication. The Department for Transport (DfT) is also anticipated to publish an update to its Jet Zero Strategy early in 2027 and this will be taken into account in the assessment within the final ES.

10.9.2 The input data to the carbon assessment is all subject to revision as the design development evolves working towards Development Consent Order (DCO) submission. The final ES will present data from the final suite of input information, models and forecasts.

10.9.3 The assessment will also evolve to align with a detailed update to our Net Zero Plan, which is being developed alongside the Project, as described in the Carbon Strategy topic paper.

10.9.4 The carbon emissions reported in this Environmental Information Consultation Document (EICD) exclude Scope 3 well-to-tank emissions. These are the emissions associated with the extraction and refining of diesel and petrol fuels used for surface access of passengers, colleagues and freight. Further assessment and analysis of Scope 3 well-to-tank emissions will be included in the ES, including the proportion of these which contribute to UK carbon budgets.

10.9.5 As indicated within the Blue and Green Infrastructure (B&GI) topic paper, the Project includes a range of works which would act to remove existing natural habitats and vegetation features, but would also introduce an extensive package of habitat creation and enhancement measures. The ES will seek to quantify carbon emissions and removals from natural habitats including woodland, taking into account relevant guidance. These emissions or savings would be very small in the context of the Project's overall emissions, but would be quantified in direct response to scoping opinion requirements.

Non-CO_2 impacts

10.9.6 Non-CO_2 impacts are specific to aviation and relate to the 'additional' climate forcing impacts of aviation at altitude, from nitrogen oxides (NOx), aerosols, particles and water vapour emissions and effects due to contrails and induced cloudiness. These impacts include a mixture of both warming and cooling, but which overall lead to additional atmospheric warming.

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10.9.7 In the scoping opinion (ID 3.3.2), the Planning Inspectorate acknowledges that this is an emerging field and that there are currently no established methods to quantitatively assess non-CO_2 impacts, but requests that the applicant seeks to develop an appropriate and credible methodology to assess non-CO_2 impacts, in agreement with the relevant stakeholders.

10.9.8 The approach to non-CO_2 effects will be developed further for the ES in consultation with stakeholders, taking into account any policy direction included in the final HENPS, once published.

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10.10 Glossary of terms

Acronym	Definition	Explanation
ABAGO	Airport buildings and ground operations	Greenhouse gas emissions that come from running the airport terminals and everyday activities on the ground.
ANPS	Airports national policy statement	The Government policy framework governing major airport expansion applications and their carbon limits.
APU	Auxiliary power unit	An on-board aircraft engine used to provide electricity and cooling while parked on the ground.
ATM	Air traffic movement	A single commercial flight taking off or landing at the airport.
B&GI	Blue and green infrastructure	A network of multi-functional green and blue spaces and other natural features, urban and rural, which is capable of delivering a wide range of environmental, economic, health and wellbeing benefits for nature, climate, local and wider communities and prosperity.
CCC	Climate Change Committee	An independent expert group that advises the UK Government on climate policy and carbon emission targets (carbon budgets).
CCD	Climb, cruise and descent	The main parts of a flight once the plane leaves the airport area including climb to high altitude, flying at high altitude, and descent to the destination airport.
CCS	Carbon capture and storage	The process of trapping waste carbon dioxide from emission sources and securing it permanently underground.
CMS	Carbon management standard	A standard mandated by Heathrow that suppliers must follow to capture, report, and minimise carbon impacts.
CO2	Carbon dioxide	The most common greenhouse gas produced by human activity and burning fossil fuels.
CO2e	Carbon dioxide equivalent	A standard metric unit used to compare the relative warming impact of different greenhouse gases against CO2.
DCO	Development Consent Order	The Governmental planning regime used for consenting nationally significant infrastructure projects in the UK.
Draft CoCP	Draft Code of Construction Practice	A draft document that details how the construction process will be managed to avoid and reduce carbon emissions.
EIA	Environmental impact assessment	A detailed study that evaluates the potential environmental effects of a proposed project before granting development permission.
EICD	Environmental information consultation document	This is a document published during the planning stages outlining all current environmental findings.

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Acronym	Definition	Explanation
EMG	Environmentally managed growth	A system to monitor and manage the airport's environmental impacts (like carbon) alongside airport expansion.
EU ETS	European Union Emissions Trading Scheme	A UK carbon market that requires companies to trade allowances to limit the total carbon emissions they emit.
EV	Electric vehicle	A car, van, or other vehicle that runs purely on electric batteries instead of petrol or diesel.
GHG	Greenhouse vases	A group of gases (including carbon dioxide and methane) that trap heat from the sun and cause global warming.
GWP	Global warming potential	A score given to a greenhouse gas to show how much heat it traps in the atmosphere compared to carbon dioxide.
ISEP	Institute of Sustainability and Environmental Professionals	A professional institute that sets standards for professionals working in the environmental and sustainability fields.
kWh	Kilowatt hour	The standard unit to measure electrical consumption across airport facilities and equipment.
LTO	Landing and take-off	The specific parts of a flight that includes the aircraft arriving and leaving the airport as well as taxiing on the runway up to 3,000 feet.
MtCO2e	Million tonnes of carbon dioxide equivalent	A unit of measures for large volumes of carbon.
NOx	Nitrogen oxides	Exhaust gases from aircraft engines that contribute to air pollution and add to global warming.
SAF	Sustainable aviation fuel	Alternative jet fuel made from sustainable materials like cooking oil or household waste instead of traditional jet fuel.
UK ETS	UK Emissions Trading Scheme	The UK's own carbon trading system, sets a limit on emissions and governs the trading of carbon emission allowances.
WTT	Well-to-tank	The carbon released while drilling, refining and transporting a fuel before it is used in an engine or burned.
ZEA	Zero emission aircraft	Future aircraft designs that produce zero carbon pollution when they fly, including hydrogen or electricity powered aircraft.

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Environmental Information Consultation Document (EICD)

Chapter 11: Health

OCTOBER 2026

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11. Health

11.1 Introduction

11.1.1 As indicated within **Chapter 1: Setting the scene for consultation**, 'health' is an environmental aspect for which environmental information is presented for 2026 Public Consultation.

11.1.2 This chapter is supported by **Figure 11.1**, **Figure 11.2** and a glossary of terms.

11.2 What do we mean by health and public health?

11.2.1 Human health is the term used to describe a state of physical, mental and social wellbeing and not merely the absence of disease. Population health refers to the health outcomes of a group of individuals. In this case, health outcomes are the effect on the health status of the population due to the Project, which may arise due to changes in risk factors (e.g. linked to levels of noise, pollution or exercise) or due to service coverage (e.g. linked to levels of healthcare or education provision).

11.2.2 Public health is the science and art of preventing disease, prolonging life and promoting health through the organised efforts of society. The health assessment is a public health approach that looks at population health. It also considers what mitigation mechanisms are appropriate and proportionate. The focus of mitigation is responding to likely significant effects as a result of the Project, including for groups of people who are more vulnerable to the Project changes.

11.3 Why health might change

11.3.1 People's health depends on a complex interplay of environmental, social, behavioural, economic and institutional factors. These are called determinants of health. People's health in part reflects the underlying demographic and lifetime health pressures of the population who may be drawn to live close to Heathrow for socio-economic reasons.

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Figure 11.1: Illustrative general influences on modifiable determinants of health [1]

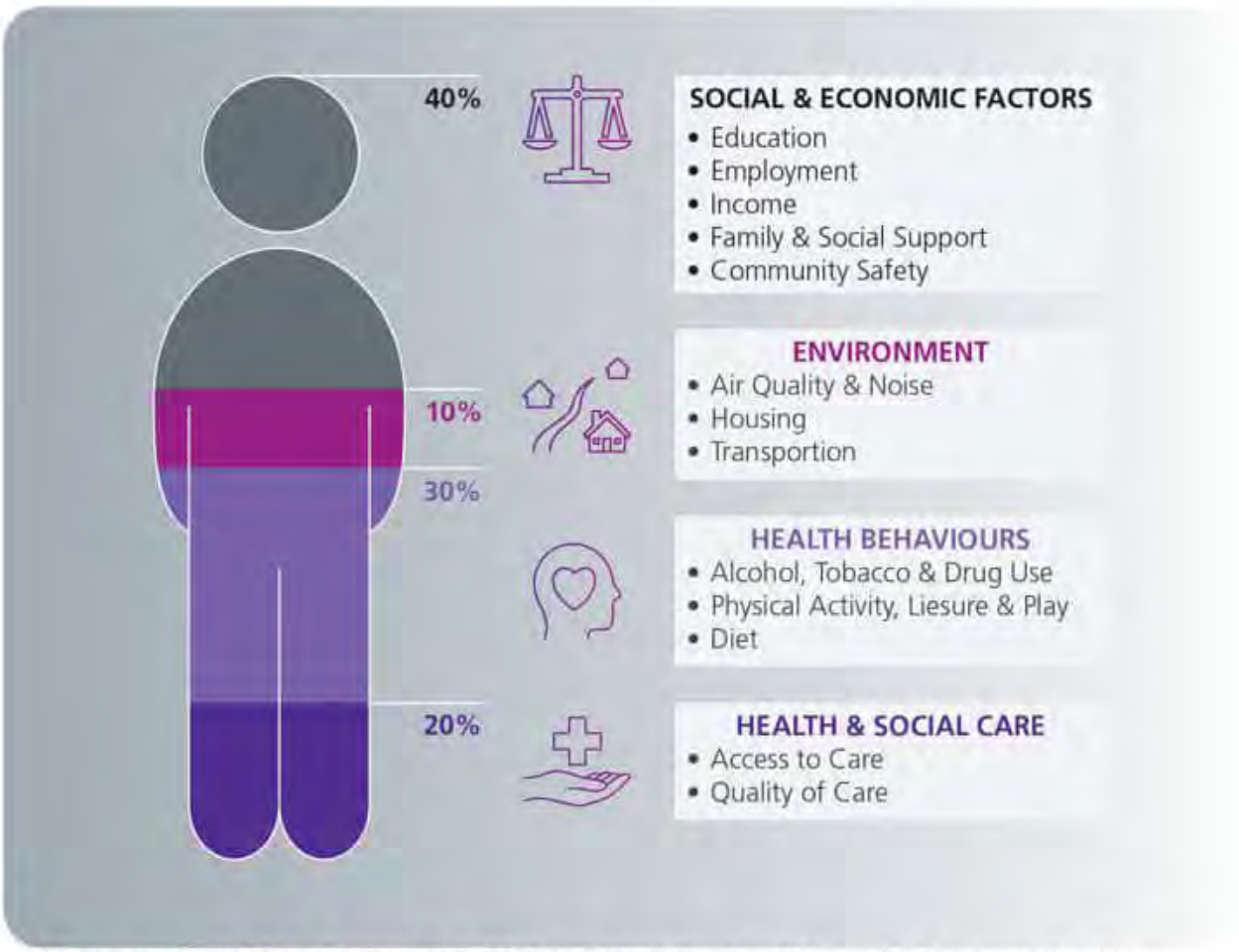

*Diagram adapted from Bookse et al., 2010 and King's Fund — A Vision for Population Health — Used for illustrative purposes.

11.3.2 **Figure 11.1** illustrates how, in general, people's health is affected by a range of factors. This is a generalisation used in the academic literature and in United Kingdom (UK) Government publications. The figure provides context on the relative influence of different factors on a population's health.

11.3.3 The Project would affect people's physical and mental health due to a range of positive and negative changes in determinants of health. These include:

- New jobs and training opportunities;
- Environmental exposures (e.g. changes in noise or air quality);
- Changes in some people's homes, services and amenities that influence social interactions and behavioural choices;
- Access to schools and good quality learning environments; and
- Demand for local healthcare services.

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11.3.4 The latter is important because good quality stable employment has a strong long-term influence on health outcomes, for not only those employed but also those who depend on them, such as children and elderly relatives. Many of the determinants of health link with the changes described in other chapters. This chapter considers those changes and whether likely significant public health effects may be caused by population level changes, particularly where there are different effects (health inequalities) between the general public and vulnerable groups. For health, vulnerability includes factors related to young or old age, existing health status, low-income level, social disadvantage and geographic proximity to impacts. People for whom multiple factors apply may be particularly vulnerable. Explanation of how a likely significant effect is defined in respect of health is set out in **Section 11.5**.

11.3.5 When people's health is already under pressure due to conditions and circumstances that already exist, those affected by change have less capacity and less resilience to cope physically and mentally. This is particularly the case for vulnerable groups, including where people may be vulnerable for multiple reasons. The health assessment identifies such public heath pressures to characterise the sensitivity of the population and where appropriate influence the Project's design, management plans and other environmental measures, including targeted support to vulnerable groups.

11.3.6 Part of the role of the health assessment is to identify and then, through design and mitigation, reduce adverse effects and increase beneficial effects. In both cases, the health assessment seeks to promote health equity (fairness). These include how health is determined by changes associated with:

- Relocation
- Community identity, culture, resilience and influence
- Health and social care services
- Open space, leisure and play
- Transport modes, access and connections
- Housing
- Air quality
- Noise and vibration
- Social participation, interaction and support
- Built environment
- Employment and income
- Education and training
- Public understanding of risk
- Wider societal infrastructure and resources

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11.4 Legislation, policy and guidance

11.4.1 In the UK, there is a wide variety of legislation, policy and guidance in place to improve population health and reduce health inequalities, the most relevant are summarised in this chapter.

11.4.2 The 2018 Airports National Policy Statement (ANPS) [2] (paragraph 1.37) requires the applicant to produce a project-level Health Impact Assessment (HIA). The HIA will be combined with the Environmental Impact Assessment (EIA) for human health and presented as the Public Health Chapter in the Environmental Statement (ES). The ES health chapter will include assessment of cumulative effects from the combined influences of the Project on population health, as well as from other reasonably foreseeable future projects.

11.4.3 The London Plan Policy GG3 'Creating a Healthy City' [3] requires an HIA to assess the potential impacts on the mental and physical health and wellbeing of communities. Due regard has also been given to the local plans of relevant local authorities and their area health and wellbeing strategies and Joint Strategic Needs Assessments.

11.4.4 Health policy in England has increasingly focused on prevention, improving wellbeing, and easing pressure on the National Health Service (NHS). The health assessment follows this approach, as outlined in the Government's 10 Year Health Plan for England – Fit for the Future [4].

11.4.5 Air quality standards in England have become stricter, with lower limits for fine particulate matter [5]. This change reflects strong evidence from many international studies for the relationship between lower levels of these air pollutants and associated population health effects. The stricter levels are applied through more demanding regulatory requirements, requiring developments to take additional steps to avoid emissions, such as cleaner technologies, and apply greater mitigation to reduce remaining adverse effects on human health and the environment. See **Chapter 9: Air quality** for further details. Even below these stricter levels applied in England, even lower levels are set out by sources like the World Health Organization (WHO) [5, 6]. These lower levels are also taken into account by the health assessment.

11.4.6 Similarly, there are WHO noise guidelines and research on the health effects of noise from aviation and other sources [7, 8, 9]. The health assessment considers recent policy and studies, including nighttime noise effects and updated attitudes towards aviation noise. See **Chapter 8: Noise and vibration** for further details.

11.4.7 The Institute of Sustainability and Environmental Professionals (ISEP) (previously the Institute of Environmental Management and Assessment) published new practitioner guidance in 2022 providing clear methods for integrating HIA as part of the human health assessment in EIA [10, 11]. This ensures assessments are consistent and transparent. ISEP competency standards for HIA were published in 2024, supporting practitioners to be suitably qualified and follow professional standards [12]. A range of other guidance is also taken into account. This includes Advice on the content of Environmental Statements accompanying an application under the Nationally

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Significant Infrastructure Project (NSIP) Regime [13], Health Impact Assessment in spatial planning: A guide for local authority public health and planning teams [14] and Health Impact Assessment Guidance: A Manual and Technical Guidance [15].

11.5 Assessment summary

11.5.1 This section explains the approach to the health assessment, and how conclusions have been drawn in this chapter. Being a public health approach, the health assessment is a population level assessment.

Baseline

11.5.2 The current baseline has been reviewed using the latest publicly available data from the Department of Health's Fingertips tools (including Local Health, Wider Determinants of Health and Public Health Outcomes Framework indicators) [16]. Data relates to periods from 2019 through to 2025. Data has also been informed by the Ministry of Housing, Communities and Local Government Deprivation Mapping 2025 [17]. Data from the 2021 Census provides information for very small areas (output areas). The census data precision is helpful, though a noted limitation is that the Covid-19 pandemic and associated lockdown affected some of the measures. Baseline data is regularly updated and there is a continuing exercise throughout the health assessment to review new data. A detailed baseline will be set out in the Environmental Statement.

Assessment Approach

11.5.3 For the health assessment presented in this chapter, groups of individuals are defined in relation to study areas, notably of residents in surrounding communities. Population groupings are also used for other shared characteristics such as being part of a project workforce or an airport passenger. In each case, the health assessment considers the presence of smaller vulnerable groups, or populations within these groupings, to understand health inequalities and the effect the Project may have.

11.5.4 The health assessment informs, and has been informed by, the findings of the following aspect chapters:

- **Chapter 5: Socio-economics and employment** – for an assessment of effects on employment, skills, training and the labour market during construction and operation.
- **Chapter 6: Community** – for an assessment of effects on surrounding communities driven by changes in land use, property, accessibility and the environment, including people and community facilities including schools, sports facilities and community-serving facilities.
- **Chapter 7: Recreation and amenity** – for an assessment of effects on outdoor public recreation facilities such as open space and play areas.

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- **Chapter 8: Noise and vibration** – for an assessment of environmental effects of noise and vibration on sensitive receptors, including human and community receptors.
- **Chapter 9: Air quality** – for an assessment of environmental effects from air pollutants and dust on sensitive receptors, including human and community receptors.
- **Chapter 13: Water environment** – for an assessment of effects on key receptors within the water environment driven by alterations in alignment and diversion of rivers, pressure on the foul drainage network and change to local drinking water supply.
- **Chapter 15: Landscape and visual** – for an assessment of effects on surrounding communities driven by a change in landscape and residential visual amenity from construction and operational activities.
- **Chapter 16: Land quality** – for an assessment of effects on land contamination particularly as a result of historical activities such as landfilling of previously excavated quarries.

11.5.5 An Equality Impact Assessment (EIA) is also being progressed by Heathrow and will be reported within the Development Consent Order (DCO) application. Although these are separate documents with separate methodologies, the health and equality assessments inform each other, reflecting the overlap between **vulnerable groups** and **protected characteristics**.

11.5.6 To avoid duplication, the health assessment uses the conclusions of other aspect chapters, and the environmental measures that they set out to avoid, reduce or offset likely significant adverse effects where practicable.

11.5.7 The health assessment then extends the analysis to consider the public health implications that are likely, including for vulnerable groups and health inequalities. This includes physical and mental health effects. If appropriate, additional environmental measures beyond those included from other aspect chapters are embedded into the health assessment.

11.5.8 Importantly the health assessment, integrating Health Impact Assessment (HIA), is a process and not just a report. This means a key activity of the health assessment team is to internally advocate for better public health outcomes as the Project evolves. This includes thorough reviewing proposed land uses, phasing, management approaches and community engagement. The health assessment team also actively engages across aspects and across Heathrow. Through such activities, more informed decisions have been taken with awareness of local health vulnerabilities and opportunities. There is ongoing work around developing environmental measures that specifically respond to vulnerable groups and health inequalities.

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Study areas

11.5.9 The health assessment focus (the geographically identified 'study area') is on the localised effects around the Project and areas of indicative flight paths. This relates to two types of area:

- The smaller area effects to small populations of Community Areas or parts of Community Areas neighbouring Heathrow; and
- Wider area effects related to very large populations across the whole or parts of neighbouring local authority areas of Hillingdon, Hounslow, Ealing, Slough, Windsor and Maidenhead, Buckinghamshire, Runnymede, Spelthorne, Elmbridge, Richmond Upon Thames and Wandsworth.

11.5.10 Community areas are defined in **Chapter 4: People, place and Community Areas**, and a consistent approach is being taken across the relevant aspects to report in relation to defined Community Areas near Heathrow. While the health assessment supports and follows this approach, Government public health indicators for small areas are currently only available at the larger Middle Layer Super Output Areas, rather than the smaller ward level for many indicators. This means that the baseline does not align exactly with the Community Area boundaries. This is a noted limitation, but it does not detract from the robustness of the health assessment as the sensitivity of vulnerable groups within all Community Areas is judged to be 'high', based on best fit of indicators to Community Areas.

11.5.11 For both this chapter and the ES, a best practice approach is being adopted, which integrates HIA and EIA Human Health requirements. The methods are set out by the Institute of Sustainability and Environmental Professionals (ISEP) (formerly the Institute of Environmental Management and Assessment) 2022 publication [11]. This guidance was co-developed by public health and impact assessment professionals, including with input from the UK Health Security Agency. This is the standard and established approach for assessing health effects of large infrastructure projects. The approach brings together information from public health evidence sources.

11.5.12 For this report, limited detail is reported on the technical basis for how conclusions having been reached, as full reporting and technical detail will be reported in the ES. The supporting technical data, evidence-bases and quantification are therefore not set out in full. This is to ensure that the current information is presented for a non-technical audience to support 2026 Public Consultation. It also reflects the level of detail available from other aspect assessments at the current time. The underpinning approach is, however, rigorous and explains the public health implications of data and findings as currently set out by other assessments.

11.5.13 **Section 11.9** of this chapter sets out how the health assessment will develop its analysis. This includes considering how optionality within the design may affect assessment conclusions. For example, operational healthcare related benefits are only anticipated if an operational medical centre is to be provided.

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Significance

11.5.14 The ISEP 2022 guidance on determining significance for human health in EIA, including when integrating HIA, sets out a clear and consistent framework. The approach works through three steps for each determinant of health being assessed.

11.5.15 The first step is to determine the sensitivity of the affected study area population. This process is undertaken twice, once for the general population of the study area and a second time for the vulnerable group sub-population (comprising all relevant vulnerabilities relevant to that determinant of health). Two sensitivity scores for each population allow the potential health inequalities to be discussed. For example, the difference in health outcomes between those with existing good general health and a high ability to adapt to change, and those with existing poor health and less ability to adapt to change. Sensitivity is determined transparently by considering a range of criteria (as set out in **Table 7.1** of the ISEP guidance). The criteria include levels of existing deprivation – an indicator of existing pressures on a population for a range of social, economic and environmental reasons. Criteria that affect a population's sensitivity also include consideration about people's acceptance of a project, their capacity to adapt to change, their health status, and whether there are existing large differences between the most and least healthy. The methodology informs a professional judgement, based on the balance of relevant criteria across categories, to allocate a sensitivity level: high, medium, low or very low population health sensitivity. Key evidence sources for this decision are:

- The health baseline, including of vulnerable groups present, which may be indicated by certain infrastructure such as schools or hospitals.
- Information gathered from consultation and engagement with communities and stakeholders.
- The study area definitions which define the populations.

11.5.16 A degree of professional judgement is required, and a precautionary approach is typically taken in assuming that all community populations include vulnerable groups of high sensitivity.

11.5.17 The second step is to define the magnitude of change. The process is similar to that for sensitivity in that the ISEP guidance defines set criteria, including specific terms on each criterion to distinguish and characterise levels. These are defined in **Table 7.2** of the ISEP guidance.

11.5.18 The magnitude assessment has two elements. The first focuses on characterising the impact of the project. This considers criteria for exposure level or scale of change, frequency and duration. The relationship between these is important to the public health impact. For example, a very low exposure, experienced occasionally over the short-term, is typically less serious than a high or even low exposure experienced continuously over the long-term. The second element is characterising the public health impact of that exposure (or other change). This considers criteria such as severity of the most relevant health outcomes affected and what proportion of the study area population are affected. For example, a minor change in morbidity (the rate of occurrence of a health condition, say cardiovascular disease, in a

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population) for a small minority of the study area population, is less serious than a moderate change in morbidity for the majority of the study area population. This characterisation and relationship between 'health outcome severity' and 'population extent' is an important part of understanding health magnitude.

11.5.19 Key evidence sources for this assessment are:

- The findings of other technical assessments, such as the level of noise in affected areas
- The scientific literature as to the most relevant health outcomes
- The degree of change to expect from a particular exposure

11.5.20 Professional judgements are typically made as to the health magnitude following the ISEP criteria, drawing on quantitative analysis where available and appropriate. The magnitude decisions take into account embedded mitigation measures. Typically, a single conclusion on the magnitude of change is reached for each health determinant, but in some cases more than one may be appropriate where there are a range of distinct issues to discuss.

11.5.21 Having determined population sensitivity and the magnitude of change, the third step is to determine the significance of the population health effect. This is a determination of whether the change is significant for public health. The aim is to reach a significance conclusion for each determinant of health, or each key issue within a determinant of health where there are important distinctions to draw.

11.5.22 The ISEP guidance sets out two tables to support the significance conclusions. The first is an indicative matrix (**Table 7.3** of the ISEP guidance) and the second sets out criteria for the rationale as to why an effect is significant or not significant for public health (**Table 7.4** of the ISEP guidance).

11.5.23 The matrix helps to inform the professional judgement as to the relationship between sensitivity and magnitude for health. When using the matrix, the vulnerable group sensitivity score is applied to ensure the assessment reflects potential health inequalities. In some cases, the matrix indicates that a decision needs to be made. For example, a high sensitivity population experiencing a low magnitude of change may be assigned a significance level of 'minor' (not significant) or 'moderate' (significant). The narrative supporting the significance conclusion must explain why one option or the other is selected.

11.5.24 To assist with this narrative, the second of the ISEP significance tables provides criteria. As with the tables for sensitivity and magnitude, professional judgement is applied to identify the most relevant criteria from across the categories (major, moderate, minor or negligible). A key criterion is broadly categorising the expected degree of change in the health baseline that is expected, e.g. whether it is a substantial change or a slight change in the population's health. The criteria also prompt discussion of the implications for narrowing or widening health inequalities, the ability to deliver relevant public health policy and priorities should the change occur, and whether statutory, regulatory or guideline thresholds apply and are met.

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11.5.25 The methodology provides flexibility in its prompts, but also consistency and transparency as to the basis for the reasoned conclusions reached. The levels 'major' and 'moderate' are considered significant in public health and EIA terms. 'Minor' and 'negligible' are not significant in public health and EIA terms. These are population level conclusions and, consistent with HIA, do not preclude targeted measures (mitigations or enhancements) to address very localised or rare effects on exceptionally vulnerable individuals where that is appropriate, proportionate and equitable.

11.5.26 Beneficial, adverse and combined effects are considered by the health assessment in terms of their population health effect significance.

11.5.27 Numbers can tell us a lot about health effects, but they cannot capture everything that affects a population's health and quality of life. This is why hearing from communities and using professional judgement to consider a wide range of evidence is important when assessing public health and wellbeing effects. For example, how we have responded to comments raised in the 2019 Airport Expansion Consultation (AEC) is presented within the 2019 Airport Expansion Consultation Feedback Report.

11.5.28 The use of quantitative data is an input to the overarching ISEP model for determining public health significance. This is because there is no methodology for fully tracing every health pathway and every health outcome quantitatively. As this is always a limitation of quantitative health models on any project, the most robust use of quantification is to articulate the scale of anticipated change using a subset of population health outcomes. The subsets of outcomes are those where the relationship between exposures and health outcome change is well established by scientific studies. The quantitative data is used, alongside other triangulated evidence, to inform the professional judgement as to whether the change due to the Project is significant in EIA terms.

11.5.29 Significance in this context is not about statistical significance, but is a technical measure of the degree of weight health should carry within the planning balance on a particular issue. Conclusions on significance are reached by the health assessment team, as well as by the Secretary of State. The aim of the health assessment is to develop consensus across local and national health experts, a process being facilitated by the Health Impact Assessment Steering Group (see discussion in **Section 11.9**).

Environmental measures

11.5.30 As noted earlier, the health assessment uses the conclusions of other aspect chapters and the environmental measures. Environmental measures include mitigation measure to avoided, prevent, reduce or offset adverse effects where practicable, as well as enhancement measures to further improve beneficial effects as appropriate.

11.5.31 As indicated by **Chapter 1: Setting the scene for consultation**, and within the relevant aspect chapters, these are set out within documents supporting the Environmental Information Consultation Document (EICD) and 2026 Public

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Consultation. Specifically, in relation to health, additional measures are under consideration as part of the Project. These are described below and in **Section 11.7: Assessment results**. Key documents which set out such measures relevant to the health assessment are:

- Land and Property Acquisition and Compensation Policies
- Property Policies and Information Paper
- Noise Insulation Policy
- Economic Development Framework
- Code of Construction Practice
- Environmentally Managed Growth topic paper
- Surface Access Controls topic paper
- Blue and Green Infrastructure environmental measures topic paper
- Community compensation fund document

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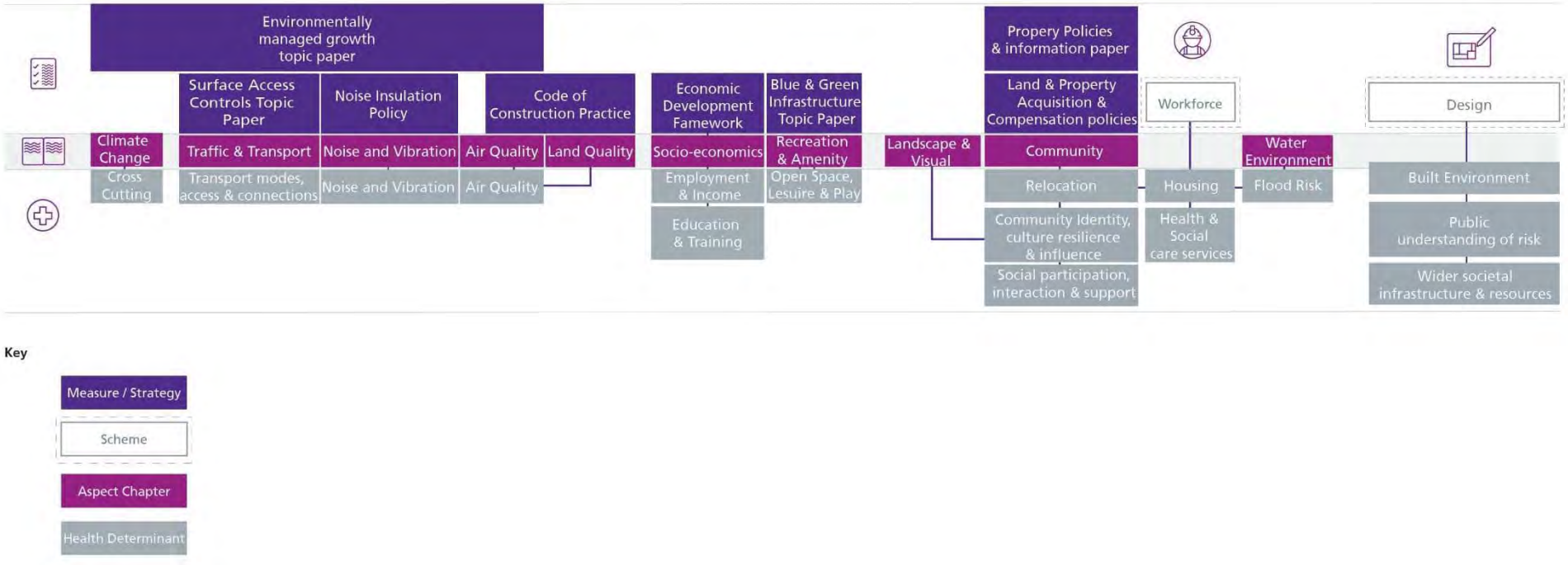
Figure 11.2: Key relationships between health determinants and other assessments or documents



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11.5.32 **Figure 11.2** illustrates key relationships between key scheme elements, measures/strategies, other aspect chapters, and the health determinants being assessed.

11.5.33 Through the work of the health assessment, a range of environmental measures have been integrated into the Project and its documentation.

The following paragraphs set out key actions and measures arising from the health assessment that are under consideration for the DCO application, and on which consultation feedback would be welcomed.

11.5.34 With regards to air quality:

- Extend the programme of Ultrafine Particles (UFP) monitoring in and around the expanded airport, allowing for airport contribution to community exposures to be better understood, including effects relative to major highways. Methods, locations and reporting to be agreed with air quality and health stakeholders as far as practicable.
- Monitor UFP airfield concentrations associated with a subset of flights with higher levels of Sustainable Aviation Fuel (SAF) than required by current polices, subject to such flights being scheduled and relative to a suitable control. Through this, we would hope to show quantitatively, albeit with a small dataset, the likely UFP reductions from greater SAF uptake over time.
- Air pollutant emissions within Heathrow's control that are known to have non-threshold effects would be reduced so far as is reasonably practicable.

11.5.35 With regards to the displacement of some people:

- The Home Relocation Support Service (Heathrow’s dedicated support service for affected residents post-consultation) will include tailored care plans for vulnerable individuals who are required to relocate due to being in the Compulsory Purchase Zone (CPZ). This will include facilitating links between such individuals and relevant health, social care and third sector providers.
- A targeted engagement exercise will be held with communities in the CPZ to understand their needs in relation to documenting their community. The aim would be to respond to mental wellbeing pressures linked to loss of identity. Measures would be co-developed with communities but could link with the work of the Historic Environment Mitigation Strategy described in **Chapter 14: Historic environment**.

11.5.36 With regards to community identity:

- A package of community initiatives is proposed to be co-developed with communities through a series of targeted consultation exercises. These initiatives would be eligible for funding applications via the community compensation fund. The measures will aim to promote community identity, culture, social participation and community interactions.

11.5.37 With regards to housing:

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- During construction and operation, monitor workforce housing pressures and provide an accommodation support service for non-home-based workers seeking temporary accommodation locally to mitigate against pressures on the short-term rental market for local communities, including health and social care key workers. This links with the Construction Workforce Accommodation Strategy and Heathrow Workers Accommodation Management Service discussed in **Chapter 6: Community**.

11.5.38 With regards to open space:

- There is a need to mitigate the potential behavioural changes arising from additional Project exposure (notably noise), including reduced use of public open spaces. This will include incentivising the use of these spaces through enhanced amenities, such as promoting inclusive access and inclusive facilities. Measures to include the design principle of equitable, safe and inclusive access, including in relation to promoting uses of spaces, routes and facilities by all age groups, and responding to sensory and mobility needs.
- Environmental measures will also address potential disruption to open space and recreational routes, with the aim of maintaining recreational functions and connectivity for users throughout the delivery of the Project. Measures to include the provision of suitable diversion routes where existing public rights of way (PRoW) are affected by construction activities. During operation, measures to include the re-provision of affected open spaces on a like-for-like basis in terms of quantity, with measures to maintain or enhance quality and ensure continued accessibility for users and reprovision of PRoW where these will continue to serve a recreational function.
- PRoW and locally promoted cycling routes to be maintained where practicable through staged construction and temporary diversions, with permanent improvements delivered through upgraded off-road routes, enhanced connectivity, and integration into the Green Loop network. Delivery of a multifunctional Green Loop will provide a strategic network of routes to enhance connectivity and expand access to high-quality recreational opportunities both north and south of the expanded airport.

11.5.39 With regards to public understanding of risk:

- Communications protocols will be established, including:
  - Briefing engagement groups representing seldom heard and vulnerable groups (particularly non-English speakers) on the Project's support schemes that may be available to residents, so those organisations can signpost residents to the relevant application processes.
  - Appointment of a community liaison officer, including with responsibility for ensuring consideration is given to how vulnerable groups can raise concerns about impacts they are experiencing and tailoring communication to their needs.
  - Provision of non-technical information on the Heathrow website and other proportionate means, for local communities, including on the relevant health

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protection thresholds, standards and permits adopted and, as relevant, the results of ongoing monitoring in relation to those standards.

- In relation to the Project's new, or temporarily diverted, electrical infrastructure, it is confirmed in relation to electromagnetic fields that there would be compliance with the International Commission on Non-Ionising Radiation Protection (ICNIRP) public exposure guidelines 1998 [18]. This is the standard adopted by the Government National Policy Statement for electricity networks infrastructure. For infrastructure, lines or cables exceeding 132 kilovolts, compliance would be achieved through the detailed design of the electrical specification. This is in line with the 'DECC 2012 Power Lines: Demonstrating compliance with Electromagnetic Field (EMF) public exposure guidelines, A voluntary Code of Practice' [19], which requires relevant calculations or measurements to be provided prior to, or at the point of, commissioning such infrastructure. This is confirmation that appropriate health protection standards would be met.

11.5.40 With regards to noise insulation:

- The Noise Insulation Scheme to include specific measures in relation to vulnerable groups, including:
  - Where reasonably practicable, design of insulation measures will seek to provide appropriate indoor environment in terms of acoustics, air quality and thermal considerations including consideration of climate change projections.
  - Appropriate adjustments in communication for households that do not have English as a main language, have low literacy or where there are particular vulnerabilities due to age, disability or poor health. Such vulnerability may be identified through investigations by us or our contractors, or due to local authority or other relevant agency notification to Heathrow as part of dialogue on Noise or Vortex Schemes.
  - Appropriate safeguarding and clear communication protocols will be implemented for surveys and works in the homes of vulnerable persons. Such vulnerability may be identified through Heathrow's, or its contractors', investigations, or due to Local Authority or other relevant agency notification to Heathrow as part of dialogue on noise or vortex schemes.
  - Where practical, we will seek to identify opportunities to coordinate noise insulation measures with other home improvement programmes, such as energy efficiency and climate resilience schemes. This will help maximise benefits for residents and minimise unnecessary disruption.

11.5.41 With regards to employment and training:

- As far as reasonably practicable (e.g. subject to minimum eligibility standards relevant to the roles and security checks), provide a targeted scheme of access to training schemes and apprenticeships for young people in the local area, including working with local government agencies and local third sector agencies to as far as reasonably practicable engage with those who are not in Education, Employment, or Training (NEET). Also work with local education and training

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providers to support opportunities to provide local adult learning linked to operational airport related (or wider supply chain) job opportunities relevant to disadvantaged adults facing skills barriers to employment opportunities.

- Subject to relevant voluntary disclosures and General Data Protection Regulation (GDPR) policies, the employment and skills monitoring and reporting arrangements would include annual monitoring in relation to initiatives that target vulnerable groups.

11.5.42 With regards to pest monitoring:

- Preventative pest and vermin control, including measures to avoid the accumulation of waste that may attract pests, appropriate storage and disposal of food waste and other attractants, and prompt treatment of any pest and vermin infestation. Where historic landfill sites, sewers or other structures are removed, works will be managed to prevent pests causing nuisance within surrounding communities. We will implement appropriate pest monitoring and control within vacant properties purchased in connection with the Project. If infestation occurs, we will seek to eliminate the infestation promptly and prevent further occurrence.

11.5.43 With regards to cross-cutting measures:

- Health support funding may be appropriate as an element of the community compensation fund, which could be drawn upon to provide discretionary support to vulnerable individuals in the local communities around Heathrow, to enhance quality of life that would be affected by the Project. This would address proportionate, but as yet unforeseeable and unquantifiable, effects at an individual level that may arise as a result of the changes to land, environment or the experience of living in the area affected by the Project. The expectation is that such cases would be rare, but should they arise, a process is in place to address severe and inequitable health outcomes. The eligibility and governance arrangements are being developed.

11.5.44 With regards to construction healthcare:

- During construction, provide on-site construction workforce healthcare in a proportionate way that varies over time relative to demand, with the aim of reducing pressure on local healthcare services by non-home-based workers. Provision to include a combination of statutory first aid support, occupational hygiene, health and safety training, health promotion campaigns aligned with the NHS, on-site healthcare providers (e.g. advanced nurse practitioners) and a protocol on healthcare access (including promoting the use of 111 services and on-site healthcare in the first instance for triaging, except in an emergency).
- Appropriate ongoing monitoring and dialogue will be undertaken with local Integrated Care System (ICS) as to care pathways.
- Discussion is ongoing with London Ambulance Service as to the appropriate specification to not only avoid likely significant adverse effects for local communities and healthcare systems, but also potentially achieve likely significant beneficial outcomes for the NHS.

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11.5.45 With regards to operational healthcare:

- Operational on-site medical centre facilities within a new terminal building are being considered to meet the needs of both passengers and airport staff. Discussion is ongoing with London Ambulance Service as to the options for not only avoiding likely significant adverse effects for local communities and healthcare systems, but also potentially achieving likely significant beneficial outcomes for the NHS. The medical centre option is still under consideration but may include consultation rooms, waiting room, treatment room and medication dispensary to reduce the number of conveyances by ambulance of patients to local A&E for evaluation, minor treatments and prescriptions.

11.6 Assessment results

Baseline

11.6.1 This section considers the current context of the broad patterns of health for the wider-area local authority effects and smaller Community Area effects around Heathrow.

11.6.2 The health of the population in the Community Areas around Heathrow is mixed compared to national averages. Some areas show average or better health and others worse health. In this regard, the pattern is similar to the wider London context. Public health statistics, such as life expectancy and preventable early deaths (all causes under 75-year-old mortality), are a good measure of health status within a population. These indicators are available for small areas and show where, in principle, there is the greatest public health opportunity to improve health outcomes. Community Areas with below average existing health outcomes include: West Drayton and Hayes (to the north of the Heathrow); Heston (to the northeast); Bedfont and Feltham West (to the south); Feltham North (to the southeast), and Stanwell Moor and Stanwell (to the southwest).

11.6.3 In the areas close to the east and west of the existing and proposed runways, where baseline take-off and landing air quality and noise effects are generally greatest, these overarching baseline public health indicators suggest that health outcomes are similar to national averages. This includes Poyle, Colnbrook, Horton and Datchet (to the west) and Sipson, Harlington, Cranford and Cranford Cross (to the east). While this pattern is noted, these populations will have sensitive vulnerable groups within them, which highlights that there is complexity to the baseline.

11.6.4 These overarching public health baseline indicators show that the Community Areas likely to be most affected by current and future aircraft take-offs and landings are not those with the worst public health statistics. Despite this data, the health assessment takes account of there being vulnerable groups of high sensitivity within these areas and further analysis is ongoing of other indicators.

11.6.5 Wider local authority areas, including those associated with indicative flightpaths (see **Chapter 8: Noise and vibration**), where more deprived populations are known to be present include Hillingdon (to the north), Ealing (to the northeast), Slough (to the

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northwest) and Hounslow (to the east and southeast). In all these cases, the deprivation is predominantly driven by low incomes, living environment and barriers to housing and services. Despite these factors, health and disability related deprivation is lower than the national average for all these local authority areas, although pockets of greater deprivation are noted.

11.6.6 These are only a sample of the indicators that are informing the assessment and that will be fully reported in the Environmental Statement. At this stage additional indicators are provided in **Chapter 4: People, place and Community Areas** baseline.

Construction

11.6.7 This section summarises key public health implications of the construction activities described in **Chapter 2: Description of the Project**.

11.6.8 During construction, close to the Project and its construction areas there is potential for disruption and disturbance arising from activities including: noise and vibration, dust, lighting and traffic; temporary closures and diversions due to changing land use; the operation of plant and machinery; and movement of goods, materials and people. These activities would be on a large scale, but would be typical construction activities, for which the environmental effects can be managed through tried-and-tested embedded environmental measures such as construction site selection and layout, design and management planning, and more specific measures such as those in the draft Code of Construction Practice (CoCP) and the Transport Information Consultation Document (TICD). It is relevant to note that whilst the overall construction period is approximately 25 years, most of the major construction activity would occur early in the construction programme. For the remainder of the construction period, the majority of the construction activities would occur within the expanded airfield boundary or at certain construction compounds, with much less potential for community disruption and disturbance.

11.6.9 On a more local scale, as indicated within **Chapter 2: Description of the Project**, the displacement of communities by the Project, including those in Harmondsworth, Longford and parts of Sipson and Poyle, would be required to enable construction. Some community facilities, including a primary school and certain community parks, would also need to be displaced because of the effects those facilities would experience due to the Project (including those related to operational noise effects). For those directly affected, housing displacement is a source of stress and a change in circumstances, affecting physical and mental health. The changes also affect the remaining communities, where social networks, housing and services experience new pressures. Land and property acquisition and compensation policies for tenants, owner occupiers and residential landlords are being developed, which include a Home Relocation Support Service and Your Wellbeing Support Service (a free, independent wellbeing and mental health support service funded by Heathrow but delivered independently) for displaced residents during the relocation process. As part of this, the health assessment is seeking to include an appropriate mechanism

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for working with health and social care services to ensure that there are appropriate individual health care plans for exceptionally vulnerable individuals.

11.6.10 Access to community services including healthcare is an important determinant of health. During construction, the Project will require a large number of temporary workers (at peak approximately 21,500 workers), a small proportion of whom will temporarily reside in the area as they are not within commuting distance of their usual residence. Such non-home-based workers may place pressure on local healthcare, reducing the quality of services for local people. To avoid such an outcome, the health assessment team is working with Heathrow to define a specification for delivering onsite construction workforce healthcare.

11.6.11 One of the options being actively pursued is a collaboration directly with the NHS. This would mean that funding of the extra onsite healthcare supports the NHS more broadly and is delivered in a way that does not reduce or divert services for the community. Added benefits of the NHS provider option:

- Integrated monitoring using existing NHS systems to allow efficient and responsive scaling of services.
- A legacy of new NHS staff, equipment and capability locally that would benefit communities both during and after construction.

11.6.12 Whether an NHS or private provider is ultimately selected, the potential for a likely significant adverse effect on local healthcare will be avoided and this will be assured through monitoring.

11.6.13 The plans are to provide on-site construction workforce healthcare for both home-based and non-home-based Project workers. This will further relieve NHS pressures, freeing up local current NHS capacity used by home-based workers.

11.6.14 Recognising that the Project is already a source of concern for many people and that there will be a range of potential impacts about which people may experience anxiety, the health assessment specifically includes a section on public understanding of risk. This relates directly to mental health outcomes and recognises that from the Development Consent Order (DCO) pre-application stage right through to operation of the Project, there are likely to be issues where uncertainty drives adverse health outcomes for some people. As part of the ongoing health assessment work, and through the reporting within the ES as the application submission, the aim is to:

- Acknowledge such concern, including the evidence base around it.
- Provide non-technical explanation on key issues to reduce uncertainty, including on how health protection standards would be met.
- Put in place mechanisms by which further information can be shared and complaints or concerns heard and acknowledged, including for groups who are vulnerable or seldom heard.

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Operation

11.6.15 This section summarises key public health implications of operation of the Project. The greatest flight numbers and passenger numbers would arise towards the latter part of the delivery programme, giving rise to the highest degrees of operational exposures, infrastructure demands and service pressures. The health assessment also takes account of the periods of greatest change (such as opening of the Northwest Runway resulting in new areas being overflown), peak pressure points (including before reactive embedded environmental measure are fully implemented or scaled) and the overlaps with construction pressures where these are in parallel with operational activities.

11.6.16 Long-term chronic transport noise is associated with poorer health outcomes. Such noise is an existing widespread feature of the environment surrounding Heathrow, London and South East of England. During operation, localised high noise exposures would arise due to the Project. These would occur close to the take-off and landing of aircraft on the Northwest Runway, flightpaths near Heathrow, and on parts of the road and rail network that experience large changes in the levels or timings of usage.

11.6.17 A noise insulation scheme, as set out in the noise insulation policy accompanying this 2026 Public Consultation, is proposed. This will reduce indoor noise exposures with the aim of achieving levels that avoid likely significant health effects, for example, a range of building works, depending on the specific property conditions, that improve the built fabric to reduce outdoor noise reaching the inside particularly in bedrooms. A solution could be a combination of improved window glazing, an acoustic ventilation system and internal roof insulation. Importantly for public health, the approach is not just about insulation, it is also about allowing for appropriate ventilation with closed windows, so as to avoid overheating even in summer and accounting for climate change. A likely significant public health effect is avoided by providing solutions that can reasonably be expected to avoid most instances at a population level where the noise levels are above the Government policy threshold for there being likely significant adverse effect levels. Information on this scheme is set out in **Chapter 8: Noise and vibration**.

11.6.18 Importantly, the effects from aviation air noise (noise from aircraft taking-off and landing) are strongly correlated with the direction of the runways which align east-west. Air noise from the Northwest Runway would be a major source of new noise. As the proposed runway would also be aligned east-west, new air noise exposures would be more limited in extent to the north and south where current health outcomes are typically poorest.

11.6.19 Aircraft tend to take-off into the wind to generate more lift. The design of the new flight paths are not part of the Project, but are part of a separate Airspace Change Process discussed in the Future Runway Operations (FRO) document. The prevailing wind in the UK is from the west, meaning this is the direction of most take-offs. Take-offs typically have higher noise levels than landings, as engines are being used more. Broadly, areas to the west of the Northwest Runway alignment, heading out of London, are less densely populated than to the east, heading into London.

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Communities to the west of Heathrow also generally have better existing health than areas to the east.

11.6.20 The health assessment includes all Community Areas and wider areas such as the noise and vibration aspect outer area, but considers specific health inequalities for the Community Areas where greatest air noise effects are likely. These include Poyle, Colnbrook and Brands Hill to the west, and Sipson and Harlington, Hayes and Cranford Cross to the east. Targeted noise insulation support to locations where there are significant changes in air noise and other noise (e.g. associated with surface access) are proposed. Measures in relation to additional tailoring support for exceptional vulnerable individuals are being developed as part of the health assessment.

11.6.21 Noise levels outdoors and across the wider area as a result of the Project during operation are also being analysed as part of the health assessment. As such, changes over a very large population can give rise to a likely significant population level effect. Such effects are harder to mitigate directly and are being transparently considered in the health assessment as a public health issue.

11.6.22 Quantification of what the higher and lower noise exposures of the Project mean in population health terms will be provided as part of the ES, including against UK policy thresholds and sensitivity tests using World Health Organization (WHO) guideline thresholds [7, 8, 9]. The expectation is that the higher noise levels will be appropriately mitigated at a population level.

11.6.23 The more widespread and lower noise levels are not expected to be mitigated to a degree that would avoid them being significant in public health terms, on the basis that a very small change in a risk factor can be significant in a very large population. However, at an individual health outcome level, the changes are unlikely to be discernible. The lower-level noise effects would be an incremental addition to risk factors for health outcomes that arise from a great variety of causes, including, but not limited to, environmental exposures. As these would be low-level exposures spread over a wide area, it is not expected that these lower-level noise effects on population health will significantly widen health inequalities, although that will remain a consideration within the assessment. Additional detail and analysis will be set out in the ES.

11.6.24 Open space around the existing airport will change as a result of the Northwest Runway and the additional logistical, freight and passenger infrastructure that will be associated with its use. Outdoor space is an important resource for community health, including in facilitating physical activity. Time spent on recreation, leisure and play within natural settings also promotes mental and social wellbeing. Recognising the importance of Blue and Green Infrastructure (B&GI), the Project includes a comprehensive allocation of new green space, supporting amenities and active travel connectivity via an extensive Green Loop around the expanded airport. The health assessment is promoting the appropriate location of re-provided green spaces to enable continuity of use, as well as the inclusion of inclusive amenities and active travel infrastructure. Such amenities aim to promote positive behavioural change for people of all ages, genders and identities.

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11.6.25 Air pollution is a recognised leading cause of poor health. There are national statutory and policy frameworks supported by research into effects on heath (including from the WHO) that support the need to reduce air pollution. Such a transition is underway and reflects the need to balance the social and economic implications of the speed and mechanisms of that change.

11.6.26 The health assessment is clear that increases in air pollutants are associated with non-threshold health effects, i.e. the assessment takes into account effects at any concentration level above zero. In policy compliance terms, there are UK statutory thresholds for air pollutants. The health assessment notes the importance of the public feeling confident in the health protection standards set by the Government. These standards attempt to balance the avoidance of health harms from exposure with the social and economic benefits that may be lost by achieving greater emission reductions. This balance is regularly reviewed, and it can be anticipated that the thresholds may reduce over the lifetime of the operational Project.

11.6.27 The health assessment therefore also considers other lower thresholds, including those recently adopted in the EU and the even lower thresholds that the WHO guidelines set out [5, 6]. The WHO guideline values are purely about the known health effects of air pollutants and do not account for the social and economic factors associated with higher levels of emissions. The position adopted by the EU is likely to be a reasonable reflection of where a future UK balance may be set. Notwithstanding that thresholds can be set, the health assessment accounts for all changes in exposures all the way down to zero so the full public health implications may be understood. However, it must be recognised that existing background air pollution is already present, and it is the role of the health assessment to judge the difference the Project would make in that context. The health assessment is informed by the work of **Chapter 9: Air quality and odour**. The quantification of air pollutants in terms of health outcomes will be included in the ES.

11.6.28 Ultrafine Particles (UFPs) are very tiny pollutants from aircraft and vehicles. UFPs are known to cause harm to living cells in laboratory settings, but real-world evidence of health effects is limited, including to people living or working around airports. While there is scientific uncertainty, there is also currently no evidence of large effects on health outcomes causally linked to UFPs. One of the complexities is that, at these very small particle sizes, it is the number of particles, not their weight (or mass), that is the most important characteristic to measure. This is a shift from normal monitoring methods for other larger pollution particles. Even the WHO does not provide methods for determining the health effects of UFPs because the evidence is not yet sufficiently established.

11.6.29 Even so, this issue is taken very seriously, and the approach is to use the Project to develop better methods and monitoring to support a greater understanding of the effects. Work is ongoing with public health and environmental health stakeholders to develop best practice around monitoring and reporting of UFPs. As air traffic increases, so will UFPs, but the long-term aim is to use cleaner fuels like Sustainable Aviation Fuel (SAF), hydrogen and electricity, which are likely to reduce UFP emissions over time. A cautious, evidence-based approach is being taken, and updates will be shared in the ES. The approach in the health assessment will be

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aligned with that in the air quality aspect assessment, and both are working together on this issue.

11.6.30 Every year a small proportion of passengers happen to experience a health incident while at Heathrow, usually for reasons unconnected with Heathrow or air travel. These are well managed by a contract with the London Ambulance Service for onsite paramedics and ambulances. This support is in addition to, and does not detract from, the normal NHS response. More people may fall ill at the expanded airport, simply due to a greater number of passengers. To avoid extra strain on local NHS services, we plan to expand our on-site paramedic and ambulance services. A new on-site medical centre is also being considered, which could treat minor issues and help both passengers and staff access NHS services more easily. This could improve community health and reduce NHS costs – for example, by reducing the number of passengers taken to local A&E services for straightforward checks and increasing airport workers' access to preventative health services, such as routine screening appointments. Further details will be shared in the ES.

11.7 Assessment results by Community Area

11.7.1 Two types of health effect are important to the public health considerations of the Project:

- The wider area effects, where very large populations (e.g. across the neighbouring local authority areas) experience lower-level changes (e.g. averaged noise changes of only a couple of decibels and below the policy threshold for the likely significant adverse effect level).
- The smaller area effects, whereby small populations (e.g. community areas or parts of a Community Area population) experience higher-level changes (e.g. averaged noise changes above the policy threshold for the likely significant adverse effect level).

11.7.2 This section covers small population effects at the Community Area level. Discussion and additional supporting analysis will be set out in the Environmental Statement (ES).

11.7.3 Before considering individual Community Areas, the following general points are noted.

- Public health effects include medium to long-term likely significant adverse effects for many Community Areas. These would be due to displacement and changes in community identity. Long-term likely significant beneficial effects associated with employment and upskilling are expected in terms of wider-area effects, which would also include benefits within Community Areas where many airport workers live.
- At the wider area, long-term likely significant adverse public health effects from operational noise and air quality effects are anticipated. However, these relate to lower-level exposures to very large populations. Whilst these are conclusions that encompass Community Areas as well, they are cases in which very large

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numbers of people experience very small changes in their risk factors for health conditions. Such changes only add up to being significant in public health terms across very large populations across the wider area (across local authorities). This also factors in that at the Community Area level, targeted measures, such as the Noise Insulation Scheme, would reduce effects to avoid the higher-level exposures that would be of public health concern for smaller population sizes.

Summary matrix of Community Area population health effects

11.7.4 This section provides a preliminary indicative assessment of smaller areas effects around Heathrow. This extends the analysis reported in other aspect chapters to explain the public health implications. The scorings in other aspect chapters do not align directly with the public health interpretation. For example, the public health influence from community identity is not just a reflection of visual landscape character change, but also considers changes, such as, being newly overflown by aircraft and how this affects sense of place. The health assessment matrix tabulates Community Areas (the rows) against determinants of health (columns).

11.7.5 To use the matrix, read across a row and down a column, which gives a particular cell in the matrix with a score. Each Community Area has two rows, one for effects predominantly linked to construction activities and a second for effects predominately related to operational activities.

11.7.6 As set out in the key explaining the matrix, abbreviations are used within each cell to summarise the score:

- The main direction of change (positive or negative)
- The relevant phases of activity (pre-construction, construction or operation)
- The most relevant time frame (short-term, medium-term or long-term)

11.7.7 The individual health determinants are explained in the first part of the key. The most important features are described, which is not exhaustive of all considerations.

11.7.8 The matrix is a summary that aims to communicate a complex range of potential public health issues in a consistent and concise way. Additional narrative and supporting analysis will be provided for the ES. The other aspect chapters and the Local Area Documents (LADs) provide additional information at this stage, which is not duplicated here.

11.7.9 The scores in the matrix take account of embedded environmental measures proposed at this stage. There is ongoing consideration of further ways to further reduce adverse effects and further enhance beneficial effects at the Community Area level.

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Key to matrix that follows (part 1 the determinants of health)

Health determinant	Description of key features, which are subject to mitigation or enhancement as far as practicable.	Further detail on changes
Airport noise	Noise and vibration from the airport, including flights, airport activities, construction work area and construction support sites.	Chapter 8: Noise and vibration Noise Insulation Policy Draft Code of Construction Practice Environmentally Managed Growth Topic paper
Surface access noise	Noise and vibration from road and rail movements associated with the airport, including passengers and freight, as well as construction vehicles and transporting materials.	
Air quality	Air pollutants from the airport, associated vehicle journeys and operational activities, as well as odour and dust from construction activities.	Chapter 9: Air quality and odour Chapter 16: Land quality Draft Code of Construction Practice
Ultrafine Particles (UFPs)	Within the issue of air quality, the specific consideration of the smallest particles that are produced as a result of aircraft engines.	
Relocation	A specific population of people would be required to move homes as their current homes are within the area where the third runway would be built. In some cases, this is a full community, such as Longford. In other cases, it is part of a community, such as Harmondsworth or Sipson. Some people in a defined wider area also have the option of additional support with voluntarily moving home because they would be close to the Northwest Runway. See **Chapter 6: Community** for details. The public health effect takes into account the effects on both those people that relocate to new homes and the effect on the remaining community from that change.	Chapter 6: Community Land and property acquisition and compensation policies Property Policies and Information Paper
Housing	The displacement of residents, as well as increases in the numbers of jobs at the airport, during construction and operation, has implications for the housing market close to the airport.	Chapter 13: Water environment
Community Identity	The changes due to the Project have implications for the identity of affected communities. An influential factor is visual change, such as more prominent views of planes taking-off or landing, other airport activities or new structures. Changes to community facilities and amenities may also affect community identity. Longterm operational potentially significant adverse effects relate to those community areas that would be newly overflown at low altitude from take-off and landing aircraft. Unlike the presence of new buildings or structures within the existing urban context, the change of frequent low altitude aircraft is a degree of community identity change where adaptation to new norms over time is less likely and could have long-term influences on mental wellbeing.	Chapter 15: Landscape and visual
Social participation	Communities may experience changes associated with their interaction with project workforces and changes in community social networks.	Workforce Code of Conduct (to be produced to support the application)

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Health determinant	Description of key features, which are subject to mitigation or enhancement as far as practicable.	Further detail on changes
Public understanding of risk	Even where actual risks are managed, e.g. regulatory processes, to meet stringent health protection standards (e.g. on fuel storage or electromagnetic fields), community concern or uncertainty may still affect mental health and wellbeing.	Draft Code of Construction Practice
Pest control	During construction vacant properties, demolition, excavation or waste management activities have the potential to attract or provide food or habitat for pests (e.g. flies or rodents).	Draft Code of Construction Practice
Open space, leisure and play	Changes to the accessibility, location, size or quality of public outdoor spaces may be affected for some community areas. During operation, the Green Loop would connect new and enhanced public open spaces around Heathrow. Longterm operational potentially significant beneficial effects relate to those community areas that would particularly benefit from new open space provisions considered significant in **Chapter 7: Recreation and amenity**.	Chapter 7: Recreation and amenity Blue and Green Infrastructure environmental measures Topic paper
Transport	The additional project vehicles on the local road network during construction and operation have the potential to affect the experience of pedestrians and cyclists, as well as how long car journeys take. Issues of access, journey time and safety are considered.	Transport Information Consultation Report Surface access management and controls
Health and social care services	Additional local demand may arise due to people connected with the project, who are not registered with local services, seeking GP appointments or attending A&E. This may include some construction workers and airport passengers.	Draft Code of Construction Practice
Education and training	A wide range of upskilling and training opportunities would be generated by the Project during both construction and operation.	Chapter 5: Socio-economics and employment Economic Development Strategy
Employment and Income	A wide range of job opportunities would be generated by the Project during both construction and operation.	
Societal benefits of air travel	Access to travel that connects friends and relatives, as well as providing breaks and new experiences is likely supportive, to a degree, of health and wellbeing.	N/A
In-combination effect	A separate analysis step that provides a preliminary indicative assessment of the likely overall influence when considering all the determinants of health for a community area, i.e. looking across each row (the inter-development cumulative effect). While positive and negative effects do not cancel out and may be experienced by different people, the assessment looks at the overall balance of influences of population health within each community area.	N/A

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Key to matrix that follows (part 2 the scoring)

++	Potential significant beneficial population health effect at community area level, taking account of further or embedded environmental measures.
+	Beneficial effect where a significant population health effect is unlikely at community area level and does not contribute to a significant effect at a wider level (across local authorities).
(+)	Beneficial effect where a significant population health effect is unlikely at community area level but contributes to a low level of change in risk factors that only at the wider level (across local authorities) is potentially significant for public health.
<>	Neutral effect, with little change or a mix of beneficial and adverse elements none of which are likely to be significant population health effects.
- -	Potential significant adverse population health effect at community area level even after mitigation (further or embedded environmental measures) are taken into account.
-	Adverse effect where a significant population health effect is unlikely at community area level and does not contribute to a significant effect at a wider level (across local authorities).
(-)	Adverse effect where a significant population health effect is unlikely at community area level but contributes to a low level of change in risk factors that only at the wider level (across local authorities) is potentially significant for public health.
*	Adverse effect where a significant population health effect is unlikely based on current scientific evidence, but warrants monitoring or other action including good communication with communities.
[++]	Transformation from a potential significant adverse population health effect to a potential significant beneficial population health effect through further or embedded environmental measures.
N/A	Not applicable, as no relevant exposure or no relevant change due to Heathrow expansion. This may include because a particular health determinant was agreed as scoped out for this phase (e.g. construction) by the Planning Inspectorate in the 2025 Scoping Opinion Addendum.
Pre-C	Pre-construction (the current pre-application stage in relation to mental health effects)
C	Construction
O	Operation
ST	Short-term effect
MT	Medium-term effect
LT	Long-term effect

Matrix summary of community area preliminary population health effects

Health determinant	Airport noise	Surface access noise	Air quality	Ultrafine particles	Relocation	Housing	Community identity	Social participation	Public understanding of risk	Pest control	Open space, leisure and play	Transport	Health and social care services	Education and training	Employment and Income	Societal benefits of air travel	In-combination effect
Community Area																	
Bedfont	C - MT	C -MT	C - MT	N/A	C <> ST	C - ST	Pre-C, C - - MT	C - MT	Pre-C, C - MT	C <> ST	C - ST	C - MT	C [++] MT	C (+) MT	C (+) MT	N/A	**C - MT**
	O (-) LT	O (-) LT	O (-) LT	O * LT	O <> LT	O - LT	O - LT	N/A	O - LT	N/A	O + LT	O <> LT	O [++] LT	O (+) LT	O (+) LT	O + LT	**O <> LT**
Brands Hill	C - MT	C -MT	C - MT	N/A	C <> ST	C - ST	Pre-C, C - - MT	C - MT	Pre-C, C - MT	C - ST	C - MT	C - MT	C [++] MT	C (+) MT	C (+) MT	N/A	**C - - MT**
	O (-) LT	O (-) LT	O (-) LT	O * LT	O <> LT	O - LT	O - - LT	N/A	O - LT	N/A	O + LT	O <> LT	O [++] LT	O (+) LT	O (+) LT	O + LT	**O <> LT**

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Health determinant	Airport noise	Surface access noise	Air quality	Ultrafine particles	Relocation	Housing	Community identity	Social participation	Public understanding of risk	Pest control	Open space, leisure and play	Transport	Health and social care services	Education and training	Employment and Income	Societal benefits of air travel	In-combination effect
Colnbrook	C - MT	C -MT	C - MT	N/A	C <> ST	C - ST	Pre-C, C - - MT	C - MT	Pre-C, C - MT	C - ST	C - MT	C - MT	C [++] MT	C (+) MT	C (+) MT	N/A	**C - MT**
	O (-) LT	O (-) LT	O (-) LT	O * LT	O <> LT	O - LT	O - - LT	N/A	O - LT	N/A	O + LT	O <> LT	O [++] LT	O (+) LT	O (+) LT	O + LT	**O <> LT**
Cranford	C - MT	C - MT	C - MT	N/A	C <> ST	C - ST	Pre-C, C - - MT	C - MT	Pre-C, C - MT	C - ST	C - ST	C - MT	C [++] MT	C (+) MT	C (+) MT	N/A	**C - MT**
	O (-) LT	O (-) LT	O (-) LT	O * LT	O <> LT	O - LT	O - - LT	N/A	O - LT	N/A	O ++ LT	O <> LT	O [++] LT	O (+) LT	O (+) LT	O + LT	**O <> LT**
Cranford Cross	C - MT	C - MT	C - MT	N/A	C <> ST	C - ST	Pre-C, C - - MT	C - MT	Pre-C, C - MT	C - ST	C - ST	C - MT	C [++] MT	C (+) MT	C (+) MT	N/A	**C - - MT**
	O (-) LT	O (-) LT	O (-) LT	O * LT	O <> LT	O - LT	O - - LT	N/A	O - LT	N/A	O ++ LT	O <> LT	O [++] LT	O (+) LT	O (+) LT	O + LT	**O - LT**
Datchet	C <> MT	C <> MT	C - MT	N/A	C <> ST	C - ST	Pre-C, C - MT	C - MT	Pre-C, C - MT	C <> ST	C <> ST	C - MT	C [++] MT	C (+) MT	C (+) MT	N/A	**C - MT**
	O (-) LT	O <> LT	O (-) LT	O * LT	O <> LT	O - LT	O - - LT	N/A	O - LT	N/A	O <> LT	O <> LT	O [++] LT	O (+) LT	O (+) LT	O + LT	**O <> LT**
Feltham North	C - MT	C <> MT	C - MT	N/A	C <> ST	C - ST	Pre-C, C - - MT	C - MT	Pre-C, C - MT	C - ST	C - ST	C - MT	C [++] MT	C (+) MT	C (+) MT	N/A	**C - MT**
	O (-) LT	O <> LT	O (-) LT	O * LT	O <> LT	O - LT	O - LT	N/A	O - LT	N/A	O ++ LT	O <> LT	O [++] LT	O (+) LT	O (+) LT	O + LT	**O <> LT**
Feltham West	C <> ST	C <> ST	C <> ST	N/A	C <> ST	C - ST	Pre-C, C - MT	C - MT	Pre-C, C - MT	C <> ST	C <> ST	C - MT	C [++] MT	C (+) MT	C (+) MT	N/A	**C <> MT**
	O (-) LT	O (-) LT	O (-) LT	O * LT	O <> LT	O - LT	O - LT	N/A	O - LT	N/A	O <> LT	O <> LT	O [++] LT	O (+) LT	O (+) LT	O + LT	**O <> LT**
Harlington	C - MT	C - MT	C - MT	N/A	C <> ST	C - ST	Pre-C, C - - MT	C - MT	Pre-C, C - MT	C - ST	C - ST	C - MT	C [++] MT	C (+) MT	C (+) MT	N/A	**C - - MT**
	O (-) LT	O (-) LT	O (-) LT	O * LT	O <> LT	O - LT	O - - LT	N/A	O - LT	N/A	O + LT	O <> LT	O [++] LT	O (+) LT	O (+) LT	O + LT	**O - LT**
Harmondsworth	C - MT	C - MT	C - MT	N/A	Pre-C, C - - MT	C - ST	Pre-C, C - - MT	C - MT	Pre-C, C - MT	C - ST	C - - ST	C - MT	C [++] MT	C (+) MT	C (+) MT	N/A	**Pre-C, C - - MT**
	O (-) LT	O (-) LT	O - - LT	O * LT	O - LT	O - LT	O - - LT	N/A	O - LT	N/A	O + LT	O <> LT	O [++] LT	O (+) LT	O (+) LT	O + LT	**O - - LT**
Hayes	C - MT	C - MT	C - MT	N/A	C <> ST	C - ST	Pre-C, C - MT	C - MT	Pre-C, C - MT	C <> ST	C - ST	C - MT	C [++] MT	C (+) MT	C (+) MT	N/A	**C - MT**
	O (-) LT	O (-) LT	O (-) LT	O * LT	O <> LT	O - LT	O - LT	N/A	O - LT	N/A	O <> LT	O <> LT	O [++] LT	O (+) LT	O (+) LT	O + LT	**O <> LT**
Heston	C - MT	C - MT	C - MT	N/A	C <> ST	C - ST	Pre-C, C - MT	C - MT	Pre-C, C - MT	C <> ST	C - ST	C - MT	C [++] MT	C (+) MT	C (+) MT	N/A	**C -MT**
	O (-) LT	O (-) LT	O (-) LT	O * LT	O <> LT	O - LT	O - - LT	N/A	O - LT	N/A	O <> LT	O <> LT	O [++] LT	O (+) LT	O (+) LT	O + LT	**O - LT**
Horton	C - MT	C -MT	C - MT	N/A	C <> ST	C - ST	Pre-C, C - MT	C - MT	Pre-C, C - MT	C <> ST	C - MT	C - MT	C [++] MT	C (+) MT	C (+) MT	N/A	**C - MT**

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Health determinant	Airport noise	Surface access noise	Air quality	Ultrafine particles	Relocation	Housing	Community identity	Social participation	Public understanding of risk	Pest control	Open space, leisure and play	Transport	Health and social care services	Education and training	Employment and Income	Societal benefits of air travel	In-combination effect
	O (-) LT	O (-) LT	O (-) LT	O * LT	O <> LT	O - LT	O - LT	N/A	O - LT	N/A	O + LT	O <> LT	O [++] LT	O (+) LT	O (+) LT	O + LT	**O <> LT**
Hounslow (Central and South)	C <> MT	C <> MT	C - MT	N/A	C <> ST	C - ST	Pre-C, C - MT	C - MT	Pre-C, C - MT	C <> ST	C - ST	C - MT	C [++] MT	C (+) MT	C (+) MT	N/A	**C <> MT**
	O (-) LT	O (-) LT	O (-) LT	O * LT	O <> LT	O - LT	O - LT	N/A	O - LT	N/A	O <> LT	O <> LT	O [++] LT	O (+) LT	O (+) LT	O + LT	**O <> LT**
Hounslow (West and Heath)	C <> MT	C <> MT	C - MT	N/A	C <> ST	C - ST	Pre-C, C - MT	C - MT	Pre-C, C - MT	C <> ST	C - ST	C - MT	C [++] MT	C (+) MT	C (+) MT	N/A	**C <> MT**
	O (-) LT	O (-) LT	O (-) LT	O * LT	O <> LT	O - LT	O - LT	N/A	O - LT	N/A	O <> LT	O <> LT	O [++] LT	O (+) LT	O (+) LT	O + LT	**O <> LT**
Iver and Richings Park	C - MT	C - MT	C - MT	N/A	C <> ST	C - ST	Pre-C, C - MT	C - MT	Pre-C, C - MT	C <> ST	C - MT	C - MT	C [++] MT	C (+) MT	C (+) MT	N/A	**C - MT**
	O (-) LT	O (-) LT	O (-) LT	O * LT	O <> LT	O - LT	O - LT	N/A	O - LT	N/A	O ++ LT	O <> LT	O [++] LT	O (+) LT	O (+) LT	O + LT	**O <> LT**
Longford	C - MT	C - MT	C - MT	N/A	Pre-C, C - - MT	C - ST	Pre-C, C - - MT	C - MT	Pre-C, C - MT	C - ST	C - - ST	C - MT	C [++] MT	C (+) MT	C (+) MT	N/A	**Pre-C, C - - MT**
	N/A	N/A	N/A	N/A	O - LT	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	**O - LT**
Poyle	C - MT	C- MT	C - MT	N/A	Pre-C, C - - MT	C - ST	Pre-C, C - - MT	C - MT	Pre-C, C - MT	C - ST	C - MT	C - MT	C [++] MT	C (+) MT	C (+) MT	N/A	**Pre-C, C - - MT**
	O (-) LT	O (-) LT	O (-) LT	O * LT	O - LT	O - LT	O - - LT	N/A	O - LT	N/A	O ++ LT	O <> LT	O [++] LT	O (+) LT	O (+) LT	O + LT	**O <> LT**
Sipson	C - MT	C - MT	C - MT	N/A	Pre-C, C - - MT	C - ST	Pre-C, C - - MT	C - MT	Pre-C, C - MT	C - ST	C - ST	C - MT	C [++] MT	C (+) MT	C (+) MT	N/A	**Pre-C, C - - MT**
	O (-) LT	O (-) LT	O - - LT	O * LT	O - LT	O - LT	O - - LT	N/A	O - LT	N/A	O <> LT	O <> LT	O [++] LT	O (+) LT	O (+) LT	O + LT	**O - - LT**
Stanwell	C - MT	C -MT	C - MT	N/A	C <> ST	C - ST	Pre-C, C - - MT	C - MT	Pre-C, C - MT	C - ST	C - ST	C - MT	C [++] MT	C (+) MT	C (+) MT	N/A	**C - MT**
	O (-) LT	O (-) LT	O (-) LT	O * LT	O <> ST	O - LT	O - LT	N/A	O - LT	N/A	O + LT	O <> LT	O [++] LT	O (+) LT	O (+) LT	O + LT	**O <> LT**
Stanwell Moor	C - MT	C -MT	C - MT	N/A	C <> ST	C - ST	Pre-C, C - - MT	C - MT	Pre-C, C - MT	C - ST	C - ST	C - MT	C [++] MT	C (+) MT	C (+) MT	N/A	**C - MT**
	O (-) LT	O (-) LT	O (-) LT	O * LT	O <> LT	O - LT	O - LT	N/A	O - LT	N/A	O ++ LT	O <> LT	O [++] LT	O (+) LT	O (+) LT	O + LT	**O <> LT**
West Drayton	C - MT	C - MT	C - MT	N/A	C <> ST	C - ST	Pre-C, C - MT	C - MT	Pre-C, C - MT	C <> ST	C - ST	C - MT	C [++] MT	C (+) MT	C (+) MT	N/A	**C - MT**
	O (-) LT	O (-) LT	O (-) LT	O * LT	O <> LT	O - LT	O - LT	N/A	O - LT	N/A	O <> LT	O <> LT	O [++] LT	O (+) LT	O (+) LT	O + LT	**O <> LT**
Wraysbury	C - MT	C <> MT	C - MT	N/A	C <> ST	C - ST	Pre-C, C - MT	C - MT	Pre-C, C - MT	C <> ST	C <> ST	C - MT	C [++] MT	C (+) MT	C (+) MT	N/A	**C - MT**
	O (-) LT	O (-) LT	O (-) LT	O * LT	O <> LT	O - LT	O - LT	N/A	O - LT	N/A	O <> LT	O <> LT	O [++] LT	O (+) LT	O (+) LT	O + LT	**O <> LT**

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11.8 Summary of likely significant health effects

11.8.1 Across the Project, there are beneficial influences through employment, upskilling and income. There are also adverse influences, notably noise exposures, construction disruption and displacements within some communities. The Project brings a range of new pressures and opportunities for communities close to Heathrow, as well as wider economic benefits for the wider local and regional population.

Smaller area effects (Community Areas)

11.8.2 During construction, whilst the great majority of likely significant adverse population health effects will be avoided through the Project's embedded environmental measures, including in the draft Code of Construction Practice (CoCP), the following effects are clearly recognised, remain active areas of health assessment work and will be reported on in the Environmental Statement (ES):

- Relocation-related likely **significant adverse effects** remain anticipated, recognising that for many people, irrespective of support, the change to these people will be influential to physical and mental health. The Home Relocation Support Service and the Your Wellbeing Support Service are aiming to reducing the adverse effects as far as practicable.
- Construction-related disturbance will arise. Ongoing work with planning construction sequencing and delivery and measures set out in the draft CoCP aim to reduce the adverse effects as far as practicable. Currently, likely significant adverse population health effects are not expected but further work is required to confirm this.
- Construction land use, works and disruption are anticipated to affect access to, and the amenity of, open space and opportunities for active travel. While avoiding such effects is a priority, there remains the potential for a likely **significant adverse effect** related to behavioural change in use of such resources for amenity and active travel.
- Construction dust and emissions, including odour, whilst temporary, have the potential to cause annoyance and non-threshold health effects. Work is ongoing in relation to management plans and practices to reduce exposures, including the CoCP and a Statutory Nuisance Statement which will be submitted as part of the Development Consent Order (DCO) application. Currently, likely significant adverse population health effects are not expected but further work is required to confirm this.
- During construction and operation, some Community Areas would experience particular changes in community identity, including due to proximity to work areas and prominent views of aircraft take-offs and landings from the Northwest Runway. Currently, likely **significant adverse effects** on population health (particularly mental health) are possible.

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Wider area effects (across local authorities)

11.8.3 During operation, the additional activity at the expanded airport poses challenges, but also opportunities, for health. Potential for likely significant beneficial population health effects are being pursued where practicable and will be reported on further in the ES. The following likely **significant adverse effects** are currently expected:

- Aviation noise and road noise are the subject of detailed analysis and targeted environmental measures. We aim to avoid indoor exposures that exceed levels associated with likely significant health effects at an individual dwelling level. The Noise Insulation Scheme, alongside other measures (such as flight scheduling restrictions and noise envelope design), will be an influential environmental measure in reducing public health pressures due to the Project. For public health, there are also lower-level noise effects that are likely to be significant in public health terms when the incremental long-term effect is considered across a very large population, although these effects are unlikely to have a large impact on the individual level. Such effects are less amenable to mitigation and are an acknowledged general low-level exposure consequence of the Project. They will be considered alongside the economic benefits.
- During operation, the additional road traffic and aviation air quality emissions are likely to have adverse, non-threshold effects on health outcomes across a very large population. Although levels of effect are anticipated to remain within statutory health protection standards, the incremental long-term effect across a very large population is potentially significant for public health.

11.8.4 The following beneficial likely **significant effects** are currently expected:

- Depending on how future healthcare is commissioned at Heathrow, there is potentially the opportunity to deliver this in ways that has a net beneficial effect in reducing pressure on the NHS, particularly by reducing the number of non-urgent conveyances to A&E for passengers who happen to fall ill at Heathrow. The health assessment is exploring the possibility of providing a medical centre as part of the expanded airport, designed to support rather than detract from local NHS services. Recognising many people in local communities also work at Heathrow, a medical centre could also facilitate further enhancements to how airport workers, particularly shift workers, access NHS preventative services such as screening and health promotion. The approach being considered could support likely significant long-term physical and mental health benefits locally.
- A likely significant beneficial effect of the Project is the increase in employment directly and indirectly associated with its construction and operation. The benefits are local and regional. Particular benefits could accrue where access to opportunities are targeted to local vulnerable groups.
- In addition, to the operational jobs there are likely **significant beneficial effects** of operational upskilling and training through the Project. Upskilling, particularly for those with barriers to career progression, can have lasting socio-economic benefits that last a lifetime.

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

11.9.1 The next stages of the public health assessment will develop the quantitative analysis for noise and air quality effects. This reflects that, integrated with the overarching qualitative health assessment framework, there are specific quantitative assessments in relation to noise and air quality health outcomes of the Project. This is a comprehensive approach that is best practice for the largest and most complex infrastructure projects. In this case, the approach being taken is to fully integrate the health quantification within the quantitative models being used by the noise and air quality assessments of the Environmental Statement (ES).

11.9.2 This is an advancement on the approach originally proposed in the 2025 Scoping Report Addendum. Instead of the health assessment undertaking a parallel modelling exercise to slightly different (simplified) parameters and methods, the health assessment team have worked to integrate a health quantification step within the noise and air quality model outputs. This increases accuracy and avoids stakeholders needing to review separate modelling exercises. The integrated health step goes beyond simply considering compliance with policy thresholds. It also quantifies the scale of change in the most relevant health outcomes even below these thresholds, e.g. population level changes in respiratory or cardiovascular disease.

11.9.3 It remains the case that the health assessment team is coordinating with technical health stakeholders on the detail of the quantitative methodology and the inputs it draws from the scientific literature. This includes using other recent robust exposure-response relationships from epidemiological studies, including those underpinning WHO guidelines as main or sensitivity tests of health outcomes. This allows for an understanding of health effects even below threshold traditionally set for noise and air quality exposures.

11.9.4 The full results of the health assessment, including quantification of noise and air quality outcomes as described above, will be presented in the ES.

11.9.5 A key practical element of ongoing activities comprises developing the detail of embedded environmental measures, including in relation to displacement, noise, air quality, healthcare and outdoor spaces. The environmental measures specifically respond to vulnerable groups and health inequalities.

11.9.6 The Health Chapter of the ES will set out additional detail on the public health pathways, evidence bases and technical basis for reaching conclusions.

11.9.7 A separate technical Health Impact Assessment Steering Group has been convened to directly engage health stakeholders on technical matters. In line with best practice, the chair of the Steering Group has been commissioned by Heathrow but is independent from both Heathrow and the health assessment. This is assured in a Terms of Reference document that defines the operation of the group. The Steering Group facilitates open discussion between health stakeholders as to their technical recommendations to the health assessment. The Terms of Reference and minutes of

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meetings will be reported as an appendix in the ES. The Council for the Independent Scrutiny of Heathrow Airport (CISHA) is a member of the Steering Group and represents community interests.

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11.10 Glossary of terms

Term/Acronym	Definition
Air quality standards	Defined in master glossary
Baseline health conditions	Baseline conditions refer to the documentation of existing public health conditions for the population in and around a Project area before development begins. These conditions can establish if relevant sensitivities or inequalities identified in the scientific literature are present. They also serve as a reference point for measuring project-related public health changes. Public health profiles and indicator sets, demographic statistics and deprivation mapping can be used to establish baseline health conditions
Blue and green infrastructure (B&GI)	Blue and green infrastructure is a connected network of landscape and water features, including rivers, wetlands, habitats, open space and sustainable drainage within and around Heathrow.
Compulsory Purchase Zone (CPZ)	Defined in master glossary
Community areas	Community areas are study areas defined to provide a consistent local geography for describing baseline conditions and reporting likely significant effects. The community areas have been developed having regard to local authority boundaries and reflect functional communities, patterns of connectivity and physical boundaries.
Development Consent Order (DCO)	Defined in master glossary
Environmental Impact Assessment (EIA)	Defined in master glossary
Environmental measures	Environmental measures proposed in an EIA are designed to limit or remove any significant adverse environmental effects of a development.
Environmental construction effects	Environmental construction effects refer to the potential impacts of construction activities on the environment. These effects can include noise and vibration, air pollutants, land contamination, waste pollution and other environmental concerns.
Environmental Statement (ES)	Defined in master glossary
Exceptionally vulnerable individual	Exceptionally vulnerable individuals are people the Integrated Care System consider to have either a relevant severe long-term medical condition or a current and ongoing physical or intellectual disability, which would require additional care planning in the context of being affected by the Project.
Exposure-response relationships	Exposure-response relationships refer to a quantifiable link between the concentration or duration of a pollutant (such as noise and vibration

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Term/Acronym	Definition
	or air pollution) and the resulting health effect (such as disease incidence).
Green Loop	Defined in master glossary
Health outcomes	Change in health status of an individual, group or population attributable to a planned intervention or series of interventions, regardless of whether such an intervention was intended to change health status.
Health risk factor	A social, economic or biological status, or behaviours or environments which are associated with or that cause increased susceptibility to a specific disease, ill health or injury.
Health indicators	A health indicator is a characteristic of an individual, population or environment which is subject to measurement (directly or indirectly) and can be used to describe one or more aspects of the health of an individual or population (quality, quantity and time).
Human health	A state of complete physical, mental and social wellbeing and not merely the absence of disease or infirmity. Mental and social wellbeing are also to be considered in addition to effects on physical health.
Long-term chronic medical condition	A long-term chronic medical condition (also known as a Chronic Condition) is a health problem that requires ongoing management over a period of years or decades and cannot currently be cured, but can be controlled with the use of medication and/or other therapies. For example, diabetes, asthma, arthritis, chronic fatigue, cancer.
Middle layer Super Output Areas (MSOAs)	Middle layer Super Output Areas (MSOAs) are a designated geographical area used in the Census. They are made up of groups of Lower Super Output Areas (LSOA), usually four or five. They comprise between 2,000 and 6,000 households and have a usually resident population between 5,000 and 15,000 persons. MSOAs fit within local authorities. There are 6,856 MSOAs in England and 408 in Wales.
National Health System	The NHS is the collective term for the publicly funded healthcare systems in the United Kingdom.
Population health	The health outcomes of a group of individuals, including the distribution of such outcomes within the group.
Protected characteristic	The Equality Act 2010 protects against discrimination based on nine protected characteristics. These are: age, disability, sex, race, religion or belief, gender reassignment, sexual orientation, pregnancy and maternity and marriage and civil partnership.
Public health and environmental health stakeholders	Health stakeholders are people or organisations from public, private and/or voluntary sectors and the communities or groups involved in, or affected by, a Project in terms of public health.
Scoping Report Addendum (2025)	Following receipt of the 2018 EIA Scoping Opinion and recommencement of the pre-application phase, Heathrow submitted a

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Term/Acronym	Definition
	Scoping Report Addendum in 2025. The purpose of this addendum is to provide further information in respect of certain potentially significant effects and to supplement and should be read alongside the 2018 EIA Scoping Report and the 2018 EIA Scoping Opinion.
Study areas	Study areas define the geographic scope in which environmental effects are considered. The study area should be appropriate to the scale of a project's impacts and identify the most relevant geographic population.
Significant health effect	An effect triggered by the Project that is judged in EIA methodology terms to be important for public health (a positive or negative effect), highly desirable for public health (a positive effect) or unacceptable for public health (a negative effect).
Ultra Fine Particles	Defined in master glossary
Vulnerable groups	Sensitive to changes in health determinants within a given context. Can include groups such as children and young people, ethnic minorities, people with disabilities, people with existing poor health, people who are homeless, people living in poverty, those who experience social disadvantage, those struggling with addiction and substance abuse, and isolated older people.
Ward	Wards are a designated geographical area used in the Census. Wards serve as subdivisions of municipalities, often named after neighbourhoods. Each ward has a defined boundary and is represented by a member of the city council. There are 6,904 wards in England and 762 in Wales.

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Chapter 12: Biodiversity

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12. Biodiversity

12.1 Introduction

12.1.1 As indicated within **Chapter 1: Setting the scene for consultation – environmental information**, 'biodiversity' is an environmental aspect for which environmental information is presented for 2026 Public Consultation.

12.1.2 This chapter is supported by **Figure 12A.1**, **Figure 12A.2**, **Figure 12A.3**, **Figure 12A.4**, **Figure 12A.5**, **Figure 12A.6**, **Figure 12A.7**, **Figure 12A.8**, **Figure 12A.9** and a glossary of terms.

12.2 What do we mean by 'biodiversity'?

12.2.1 Within the context of the Project, biodiversity refers to all the habitats, plants and animals and associated ecosystems that could be affected by changes brought about by construction and operation of the Project.

12.2.2 The area surrounding the existing airport supports a variety of areas designated for nature conservation, including European sites (internationally important protected areas for wildlife and habitats), Sites of Special Scientific Interest (SSSI), local nature reserves and local wildlife sites[1]. These designated sites provide areas to support biodiversity. However, there are also a wide variety of habitats in the vicinity of the existing airport. These include watercourses within the Colne and Crane catchments, a variety of waterbodies including reservoirs, lakes and ponds, as well as woodland, grassland and arable land. These habitats support a range of legally protected and notable species including bats, birds, otters, badgers, European eels and great crested newts.

12.2.3 The range of biodiversity present within the surrounds of the existing airport has partly adapted to this highly urban and fragmented landscape. Species, including bats and otters, are known through repeated field surveys to regularly move under, over and alongside the M4, M25 and A4, and around the existing airport perimeter fence. The area has also shown its ability to support large, good quality habitats for biodiversity that have been created over a relatively short time through changes in land management. Examples include Harmondsworth Moor, which was created from gravel pits and former landfill and opened in 2000, and Heathrow Colne Valley Biodiversity Site, which was created in 2007 after the development of Terminal 5.

12.3 Why biodiversity might change

12.3.1 The construction and operation of the Project, and the delivery of new and enhanced habitats (as set out in the **Blue and Green Infrastructure (B&GI) Environmental Measures Topic Paper**), would result in large-scale changes to the way in which plants and animals will interact with the environment.

[1] Local wildlife sites include Sites of Importance for Nature Conservation (SINC) and Sites of Nature Conservation Importance (SNCI)

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12.3.2 The clearance of land for new infrastructure would remove habitats and potentially degrade those that are adjacent. Wildlife using these habitats would be displaced or moved into the surrounding areas. Once built, the infrastructure may also stop species from returning to these areas and may prevent certain species from moving between different patches of habitat. Some habitats at the edges of infrastructure may also become less suitable for wildlife due to artificial light, noise and increased human activity, especially for more sensitive species. The main changes to biodiversity associated with the development are:

- Loss of land or changes to land cover, which can damage or remove habitats and harm wildlife.
- Fragmentation of habitats, which can make it harder for wildlife to move between areas.
- Increased noise and vibration, which can disturb wildlife or cause it to move away.
- Changes to water levels and flows, including groundwater, surface water, rivers and lakes which can affect habitats.
- Pollution, such as dust, sediments or chemicals, which can damage habitats or harm wildlife.
- Air emissions, including more nitrogen in the environment, which can damage habitats.
- Changes in how people use the area for recreation, which can disturb wildlife and damage habitats.
- More collisions between wildlife and aircraft or road traffic, which can injure or kill animals.
- Introduction or spread of Invasive Non-Native Species (INNS), which can damage habitats.

12.3.3 The proposed B&GI would provide a network of high-quality habitats near the expanded airport. These habitats, delivered as part of the environmental measures, would help mitigate the effects of the Project and connect with other areas of open space in the wider area. Measures would also be put in place across the wider area to support affected species and deliver Biodiversity Net Gain (BNG). This would help habitats and local populations of protected and important species continue to thrive alongside the Project and, wherever possible, reflect known conservation priorities described within relevant local nature recovery strategies.

12.3.4 Technical engagement with Natural England, the Environment Agency, Local Planning Authorities and other bodies focused on nature conservation has been and will continue to be undertaken to shape the approach to mitigation, compensation, enhancement and BNG.

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12.4 Legislation, policy and guidance

12.4.1 In the UK, there is legislation, policy and guidance in relation to biodiversity, which has been taken into account when carrying out this assessment.

12.4.2 Key legislation that provides a framework for the protection of specific habitats, species and ecosystems within sites designated for nature conservation and in the wider environment includes the Wildlife and Countryside Act 1981 (as amended) [1] and the Conservation of Habitats and Species Regulations 2017 (as amended) [1]. The Natural Environment and Rural Communities Act 2006 (as amended) [1] places duties on public bodies to consider biodiversity when making decisions. The Environment Act 2021 [1] provides the basis for the delivery of mandatory biodiversity net gain (BNG) for Nationally Significant Infrastructure Projects, which will apply to the Project. The assessment of biodiversity within the Development Consent Order (DCO) application will comprise an Ecological Impact Assessment (EcIA) contained within the biodiversity chapter of the Environmental Statement (ES), a Report to Inform Appropriate Assessment (RIAA) and a BNG Assessment. These assessments will demonstrate that all relevant legislative requirements have been met.

12.4.3 Planning policy relevant to the assessment of biodiversity includes that set by the Airports National Policy Statement (ANPS) [5]. The National Planning Policy Framework (NPPF) [6] and the local plans of the local planning authorities within which the draft Order Limits are located also provide supporting context. The ANPS identifies the Government's aim to halt overall biodiversity loss and support healthy, well-functioning ecosystems. It states that the Project proposals should address the mitigation hierarchy, as set out in the NPPF. This means that, throughout design, planning and delivery, effects should first be avoided. If that is not possible, they should be reduced and managed. Any remaining effects should then be compensated for. Planning policy also expects projects to improve biodiversity and deliver BNG.

12.4.4 The Chartered Institute of Ecology and Environmental Management (CIEEM) [7] provides guidance on EcIA. This guidance is important because it helps make sure the biodiversity assessment for the application is clear, well organised and properly explained.

12.4.5 A range of other guidance has also been used to inform data collection and survey methodology, including guidance published by regulators and non-governmental organisations. This guidance has informed approaches to surveys, which have been agreed with Natural England and, where relevant, the Environment Agency as part of ongoing technical engagement.

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12.5 Assessment summary

12.5.1 The following section comprises an overview of the baseline and a description of the assessment approach, which explains the approach to the biodiversity assessment presented in this chapter and how conclusions have been drawn. A baseline section is presented first because an understanding of this is integral to the assessment approach undertaken. The baseline describes designated sites, terrestrial habitats, freshwater habitats and fauna, and other protected and notable species.

Environmental measures

12.5.2 The Project incorporates a range of environmental measures, including those described in the **B&GI Environmental Measures Topic Paper**. These measures form an integral part of the Project and have therefore been considered as 'embedded' within the assessment.

12.5.3 The assessment presented in this chapter assumes the implementation of these embedded measures, including habitat creation and enhancement, retention of habitats, species or ecosystems where practicable, and the incorporation of measures to support ecological connectivity.

12.6 Baseline

12.6.1 The baseline has been informed by desk study information collated in 2026 and field survey data gathered between 2014 and 2019. Additional desk and field survey data gathered in 2026 and 2027 will be used to inform the assessment that will be reported in the Environmental Statement (ES) which will accompany the Development Consent Order (DCO) application.

Designated sites

12.6.2 Designated sites are specific areas that have been legally protected due to their importance for wildlife, habitats, geology or heritage. These sites are designated at international, national or local level to help conserve features of particular environmental or cultural value. There are ten international/European statutory designated sites in the area around the existing airport (defined by the Heathrow Highway Assignment Model (HHASAM[2]) (**Figure 12A.1** in **Appendix 12A**). The sites that are closest to the draft Order Limits are the South West London Waterbodies Special Protection Area (SPA), Windsor Forest and Great Park Special Area of Conservation (SAC), Richmond Park SAC and Burnham Beeches SAC.

[2] The Heathrow Highway Assignment Model (HHASAM) covers the existing airport and a large area around it. This is the area within which road traffic numbers are expected to increase due to the construction and/or operation of the Project. This large area is of note as road traffic can result in effects on European sites due to aerial emissions as described in **Section 12.3: Why biodiversity might change.**

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12.6.3 There are 120 Sites of Special Scientific Interest (SSSI) in the area defined by the HHASAM (**Figure 12A.2** in **Appendix 12A**). Some of these make up parts of the statutory designated sites referred to in this section. One of these SSSIs, Staines Moor SSSI, lies within the draft Order Limits[3]. There are also four Local Nature Reserves (LNRs) within or next to the draft Order Limits.

12.6.4 There are 99 non-statutory sites (Local Wildlife Sites (LWS), Sites of Importance for Nature Conservation (SINC), Sites of Nature Conservation Importance (SNCI), Biological Notification Sites (BNS) and Conservation Road Verges (CRV) within two kilometres (km) of the draft Order Limits. Forty-one of these are located within or adjacent to the draft Order Limits (**Figure 12A.3** in **Appendix 12A**).

Terrestrial habitats

12.6.5 The study area[4] includes many different features of biodiversity interest. These include buildings and roads, farmland, semi-natural habitats, several rivers and watercourses, reservoirs, and recreational areas such as sports pitches, golf courses and parks. Semi-natural habitats in the area are broken up by motorways, A-roads, the existing airport and other development. Rivers provide the main links for wildlife to move between these areas, including where they pass under major roads and around the existing airport.

12.6.6 The open land within the study area is used and managed in different ways, from intensive farming and commercial uses to unmanaged land. Some large areas are managed to support wildlife and amenity to local communities including Harmondsworth Moor, Cranford Park and land owned and managed by Heathrow such as Robb's Nursery and Oaks Road Biodiversity Site.

12.6.7 The habitats of greatest interest to wildlife in the area include woodland of various types and origins, veteran trees (noted as an irreplaceable habitat), hedgerows, grasslands, scrub, ponds, lakes and watercourses. Some of these habitats meet the definitions of habitats of principal importance, also known as priority habitats. This includes some areas of woodland, native hedgerows, rivers and lakes.

12.6.8 Between 2016 and 2019, extensive surveys of habitats were undertaken with over 3,340 hectares of land surveyed. Habitat mapping is shown on **Figure 12A.4** in **Appendix 12A**.

[3] The 2-kilometre search area for non-statutory sites has been defined in line with standard ecology practice and in line with the EIA Scoping Report Addendum (HAL, 2025). Outside of this area indirect effects of the Project would not be expected.
[4] The study area is the area over which biodiversity surveys/data collection have been undertaken or are ongoing. This is typically (and unless otherwise stated in the text) the draft order limits plus a buffer zone of 50 metres.

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Freshwater habitats and fauna

12.6.9 The study area is crossed by a range of rivers, streams and wet ditches that are situated within the Colne Operational Catchment and the Crane Rivers and Lakes Operational Catchment. A number of watercourses are present including Horton Brook, Colne Brook, River Colne, Wraysbury River, Fray's River, Longford River, Duke of Northumberland's River, Poyle Channel, River Crane, the Staines Moor Stream and the Bigley, Holme Lodge and Bonehead ditches. There are also drinking water reservoirs, lakes (mostly old gravel pits) and ponds.

12.6.10 Most of the watercourses have been changed by straightening, over-deepening and strengthening their banks. Even so, they still provide important habitats for plants and animals, including fish such as European eel, barbel and bullhead, birds such as kingfishers, and aquatic insects. They also contain some Invasive Non-Native Species (INNS) including floating pennywort, Himalayan balsam, demon shrimp and American mink. As well as supporting wildlife, these watercourses help animals such as otters, bats and grass snakes move through the landscape, including under major roads like the M4, M25 and Colnbrook Bypass.

12.6.11 The drinking water reservoirs are large managed areas of water that support a range of wintering birds. The more natural lakes formed from old gravel pits are usually bordered with scrub and areas of vegetation such as common reed. They support fish and aquatic plants such as stonewort, while providing feeding areas for wildlife such as Daubenton's bat.

12.6.12 Surveys undertaken between 2017 and 2019 covered 27.9 kilometres of watercourse and eight of the twelve lakes that may experience change. Surveys undertaken have included River Habitat Surveys, River Corridor Surveys, macrophyte surveys (macrophytes are large aquatic plants), fish surveys and aquatic invertebrate surveys.

Badgers

12.6.13 Badgers are present in areas close to the existing airport, although they are not considered to be regular visitors to the airfield. There are three well defined clans that have been identified through surveys undertaken between 2016 and 2019. These clans are located to the west of the existing airport and east of the M25 motorway, north of the A4 and west of the M25, and to the east of Harmondsworth. Badger activity has been recorded elsewhere within the study area, although largely in areas where built infrastructure associated with the Project is not currently proposed.

12.6.14 Badgers are partly cut off by roads such as the M25, M4 and A4, which make it harder for them to move through the landscape. Badger activity is shown on **Figure 12A.5** in **Appendix 12A** (note that locations of their dens, known as setts, are not included for welfare reasons).

12.6.15 Badgers are protected via law in the UK, making it essential that this species is accounted for appropriately.

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Otters

12.6.16 Signs of otter activity were recorded widely during surveys in 2017 and 2019. Otters use most of the rivers, streams and lakes within the draft Order Limits. This includes the Colne Brook, Poyle Channel, Wraysbury River, River Colne, River Crane, Grand Union Canal, the County Ditch, Bonehead Ditch and Bigley Ditch. Evidence suggests they regularly move along these watercourses, including under major roads, so the road network does not appear to block their movement. Spot checks within a wider study area (5 kilometres from the draft Order Limits) showed activity both upstream and downstream of the existing airport. Otter activity is shown on **Figure 12A.6** in **Appendix 12A**.

12.6.17 The otter is a species of principal importance and is also protected via legislation.

Bats

12.6.18 Across the study area (the draft Order Limits plus up to 10 kilometres[5]), 11 species of bats were recorded between 2017 and 2019, with soprano pipistrelle, common pipistrelle, Daubenton's bat and brown long-eared bat most frequently encountered during surveys. Bats were most active in areas around ponds, lakes, watercourses and woodland. Some otherwise suitable habitats had less bat activity, probably because of higher levels of artificial light.

12.6.19 In the study area, 166 bat roosts were identified, including maternity roosts of soprano pipistrelle, Daubenton's bat and brown long-eared bat. These roosts were found within buildings and trees including in Longford and Harmondsworth.

12.6.20 Soprano pipistrelle and Daubenton's bats have large breeding populations in the area. They are closely linked to rivers, streams and other open water, and use underpasses beneath the M4 and M25 to move between feeding and roosting areas (see **Figure 12A.7** in **Appendix 12A**).

12.6.21 Soprano pipistrelle, brown long-eared bat and noctule bat are species of principal importance that are present in the area around the existing airport. All bats are protected via legislation.

Great crested newts and other amphibians

12.6.22 Great crested newts were found during surveys between 2017 and 2019 in three locations, namely at Stanwell Place, Poyle Meadow and Harmondsworth Moor (see **Figure 12A.8** in **Appendix 12A**).

12.6.23 Smooth newts, common frogs and common toads were also found within the study area. Smooth newts were found across the area in a range of waterbodies on both sides of the M4 and M25.

12.6.24 Common toads and great crested newts are both species of principal importance. Great crested newts are also protected by law.

[5] The study area was based on the draft order limits plus 10 kilometres for the desk study. The extent of the study area for surveys was fluid based on the distance bats carrying radio-transmitters flew between point of capture within the draft order limits and roost location.

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Reptiles

12.6.25 Grass snakes and slow worms were found in the study area during surveys between 2017 and 2019. Grass snakes were mainly found in low numbers along watercourses and ditches. Slow worms were found in a few isolated patches, often where land has been divided by past quarrying, landfill or road building. Where found, slow worms were present in medium to high numbers. Common lizards and adders were not recorded in the surveys, although existing records show they have been found nearby in the past, including adders on Hounslow Heath.

12.6.26 All native reptiles in the UK are listed as species of principal importance and receive legal protection.

Breeding birds

12.6.27 A total of 65 breeding species were recorded within the study area between 2017 and 2019, including hobby falcon, kingfisher, little ringed plover and Cetti's warbler. Other species of interest included cuckoo, grey wagtail and lapwing.

12.6.28 Habitats with the greatest diversity of bird species, and which support species of higher conservation concern, included scattered and dense scrub, especially near rivers.

12.6.29 Some species found during the breeding season, but not thought to be breeding in the study area (i.e. no signs of nesting, but did forage or commute through the area), included barn owl, black redstart, red kite and peregrine falcon.

12.6.30 Some birds that were recorded breeding in the area are named on the red and amber lists of the Birds of Conservation Concern. All breeding birds receive legal protection.

Wintering birds

12.6.31 Large numbers of waterbirds spend the winter on the flooded gravel pits and reservoirs in the area. These include species such as gadwall, shoveler, tufted duck, pochard, cormorant and black-necked grebe. Surveys undertaken from 2014 to 2020 and 2023 to 2025 indicated that Staines Reservoir and King George VI Reservoir tended to hold the largest numbers of birds, although there was a wide distribution.

12.6.32 Within terrestrial habitats, wintering birds were mostly flocks of songbirds such as redwing, fieldfare and skylark. Wading birds were seen less often, but included lapwing, golden plover and ringed plover.

12.6.33 Some of the birds recorded wintering in the area are named on the red and amber lists of the Birds of Conservation Concern.

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Fish

12.6.34 Fish surveys undertaken between 2017 and 2019 found a range of fish including bleak, barbel, chub, pike, European eel, bullhead, roach and perch. Different watercourses and different areas within watercourses held different numbers of fish, with the Duke of Northumberland and Longford Rivers supporting the greatest numbers.

12.6.35 Some of the fish, such as European eel, recorded in the watercourses and lakes in the area receive legal protection and are listed as species of principal importance.

Terrestrial invertebrates

12.6.36 A total of 2,118 species were recorded across 37 sites within the study area during surveys undertaken from 2017 to 2019. Of these, 194 were species of conservation importance. These included:

- Nine Species of Principal Importance listed in Section 41 of the Natural Environment and Rural Communities (NERC) Act (1).
- 14 species listed as Near Threatened or above (eight Near Threatened, four Vulnerable, two Endangered).
- 35 Nationally Rare or Red Data Book (RDB) species.
- 143 Nationally Scarce/Notable species.
- Seven Data Deficient species.

12.6.37 The study area has a diversity of habitats which are good for invertebrates, often with a good nectar resource from abundant flowering plants.

Aquatic invertebrates

12.6.38 Samples of aquatic invertebrates were taken from 40 river locations, and 17 from lakes, during surveys undertaken from 2017 to 2019. The results were used to calculate scores to understand the nature conservation interest of the aquatic invertebrate community at each location. One of these scores, the Community Conservation Index (CCI) evaluates how valuable freshwater habitats are for macroinvertebrates. The results showed conservation values ranging from low to moderate in rivers, and from low to very high in lakes. The highest values were usually found where river channels and banks provided the best habitats.

12.6.39 Sampling of macroinvertebrates (invertebrates that can be seen without a microscope) also identified INNS including New Zealand mud snail, bladder snail and a range of non-native worms and amphipod crustaceans.

Other notable species

12.6.40 The study area also supports a range of other species of conservation concern including hedgehog and harvest mouse. These are species of principal importance.

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Species not detected

12.6.41 Surveys were undertaken for water vole, hazel dormouse and white-clawed crayfish between 2017 and 2019. None of these species were found during the survey programme.

12.7 Assessment approach

12.7.1 The assessment and conclusions drawn within this chapter follows guidance on Ecological Impact Assessment (EcIA) published by the Chartered Institute of Ecology and Environmental Management (CIEEM).

12.7.2 Firstly, the assessment determines the importance of the wildlife found in the baseline (the area within which the Project would be built) based on a mix of legislation, policy and the geographical context in which the wildlife occurs. Then the assessment sets out when and where the Project may affect these, and what those effects might be. This information is then used to determine which habitats, species and ecosystems must be considered in detail (i.e. those where a likely significant effect could occur).

12.7.3 The habitats, species and ecosystems identified for closer consideration are assessed in light of the environmental measures within the Project. We then evaluate the likely significance of the effects the Project may have on these species, drawing on CIEEM guidance that describes a significant effect as one 'that either supports or undermines biodiversity conservation objectives for 'important ecological features' or for biodiversity in general.'

12.7.4 When assessing likely significant effects on biodiversity, the following characteristics are considered:

- Extent – the spatial or geographical area over which the environmental change may occur.
- Magnitude – the size, amount, intensity or volume of the environmental change.
- Duration – the length of time over which the environmental change may occur.
- Frequency – the number of times an environmental change may occur.
- Timing – the periods of the day/year/season during which an environmental change may occur.
- Reversibility – whether the environmental change can be reversed through restoration actions or regeneration.

12.7.5 The scale of change is then considered (defined as high, medium, low, very low and negligible) before concluding the significance of the effect.

12.7.6 The Project involves both construction and operational activities occurring at the same time. Different habitats, species and ecosystems can be affected in different ways at the same time. For example, one may be disturbed by construction work, while another, at the same time, is only affected by noise from overflying aircraft. Others

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may also be affected by more than one effect at the same time. For example, an animal species may be affected by noise created during construction while also having its home range reduced in size due to habitat loss.

12.7.7 For each likely significant effect included in the assessment, we have considered either a worst-case scenario or the effect across representative assessment years, depending on what best captures the nature and significance of that effect. The outcome for each plant, animal or habitat is a description of the effects and whether these will be significant or not significant. Likely significant effects can either be negative or positive.

12.7.8 Likely significant effects have been reported in **Table 12.1** on a precautionary basis. This is because further information on the habitats, species and ecosystems present is currently being gathered and the design of the Project and associated environmental measures is still evolving.

Environmental measures

12.7.9 The Project will create a range of benefits for biodiversity in the short, medium and long term. The aim in the longer term is to create and manage a large, varied and well-connected network of B&GI within the draft Order Limits. More detail on this is provided in the **B&GI Environmental Measures Topic Paper**.

12.7.10 The Project will also need to provide biodiversity net gain (BNG), which requires assessment of the biodiversity losses and gains associated with the Project in line with the methodology provided by the Department for Environment, Food and Rural Affairs (Defra). Overall, a BNG of at least 10% will be required to meet statutory requirements. This will be delivered partly onsite within the B&GI, as well as offsite. The options for this are currently being considered.

12.7.11 Outside of the draft Order Limits, opportunities are being explored to improve habitats and support wildlife in the wider area by working with organisations that own or manage existing green spaces. Possible measures include controlling Invasive Non-Native Species (INNS), creating and improving habitats so animals can move easily to forage, and providing shelters such as bat boxes, artificial otter holts, kingfisher banks and reptile hibernation sites. Better connections between habitats will also help wildlife colonise a range of habitats both on- and off-site in the future.

12.7.12 Other environmental measures will be implemented through the draft **Code of Construction Practice (CoCP)** which will control potential effects associated with the construction activities. An Outline Landscape and Ecology Management Plan will also be developed to describe the habitats that would be created and enhanced, as well as how these would be secured, established and managed in the long term.

12.7.13 The environmental measures described are considered in the assessment in **Section 12.8**. These measures form an integral part of the Project and have therefore been considered as ‘embedded’ within the assessment. The design of the Project and the associated environmental measures reflect the mitigation hierarchy, as described in **Section 12.4**.

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12.7.14 Given the scale of the Project and the restrictions placed upon the location of the Northwest Runway due to the location of the existing airfield, it has not been possible to avoid all habitats, species and ecosystems of importance. However, avoidance through design has been considered throughout the scheme development process. For example, Old Wood and the associated Horton Brook corridor have been retained due to the intrinsic value of the habitat and its importance in providing a strong corridor to a variety of species for foraging, commuting and shelter.

12.7.15 Minimisation of losses in areas of importance for biodiversity has also been considered throughout the scheme development process. For example, land would be taken from Harmondsworth Moor (part of the Lower Colne Site of Importance for Nature Conservation) to build the Northwest Runway and diverted A4. However, we have minimised the amount of land we would take to ensure that some of the habitat, which has become well established over the last 25 to 20 years, can continue to provide opportunities to a range of plants and animals.

12.7.16 A range of mitigation is integral to the Project's design. Some of these environmental measures are designed within the infrastructure – for example, including mammal ledges within the covered river corridor and limiting artificial lighting in the vicinity of semi-natural habitats. Others are associated with the draft **CoCP**, such as scheduling the removal of vegetation outside of the bird breeding season and implementing working practices to protect herptiles (reptiles and amphibians) during site clearance.

12.7.17 The **B&GI Environmental Measures Topic** Paper sets out proposals for compensation and enhancement to biodiversity, while the delivery of BNG provides an opportunity to contribute to further biodiversity improvements outside the draft Order Limits.

12.8 Assessment results by habitat, species and ecosystem

12.8.1 This assessment has found that a wide range of designated sites, habitats and species are likely to be significantly affected by the construction and operation of the Project, despite the implementation of embedded environmental measures.

12.8.2 The likely significant effects are described in **Table 12.1**, alongside the rationale supporting the conclusions.

12.8.3 There are also a number of habitats, species and ecosystems that will not be significantly affected by the Project. This could be because the Project does not interact with them in a way that could cause an effect, because any effects would be too small to be significant, or due to the mitigation provided by environmental measures such as those delivered through the **B&GI Environmental Measures Topic Paper**. The conclusions in relation to such effects are not provided in **Table 12.1**.

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Table 12.1: Assessment of significance

Ecological feature	Effect	Summary rationale
South West London Waterbodies SPA/Ramsar site	Emission events (changes in concentrations and deposition rates of nitrogen, resulting in habitat degradation).	Increases in the concentrations of nitrogen oxides (NOx), ammonia (NH3) and the deposition of nitrogen could result in harmful effects on the designated features through habitat degradation and damage to edible plants within the water bodies used for foraging. Potential effects could arise from construction and operational road traffic, overflight and ground-based activities within the airfield boundary. Further traffic and air quality modelling is required to quantify effects. Therefore, a likely **significant** effect has been assumed at this stage on a precautionary basis. This conclusion will be reviewed following completion of modelling work and reported in the Environmental Statement (ES).
Other European sites (excluding the South West London Waterbodies SPA/Ramsar site)	Emission events (changes in concentrations and deposition rates of nitrogen, resulting in habitat degradation)	There are several other European sites located close to roads used by vehicular traffic accessing/leaving the existing airport. Vehicular emissions resulting from the Project will lead to increases in the concentrations of NO_x, NH_3 and the deposition of nitrogen, which could result in harmful effects on the designated features through habitat degradation. Potential effects could arise from construction and operational road traffic. Further traffic and air quality modelling is required to quantify effects. Therefore, a likely **significant** effect has been assumed at this stage on a precautionary basis. This conclusion will be reviewed following completion of modelling work and reported in the ES.
Staines Moor Site of Special Scientific Interest (SSSI)	Land take and land cover change (resulting in habitat loss or degradation)	Proposed works to alter junction 14 of the M25 will result in partial losses of Poyle Meadow, which forms a unit of Staines Moor SSSI. Although, as the **Blue and Green Infrastructure (B&GI) Environmental Measures Topic Paper** notes, environmental measures are being developed through engagement with Natural England, this loss will nonetheless reduce the extent of the SSSI and is considered to result in a likely **significant** effect.
Staines Moor SSSI	Emission events (changes in concentrations and deposition rates of nitrogen, resulting in habitat degradation)	Staines Moor SSSI is located close to roads used by vehicular traffic accessing/leaving the existing airport. Vehicular emissions will lead to increases in the concentrations of NOx, NH3 and deposition of nitrogen that could result in harmful effects on the designated features through habitat degradation. Potential effects could arise from construction and operational road traffic, overflight and ground-based activities within the airfield boundary. Further traffic and air quality modelling is required to quantify effects. Therefore, a likely **significant** effect has been assumed at this stage on a precautionary basis. This conclusion will be reviewed following completion of modelling work and reported in the ES.

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Ecological feature	Effect	Summary rationale
Wraysbury Reservoir SSSI/Wraysbury No 1 Gravel Pit SSSI/Wraysbury and Hythe End Gravel Pits SSSI	Emission events (changes in concentrations and deposition rates of nitrogen, resulting in habitat degradation)	These SSSIs are located close to roads used by vehicular traffic accessing/leaving the existing airport. These vehicles will lead to increases in the concentrations of NOx, NH3 and deposition of nitrogen that could result in harmful effects on the designated features through habitat degradation. Potential effects could arise from construction and operational road traffic, overflight and ground-based activities within the airfield boundary. Further traffic and air quality modelling is required to quantify effects. Therefore, a likely **significant** effect has been assumed at this stage on a precautionary basis. This conclusion will be reviewed following completion of modelling work and reported in the ES.
All other identified SSSIs (see **Section 12.6**)	Emission events (changes in concentrations and deposition rates of nitrogen; resulting in habitat degradation)	There are several other SSSIs located close to roads used by vehicular traffic accessing/leaving the existing airport. Vehicular emissions will lead to increases in the concentrations of NO_x, NH_3 and nitrogen deposition that could result in harmful effects on the designated features through habitat degradation. Potential effects could arise from construction and operational road traffic. Further traffic and air quality modelling is required to quantify effects. Therefore, a likely **significant** effect has been assumed at this stage on a precautionary basis. This conclusion will be reviewed following completion of modelling work and reported in the ES.
Local Wildlife Sites (LWS)	Land take and land cover change (resulting in habitat loss or degradation)	There are 18 LWS fully or partially within the draft Order Limits. These are: • Cains Lane Site of Importance for Nature Conservation (SINC); • Colne Brook LWS; • Crane Corridor SINC; • Cranford Country Park SINC; • Cranford Lane Gravel Workings SINC; • Duke of Northumberland's River at Bedfont SINC; • East of Poyle Meadows SINC; • Greenhams Fishing Pond SINC; • Longford River at Feltham SINC; • Lower Colne SINC; • Mayfield Farm and Water Treatment Works SINC;

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Ecological feature	Effect	Summary rationale
		• Old Slade Lake LWS; • River Colne; • County Boundary to Staines Moor SNCI; • Stanwell II SNCI; • Stockley Road Rough SINC; • Wall Garden Farm and Sand Heaps SINC; • West of Poyle Meadows SNC; and • Wraysbury Reservoir SNCI. Many of these LWS will be subject to habitat loss, while others will be subject to habitat enhancement measures. Although the **B&GI Environmental Measures Topic Paper** notes that lost habitats will be re-provided, these habitats will take time to establish and reach functional maturity. Overall, there will be a reduction in the number and extent of LWS within the draft Order Limits and a likely **significant** effect is predicted.
Veteran trees	Land take and land cover change (resulting in habitat loss or degradation)	The desk study information suggests that the occurrence of veteran trees in the vicinity of the draft Order Limits is low. However, the loss of even a small number of veteran trees is likely to result in a likely significant effect due to their status as irreplaceable habitat. Further information is required to determine whether there will be a loss of any veteran trees. On a precautionary basis, a likely **significant** effect has been assumed at this stage.
Woodland (all types)	Land take/land cover change (resulting in habitat loss or degradation)	The delivery of airport infrastructure will result in the loss of woodland, including larger areas located around the Old Slade Lake complex and multiple small stands of woodland across the Site. Although the **B&GI Environmental Measures Topic P**aper would see the provision of new woodlands, these will take a considerable amount of time to establish and mature. Based on the area of habitat lost and the time taken for replacement habitat to become established, a likely **significant** effect has been predicted.
Woodland (all types)	Changes in hydrology (groundwater levels, surface water run-off rates, river flows and lake levels; resulting in habitat change)	Wet woodland is a groundwater-dependent terrestrial ecosystem which may potentially be affected by changes in the groundwater level. Further groundwater modelling outputs are required to quantify the magnitude of change and confirm the extent of effects. On a precautionary basis, a likely **significant** effect has been concluded at this stage.

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Ecological feature	Effect	Summary rationale
Standing water (lakes)	Land take and land cover change (resulting in habitat loss or degradation)	The Project would cause the loss of, and permanent changes to, lake habitats. Full replacement of lakes within the draft Order Limits is not feasible due to constraints including historic and licensed landfills and the need to manage wildlife hazard risk associated with the operational airfield. Therefore, a likely **significant** effect has been predicted. Likely **significant** effects have also been concluded for individual plant species (such as pointed stonewort) present within some of the lakes present at this stage.
Standing water (lakes)	Changes in hydrology (groundwater levels, surface water run-off rates, river flows and lake levels, resulting in habitat change)	Drainage and infilling of lakes will result in changes to the local hydrological regime, which would result in changes to habitats. Further hydrological modelling outputs will be required to quantify these effects; however, on a precautionary basis, a likely **significant** effect has been concluded at this stage. Likely **significant** effects have also been concluded for individual plant species (such as pointed stonewort) present within some of the lakes present at this stage.
Rivers	Land take and land cover change (resulting in habitat loss or degradation)	There will be loss and realignment of existing river corridors. Although the **B&GI Environmental Measures Topic Paper** describes the provision of new river habitats, these will take time to establish and reach functional maturity. Given the time for new river corridors and associated habitats to become established, likely **significant** effects are predicted.
Rivers	Changes in hydrology (groundwater levels, surface water run-off rates, river flows and lake levels, resulting in habitat change)	Localised changes to groundwater levels and the water table may affect river habitats. Although flows upstream are not expected to change, alterations to local hydrological conditions may affect habitat structure and function. As a result, likely **significant** effects are predicted.
European eel, European bullhead, Barbel, fish assemblage	Land take and land cover change (resulting in habitat loss or degradation)	There will be loss or modification of watercourses that support these species and fish assemblages. Although the **B&GI Environmental Measures Topic Paper** describes the provision of new habitat, these will take time to establish and reach functional maturity. The scale of habitat loss, together with the time taken for these to establish and function, is likely to have a negative effect on the populations of these fish. A likely **significant** effect is therefore predicted.
European eel, European bullhead, Barbel, fish assemblage	Fragmentation of habitats (reduction of connectivity)	Changes to the river and ditch network, including diversion and culverting, may reduce connectivity for these species and assemblages by creating barriers to movement. This may restrict movement preventing these fish species from reaching upstream habitats. A likely **significant** effect is therefore predicted at this stage.

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Ecological feature	Effect	Summary rationale
European eel, European bullhead, Barbel, fish assemblage	Increased noise and vibration (resulting in disturbance and displacement)	Noise and vibration generated during construction have the potential to disturb and displace these species and assemblages (groups). This could result in temporary reduction in passage to habitats up or down stream of the construction area. Given the spatial extent and duration of the construction works on or near rivers supporting these species, a likely **significant** effect has been predicted.
European eel, European bullhead, Barbel, fish assemblage	Changes in hydrology (groundwater levels, surface water run-off rates, river flows and lake levels, resulting in habitat change)	Predicted local changes to the water table may affect several rivers. Although flows are not expected to change upstream and downstream of the site, local changes to river habitats may affect their suitability for these species and assemblages. A likely **significant** effect is predicted at this stage.
European eel	Increased light intensity (resulting in disturbance/displacement)	European eel is a photophobic species, which means it is sensitive to light. Increased light intensity could therefore reduce movement up or downstream. A likely **significant** effect is predicted at this stage.
Brown long-eared bats, Daubenton's bat, Soprano pipistrelle, Common pipistrelle	Land take and land cover change (resulting in habitat loss or degradation)	Although the **B&GI Environmental Measures Topic Paper** describes the provision of new habitat, this will take time to mature and reach functional maturity. Loss of the existing habitat could reduce the number and distribution of these bat colonies. This may compromise the favourable conservation status of the affected colonies. In addition, one of three known colonies of brown long-eared bats is predicted to be lost due to the delivery of the Northwest Runway across parts of Harmondsworth Moor. Likely **significant** effects are therefore predicted.
Brown long-eared bats, Daubenton's bat, Soprano pipistrelle, common pipistrelle	Changes in hydrology (groundwater levels, surface water run-off rates, river flows and lake levels, resulting in habitat change)	The Project would alter habitats that are dependent on groundwater (water held underground) due to changing the water table level – the level at which the rock and soil underground become saturated with water. This could reduce the suitability of some bat habitats in or near the draft Order Limits. Therefore, likely **significant** effects have been predicted at this stage.
Brown long-eared bats, Daubenton's bat	Increased light levels (resulting in disturbance/displacement)	Brown long-eared bats and Daubenton's bats are light-sensitive species. As such, they are particularly susceptible to the negative effects of light disturbance. likely **significant** effects are therefore predicted to those colonies that would be near the expanded airfield.
Soprano pipistrelle, common pipistrelle	Increased light intensity (resulting in disturbance/displacement)	Soprano pipistrelle and common pipistrelle are light-tolerant species, so are less sensitive to the negative effects of light disturbance. Despite this, likely **significant** effects are predicted at this stage, as detailed lighting proposals are still being developed.

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Ecological feature	Effect	Summary rationale
Otter	Land take and land cover change (resulting in habitat loss or degradation)	There will be loss of habitat supporting otter, including rivers, streams, ditches, lakes and ponds, resulting in the loss of foraging opportunities as well as resting places. Although the **B&GI Environmental Measures Topic Paper** describes the provision of new habitat, this will take time to mature and reach functional maturity. Likely significant effects are therefore predicted.
Otter	Fragmentation of habitats (reduction of connectivity)	The re-routing of rivers may result in a barrier to movement. Fragmentation of habitats for otters in this location could reduce the viability of the territories within the area. Likely **significant** effects are therefore predicted at this stage.
Otter	Changes in hydrology (groundwater levels, surface water run-off rates, river flows and lake levels, resulting in habitat change)	Changes in groundwater dependent habitats due to an alteration of the water table level could result in the suitability of some habitats in or near the draft Order Limits being reduced for otters, most notably standing water, river, wet woodland and swamp habitats. Likely **significant** effects are therefore predicted at this stage.
Barn owl	Land take and land cover change (resulting in habitat loss or degradation)	Barn owls are known to be faithful to their home ranges. Although the **B&GI Environmental Measures Topic Paper** describes the provision of new habitat, given the Project will directly affect several potential barn owl ranges along with the high degree of fidelity exhibited by this species, likely **significant** effects are therefore predicted.
Barn owl	Fragmentation of habitats (reduction of connectivity)	The loss of foraging, nesting and roosting habitat would increase levels of fragmentation and lead to further stress within various barn owl home ranges. Likely **significant** effects are therefore predicted at this stage.
Barn owl	Increased noise and vibration (resulting in disturbance/displacement)	Noise and vibration caused by construction could potentially disturb barn owls. It is likely that construction activities will take place close to barn owl roosting locations, and likely **significant** effects are therefore predicted at this stage.
Barn owl	Wildlife collision rates with aircraft or road traffic (resulting in death or injury of individual animals)	Collisions between barn owls and vehicles and aircrafts occur currently and are likely to continue in the future. Therefore, likely **significant** effects are predicted.
Kingfisher	Fragmentation of habitats (reduction of connectivity)	Disruption to existing river corridors could affect up to four kingfisher territories within the study area. Although the **B&GI Environmental Measures Topic Paper** includes the provision of nesting banks, the disruption of established territories along with the sensitivity of kingfishers to disturbance means that likely **significant** effects are predicted.

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Ecological feature	Effect	Summary rationale
Kingfisher	Increased light levels (resulting in disturbance/displacement)	Disturbance associated with increased levels of lighting cannot be ruled out at this stage, as detailed lighting proposals are still be developed. Therefore, likely **significant** effects are predicted.
Breeding bird assemblage – notable species on a borough level	Increased light levels (resulting in disturbance/displacement)	Disturbance associated with increased levels of lighting cannot be ruled out at this stage as detailed lighting proposals are still be developed. Therefore, likely **significant** effects are predicted.
Terrestrial wintering bird assemblage – notable species on a county level	Increased light levels (resulting in disturbance/displacement)	Disturbance associated with increased levels of lighting cannot be ruled out at this stage as detailed lighting proposals are still be developed. Therefore, likely **significant** effects are therefore predicted at this stage on a precautionary basis.

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12.9 Summary of likely significant biodiversity effects

12.9.1 In summary, there are 34 likely **significant** effects predicted as a result of the Project. These include adverse effects on designated sites, habitats and species including bats, fish and otter.

12.9.2 The scale of the Project means that likely significant effects on a variety of ecological features are unavoidable. As the design of the Project, including the B&GI continues to evolve, opportunities to reduce the extent of effects will continue to be explored.

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

12.10.1 Further baseline data collection, design and assessment work will be undertaken to support the biodiversity assessment that will be reported within the ES. This includes:

- Further updating the biodiversity baseline information to ensure it is up to date and reflective of current land use patterns.
- Refining the B&GI design to include localised environmental measures in appropriate places.
- Calculation of BNG and development of a strategy to deliver the mandatory requirement.

12.10.2 The ES produced for the Development Consent Order (DCO) application will be accompanied by the following documents:

- Report to Inform Appropriate Assessment (RIAA)
- Outline Biodiversity Gain Plan
- Outline Landscape and Ecology Management Plan (OLEMP)
- Draft **Code of Construction Practice (CoCP)**

12.10.3 Further technical engagement will be undertaken to inform the assessment and accompanying documents that will be presented. This will include engagement with Natural England, Environment Agency, Local Authorities, Catchment Partnerships and a range of organisations focused on nature conservation in the local area to:

- Describe the baseline in detail
- Refine the B&GI strategy in line with local conservation priorities
- Identify opportunities for benefits outside of the draft Order Limits

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12.11 Glossary of terms

Term/Acronym	Definition
Air quality	The term we use to describe the level of pollution in the air we breathe.
Airports National Policy Statement (ANPS)	The ANPS sets out the Government's policy on the need for new airport capacity in the South East of England, the Government's preferred location and scheme to deliver new capacity, and particular considerations relevant to a development consent application to which the ANPS relates. Currently being consulted on.
Aquatic	Anything relating to, living in, or occurring within water environments.
Assessment year	A future year used as a basis for assessing operational effects.
Baseline	The existing environmental state against which future changes and effects are assessed.
Biodiversity	All the habitats, plants, animals and associated ecosystems that could be affected by the construction and operation phases of development either negatively or positively.
Biodiversity Net Gain (BNG)	Biodiversity Net Gain is an approach to development. It makes sure that habitats for wildlife are left in a measurably better state than they were before the development. Biodiversity value is measured using a metric developed by the Department of Environment, Food and Rural Affairs.
Blue and Green Infrastructure (B&GI)	A network of multi-functional green and blue spaces and other natural features, urban and rural, which is capable of delivering a wide range of environmental, economic, health and wellbeing benefits for nature, climate, local and wider communities and prosperity.
Catchment	The area of land from which rainfall and surface water drain into a particular water feature, such as a river, stream, lake, reservoir or other waterbody, via surface runoff, groundwater flow and drainage networks.
Chartered Institute of Ecology and Environmental Management (CIEEM)	The professional body representing ecologists and environmental managers, setting standards for professional practice and competence.
Code of Construction Practice (CoCP)	Code which sets out the standards and procedures to which developers and contractors must adhere to when undertaking construction of major projects. This will assist with managing the environmental impacts and will identify the main responsibilities and requirements of developers and contractors in constructing their projects.
Community Conservation Index	The CCI classifies groups of freshwater invertebrates according to scarcity and nature conservation value in England.
Compensation	Measures provided to offset residual adverse effects that cannot be avoided or mitigated.
Connectivity	The degree to which habitats are linked, allowing movement of species between them.

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Term/Acronym	Definition
Conservation	The process of maintaining and managing change to a heritage asset in a way that sustains and, where appropriate, enhances its significance.
Consultation	Refers to the presentation of environmental information to members of the public, at a set point in time, to request and facilitate an informed response that can influence Project outcomes.
Covered river corridor	The structure that carries rivers in channels beneath the Northwest Runway, allowing them to keep flowing where the runway crosses their route.
Ditches	Linear cuts in the ground, often used as boundaries, drainage features, or enclosures.
Draft Order Limits	The boundary for planning purposes showing the horizontal limits of the works for the Project.
Drainage	The system by which water is collected, conveyed, and discharged from an area. This can refer to both surface water runoff and foul (waste) water flows.
Ecological Feature	An Ecological Feature is a habitat, species or ecosystem. An important Ecological Feature is one that requires specific assessment due to the potential for likely significant effects to be realised.
Ecological Impact Assessment (EcIA)	A process that identifies, predicts, and evaluates the effects of a proposal on ecological features, including habitats and species.
Ecosystem	An ecosystem is a biological community of interacting organisms and their physical environment
Effect	Term used to express the consequence of an impact (expressed as the 'significance of effect'), which is determined by correlating the magnitude of the impact to the importance, or sensitivity, of the receptor or resource in accordance with defined significance criteria. For example, land clearing during construction results in habitat loss (impact), the effect of which is the significance of the habitat loss on the ecological resource.
Emissions	Release of pollutants into the atmosphere.
Engagement	Refers to targeted, continuous interactions with key stakeholders that are focused on specific environmental technical issues and can result in such stakeholders actively participating in directing Project outcomes.
Enhancement	Measures that provide a net benefit to biodiversity beyond mitigation or compensation.
Environment Agency (EA)	The Environment Agency is a non-departmental public body in the UK, established in 1996, responsible for protecting and enhancing the environment and promoting sustainable development, operating under the Environment Act 1995.
Environmental measures	Environmental measures proposed in an EIA are designed to limit or remove any significant adverse environmental effects of a development.

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Term/Acronym	Definition
Environmental Statement (ES)	The written output presenting the full findings of the Environmental Impact Assessment.
European Site	A site designated under the Habitats or Birds Directives (e.g. SAC, SPA, Ramsar site).
Evaluation	A systematic review of environmental information, constraints, and alternatives used to guide how a project is designed and developed.
Existing airport	Heathrow Airport at present day i.e. 2026 baseline.
Favourable Conservation Status (FCS)	A status where a species population is stable or increasing and its habitat is sufficient to maintain it in the long term.
Fragmentation of habitats	Breaking up of continuous habitat into smaller, isolated patches.
Green Space	Land that is predominantly vegetated, such as parks, gardens, playing fields, woodlands and natural areas, providing recreational, amenity and environmental benefits.
Groundwater	Water that is stored beneath the ground surface in the pores and fractures of soil, sand and rock formations.
Groundwater modelling	A collection of mathematical calculations that give a simple representation of reality. They can be used to estimate groundwater flow and levels.
Habitat	The place or environment in which a plant or animal naturally or normally lives.
Habitats of principal importance	Types of habitats identified in law as especially important for wildlife in England, such as wet woodland, lowland meadows and ponds.
Heathrow Airport Strategic Surface Access Model (HHASAM)	The area within which road traffic during construction and operation has been predicted over time in a transport model.
Hazard	A source of potential harm to people or the environment.
Hydrology	The study of the movement, distribution, and quality of water in the natural environment, including surface water and groundwater.
Invasive Non-Native Species (INNS)	Non-native species that have been introduced outside of their natural range due to human activity and have negative impact on the environment.
Land take	The amount of land permanently or temporarily occupied or removed from its existing use by a development.
Land use	The main way land is used, such as residential, industrial, agricultural or commercial.
Landscape	The combination of natural and built elements that make up the character of an area. It includes landform, vegetation, rivers and waterbodies, settlement pattern, roads, infrastructure and open spaces.
Local Nature Reserve (LNR)	A designation made by local authorities to conserve wildlife, habitats and geological features while providing opportunities for public enjoyment and education.

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Term/Acronym	Definition
Local Wildlife Site (LWS)	A non-statutory local designation identifying sites of substantive biodiversity value, protected through local planning policy rather than legislation.
Mitigation	Measures designed to avoid, reduce or manage the impacts of a project. These may include measures identified through the Environmental Impact Assessment (EIA), as well as measures required through statutory obligations, planning requirements or other project commitments.
Mitigation hierarchy	A structured approach to managing effects: in the following hierarchy: avoid, minimise, mitigate, compensate.
National Planning Policy Framework (NPPF)	The NPPF sets out the Government's planning policies for England and how these are expected to be applied. It provides a framework within which local plans can be developed which reflect the community's needs. The NPPF noise aims widely reflect those in the Noise Policy Statement for England (NPSE). It asks that planning policies and decisions should avoid noise which could give rise to significant adverse impacts of health and quality of life because of a new development and mitigate and minimise other adverse impacts on health and quality of life. It also aims to identify and protect areas of tranquillity. Of note, the NPPF sets out that both new and existing development should be protected from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels of soil, air, water or noise pollution or land instability. It also asks to ensure that new development is appropriate for its location. At the heart of the National Planning Policy Framework is a presumption in favour of sustainable development.
Nationally Significant Infrastructure Projects (NSIPs)	Nationally Significant Infrastructure Projects are major infrastructure developments in England and Wales that are consented via the Planning Act 2008. These include proposals for power plants, large renewable energy projects, new airports and airport extensions, among others The Project is defined under the terms of Section 22 (for works to the M25) and Section 23 (for the increased capability facilitated by the Northwest Runway and terminals) of the Planning Act 2008.
Natural England	The government advisor for the natural environment in England.
Nature Reserves	Areas protected and managed for wildlife, habitats and geological features. These may include National Nature Reserves (NNRs) or Local Nature Reserves (LNRs).
Nitrogen Oxides (NOx)	Exhaust gases from aircraft engines that contribute to air pollution and add to global warming.
Noise	Noise is generally defined as unwanted, unpleasant or disruptive sound. Noise can interfere with activities, affect health, and detract from the character and enjoyment of places.
Notable species	A species that is ecologically significant in terms of conservation or policy.
Otter Holt	A sheltered resting or breeding place for otters, on a riverbank.
Overflight	A metric defined to capture whether an individual perceives that an aircraft is overflying them. Defined in CAP1498.

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Term/Acronym	Definition
Pathway	The route by which the source can reach the receptor. Definition provided by ISEP guidance.
Ramsar Site	A wetland of international importance, protected under an international agreement, usually for the birds and other wildlife it supports.
Reservoir	A man-made surface waterbody designed to store water, typically created by constructing a dam or embankment across a river or valley, or by excavating and lining a basin.
Residual	Residual effect is the environmental effect that remains after mitigation measures have been applied.
Risk	The likelihood of an event occurring and resulting in a given consequence.
River Flow	The movement of water within a river channel, typically expressed as a rate of discharge over time.
Scheme	The structured approach, mechanism, or framework through which the Project's aims will be delivered.
Scrub	Land covered with shrubs, bushes and small trees, which provides cover and food for wildlife.
Sensitivity	The vulnerability or value of an environmental receptor, which in combination with magnitude, determines whether an environmental effect is significant.
Significant Effect	An environmental effect that will be considered by the Government when coming to a decision on whether the Project should be granted consent. It can be positive or negative and is determined by considering the combination of the sensitivity of an environmental receptor, and the magnitude of change it would experience because of the Project.
Site of Importance for Nature Conservation (SINC)	Non-statutory locally designated sites recognised for their biodiversity value and protected through local planning policy.
Site of Special Scientific Interest (SSSI)	A nationally designated site protected for its ecological or geological importance.
Special Area of Conservation (SAC)	A site designated for habitats and/or species of European importance under the Habitats Directive.
Special Protection Area (SPA)	A site classified for the protection of rare and migratory birds under the Birds Directive.
Species of Conservation Importance	A general term describing species that are provided a status in legislation (for example those listed as Species of Principal Importance via the NERC Act 2006 (as amended)) or through scientific consideration. This includes species listed due to significant declines or threats (e.g. those listed as Birds of Conservation Concern or in red Data Books (RDB)).
Species of Principal Importance	Species of Principal Importance (also known as Priority species) are listed via Section 41 of the natural Environment and Rural Communities Act 20026 (as amended). Public authorities must consider what they can do to conserve and enhance biodiversity in England. This

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Term/Acronym	Definition
	'biodiversity duty' is informed by the list of Species of Principal Importance.
Surface Water	Water that is present on the Earth's surface, either flowing or standing, and includes rivers, streams, ditches, lakes, ponds, reservoirs, canals and drainage systems.
The Project	The overarching Heathrow expansion. A structured, timebound programme of work designed to deliver specific planned improvements to Heathrow's capacity, infrastructure, and operational capability.
Veteran Tree	A tree of significant age, size or condition that has high ecological, cultural or historical value, often supporting rare habitats and species.
Vibration	Vibration is defined as a repetitive oscillatory motion. Vibration can be transmitted to the human body through the supporting surfaces; the feet of a standing person, the buttocks, back and feet of a seated person or the supporting area of a recumbent person. In most situations, entry into the human body will be through the supporting ground or through the supporting floors of a building. Vibration is often complex, containing many frequencies, occurring in many directions and changing over time. Experience shows that disturbance or annoyance from vibration in residential situations is likely to arise when the magnitude of vibration is only slightly in excess of the threshold of perception.
Waterbodies	Areas of water such as lakes, ponds and reservoirs.
Watercourses	Natural and man-made channel through which water flows. It includes features such as rivers, streams, brooks, canals, ditches and similar channels, whether they are dry for part of the year or continuously flowing.
Wet Woodland	Woodland growing on wet or waterlogged ground, a habitat of particular value for wildlife.

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12.12 References

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Appendix 12A Figures

Figure 12A.1: European statutory designated sites

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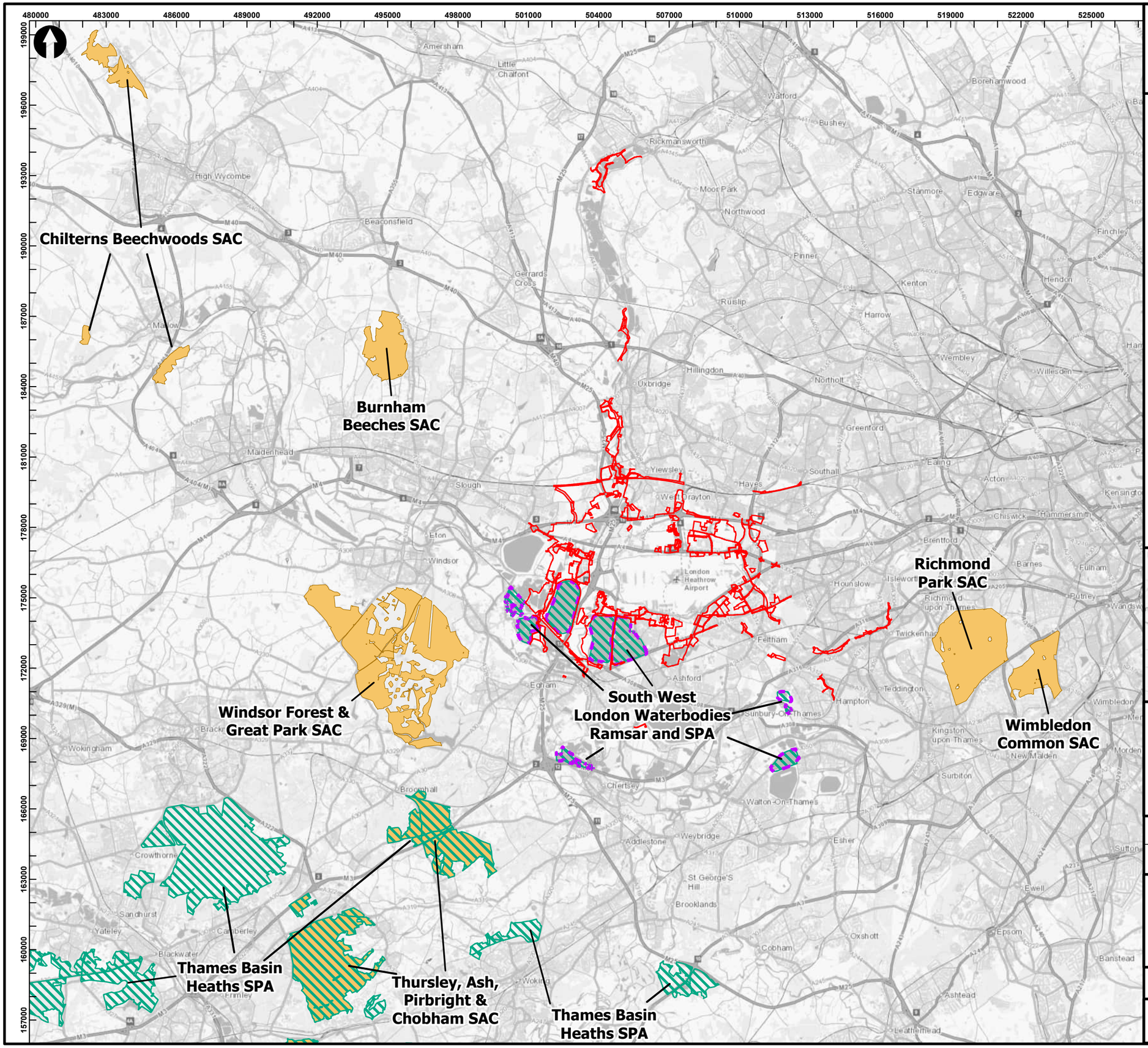

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- Draft DCO Order Limits
- Ramsar
- Special Areas of Conservation (SAC)
- Special Protection Area (SPA)

0 1,000 2,000 4,000 6,000 8,000 Metres

Scale 1:160,000

Heathrow

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

Title

Figure 12A.1: European statutory designated sites

Company	Drawn By	Chk/Approved	Drawn Date	Status
WSP	LT	UD	12/06/2026	FINAL

Location-Level-Sub Series/System-Identifier	Version
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Figure 12A.2: Sites of Special Scientific Interest

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Draft DCO Order Limits

HASSAM traffic modelled boundary

Sites of Special Scientific Interest (SSSI)

0 1,250 2,500 5,000 7,500 10,000 12,500 15,000
Metres

Scale 1:270,000

Heathrow

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

Title

Figure 12A.2: Sites of Special Scientific Interest

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-019

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Figure 12A.3: Non-Statutory Sites

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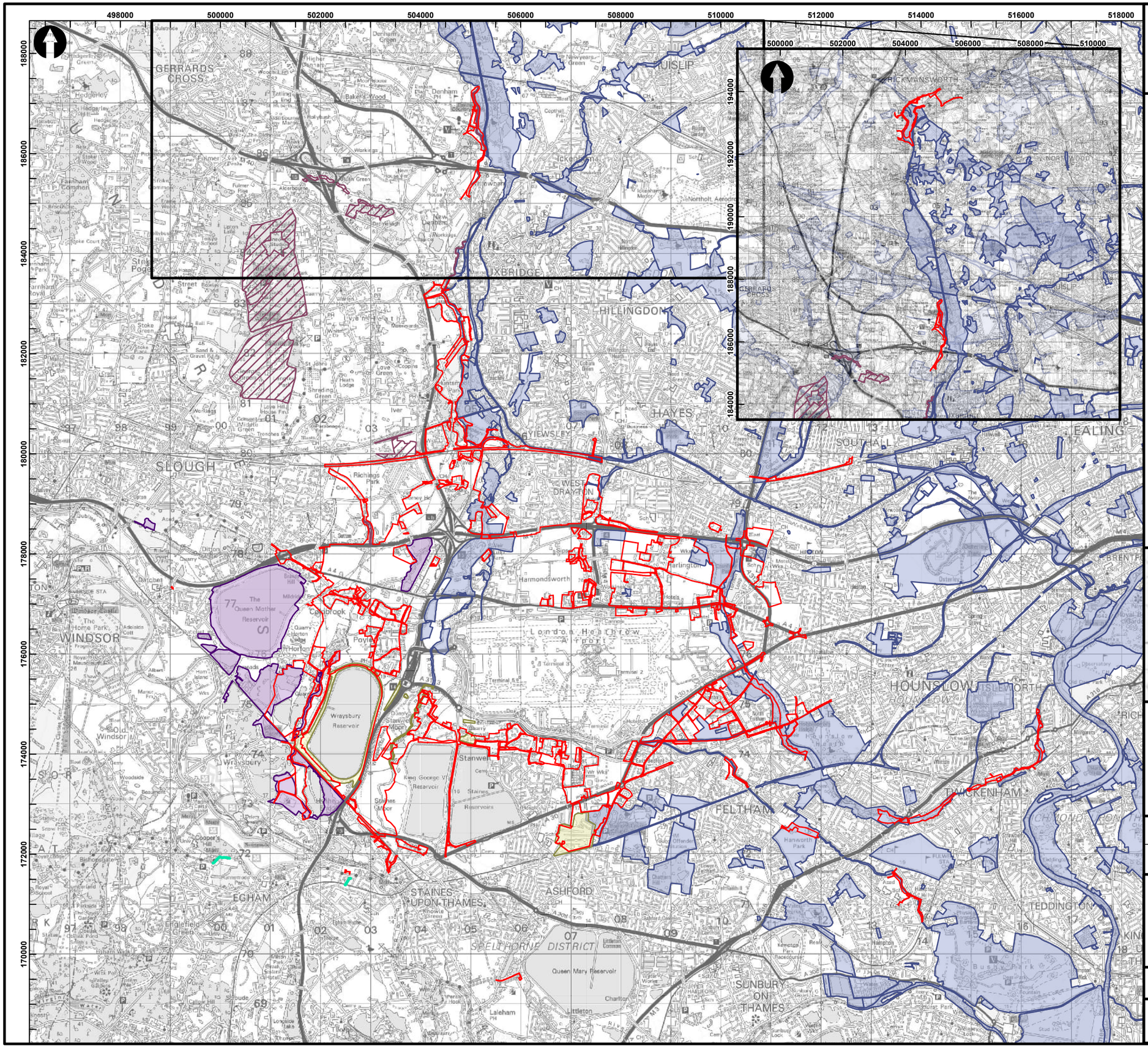

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- Draft DCO Order Limits
- Conservation Road Verges (CRV)
- Biological Notification Site (BNS)
- Local Wildlife Sites (LWS)
- Sites of Nature Conservation Importance (SNCI)
- Sites of Importance for Nature Conservation (SINC)

0 375 750 1,500 2,250 3,000 3,750 4,500 Metres

Scale 1:75,000

Heathrow

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

Title

Figure 12A.3: Non-Statutory Sites

Company	Drawn By	Chk/Approved	Drawn Date	Status
WSP	LT	UD	15/06/2026	FINAL

Location-Level-Sub Series/System-Identifier: 3R000-XX-GA-XXX-100011

Version: 1.0

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Figure 12A.4: Habitat Mapping of Terrestrial Habitats

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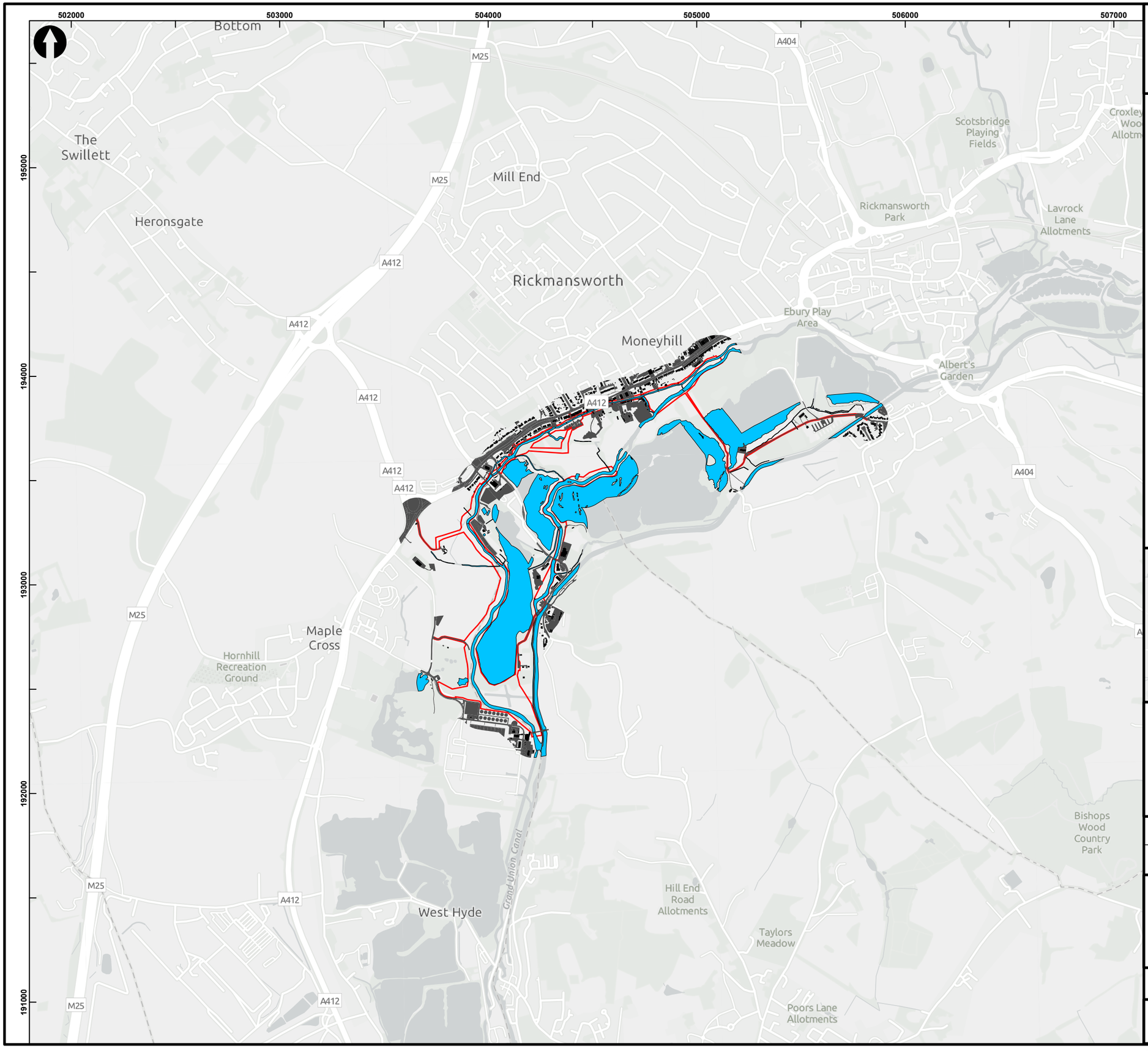

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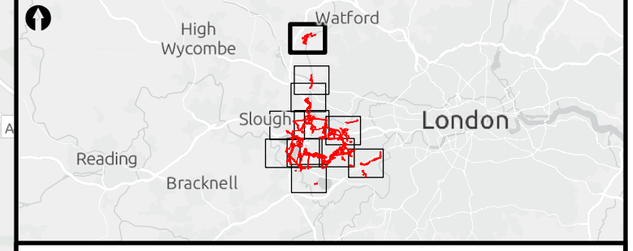
Draft DCO Order Limits

Phase 1 Mapping

- G1: Standing water
- G2 - Running water
- J3.6: Buildings
- Hardstanding

0 125 250 500 750 1,000 Metres

Scale 1:18,000



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Scale	Project Name	Heathrow Project No.
1:18,000	Heathrow Expansion Project	3R000

Title

Figure 12A.4: Habitat Mapping of Terrestrial Habitats

Page 1 of 11

Company	Drawn By	Chk/Approved	Drawn Date	Status
WSP	LT	UD	15/06/2026	FINAL

Location-Level-Sub Series/System-Identifier	Version
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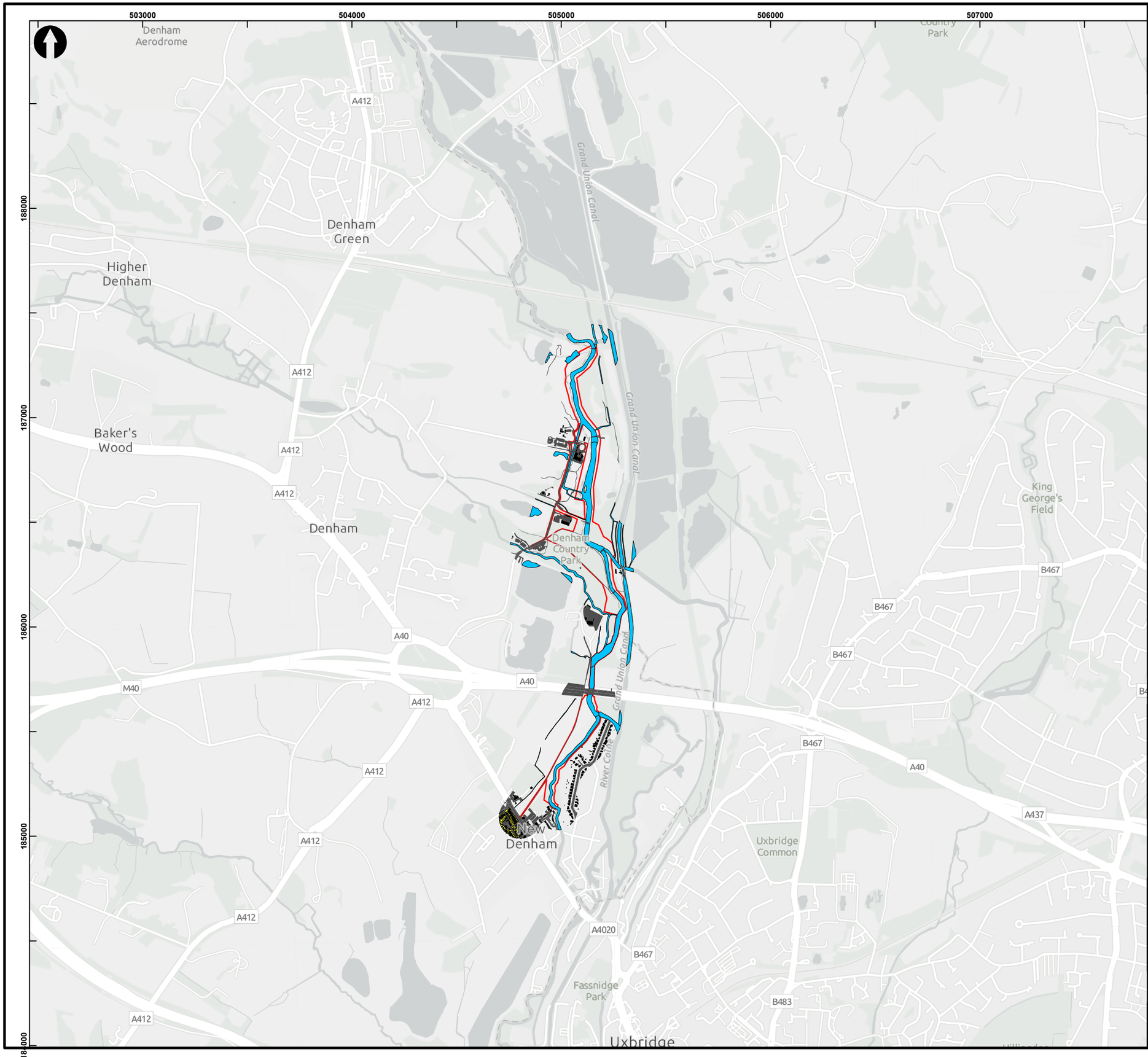

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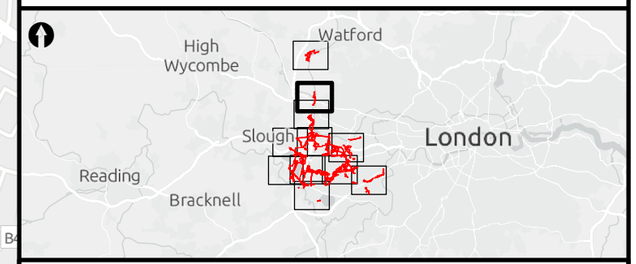
Draft DCO Order Limits

Phase 1 Mapping

- G1: Standing water
- G2 - Running water
- J1.2: Amenity grassland
- J3.6: Buildings
- Hardstanding

0 125 250 500 750 1,000 Metres

Scale 1:18,000



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

Title

Figure 12A.4: Habitat Mapping of Terrestrial Habitats

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Company	Drawn By	Chk/Approved	Drawn Date	Status
WSP	LT	UD	15/06/2026	FINAL

Location-Level-Sub Series/System-Identifier	Version
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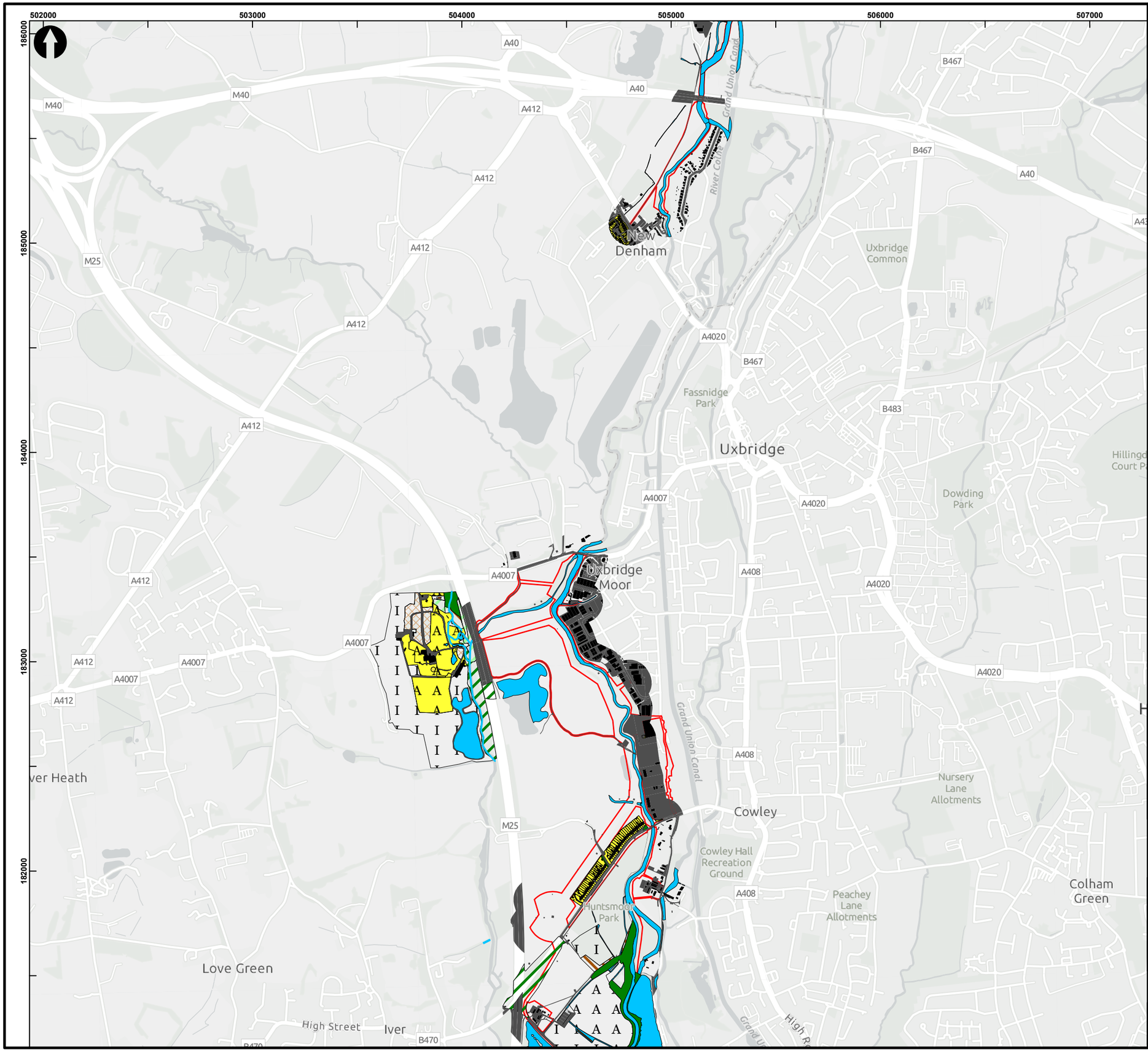

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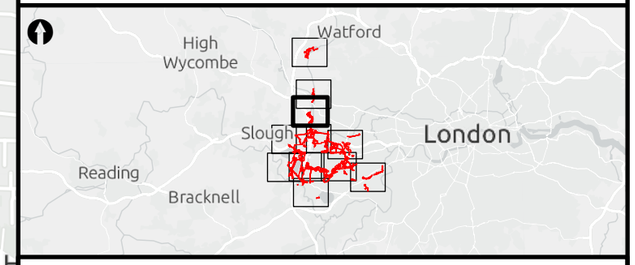
Phase 1 Mapping

- A1.1.1: Broadleaved woodland - semi-natural
- A1.1.2: Broadleaved woodland - plantation
- A1.2.2: Coniferous woodland - plantation
- A2.1: Scrub- Dense/Continous
- B4: Improved grassland
- C3.1: Tall ruderal
- G1: Standing water
- G2 - Running water
- J1.1 - Cultivated/disturbed land - arable
- J1.2: Amenity grassland
- J1.4: Introduced shrub
- J3.6: Buildings
- J4: Bare ground
- Hardstanding

0 125 250 500 750 1,000 Metres

Scale 1:18,000



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Title

Figure 12A.4: Habitat Mapping of Terrestrial Habitats

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Company	Drawn By	Chk/Approved	Drawn Date	Status
WSP	LT	UD	15/06/2026	FINAL

Location-Level-Sub Series/System-Identifier: 3R000-XX-GA-XXX-100012

Version: 1.0

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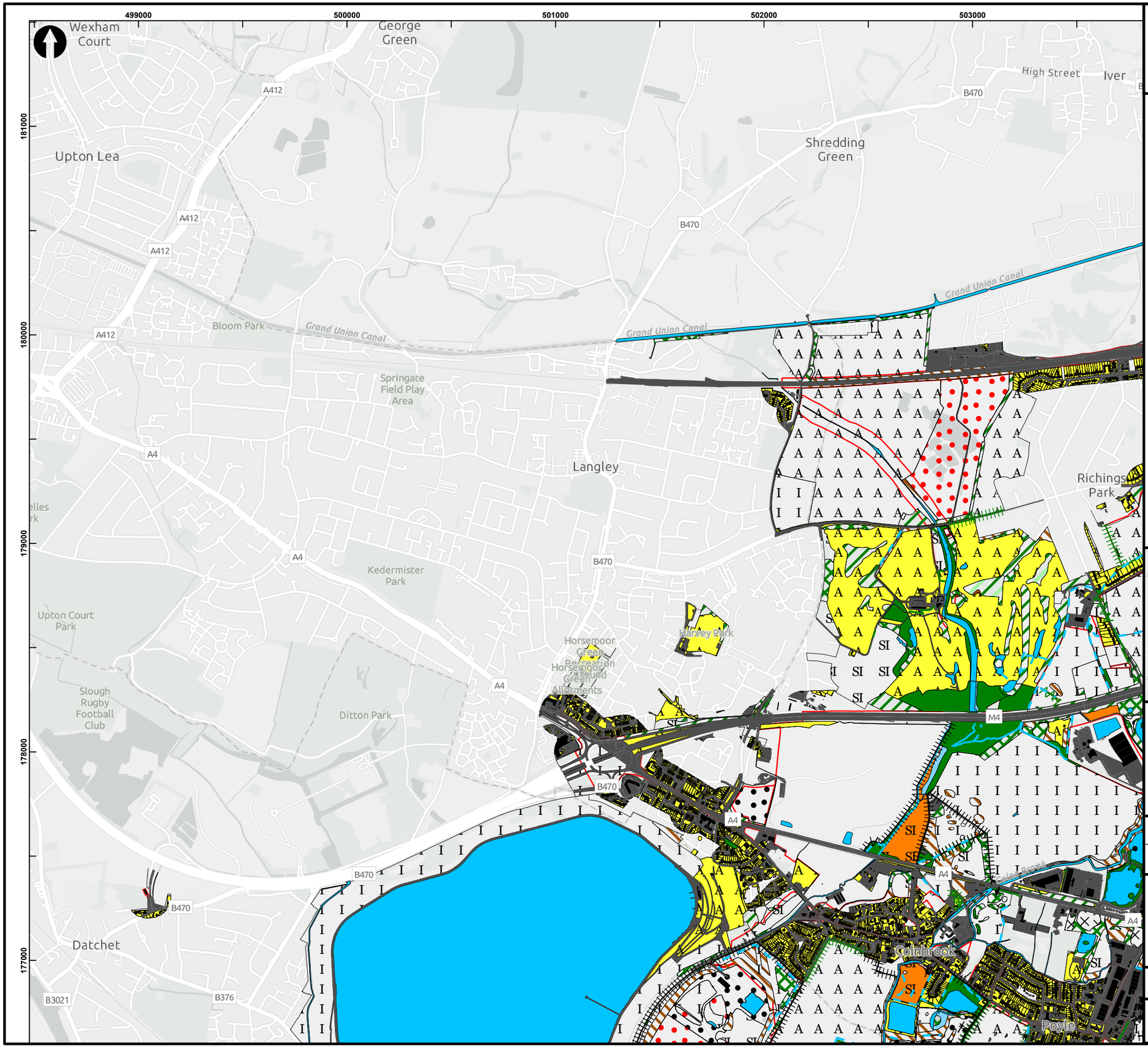

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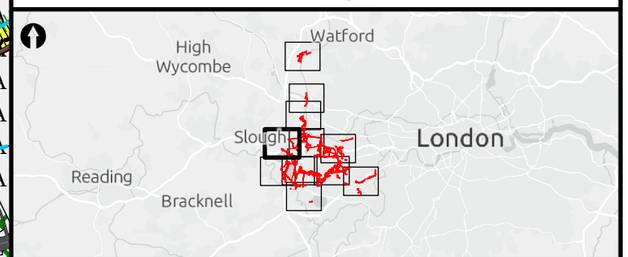
Phase 1 Mapping

- A1.1.1: Broadleaved woodland - semi-natural
- A1.1.2: Broadleaved woodland - plantation
- A1.2.1: Coniferous woodland - semi-natural
- A1.3.2: Mixed woodland - plantation
- A2.1: Scrub- Dense/Continous
- B2.2: Neutral grassland - semi-improved
- B4: Improved grassland
- B5: Marsh/marshy grassland
- B6: Poor semi-improved grassland
- C1.1: Continous Bracken
- C3.1: Tall ruderal
- F1: Swamp; F1 - Swamp
- F2.2: Inundation vegetation
- G1: Standing water
- G2 - Running water
- I1.2.1: Scree - acid/neutral
- J1.1 - Cultivated/disturbed land - arable
- J1.2: Amenity grassland
- J1.3: Ephemeral/short perennial
- J1.4: Introduced shrub
- J3.6: Buildings
- J4: Bare ground
- Hardstanding

0 125 250 500 750 1,000 Metres

Scale 1:18,000



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Title

Figure 12A.4: Habitat Mapping of Terrestrial Habitats

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Company	Drawn By	Chk/Approved	Drawn Date	Status
WSP	LT	UD	15/06/2026	FINAL

Location-Level-Sub Series/System-Identifier	Version
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Phase 1 Mapping

- A1.1.1: Broadleaved woodland - semi-natural
- A1.1.2: Broadleaved woodland - plantation
- A1.2.1: Coniferous woodland - semi-natural
- A1.3.2: Mixed woodland - plantation
- A2.1: Scrub- Dense/Continous
- B2.2: Neutral grassland - semi-improved
- B4: Improved grassland
- B5: Marsh/marshy grassland
- B6: Poor semi-improved grassland
- C1.1: Continous Bracken
- C3.1: Tall ruderal
- F1: Swamp; F1 - Swamp
- F2.2: Inundation vegetation
- G1: Standing water
- G2 - Running water
- I1.2.1: Scree - acid/neutral
- I1.2.2: Scree - basic
- I1.3: Limestone pavement; I2.4 -
- J1.1 - Cultivated/disturbed land - arable
- J1.2: Amenity grassland
- J1.3: Ephemeral/short perennial
- J1.4: Introduced shrub
- J3.6: Buildings
- J4: Bare ground
- Hardstanding

0 125 250 500 750 1,000 Metres

Scale 1:18,000

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

Title

Figure 12A.4: Habitat Mapping of Terrestrial Habitats

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Company	Drawn By	Chk/Approved	Drawn Date	Status
WSP	LT	UD	15/06/2026	FINAL

Location-Level-Sub Series/System-Identifier	Version
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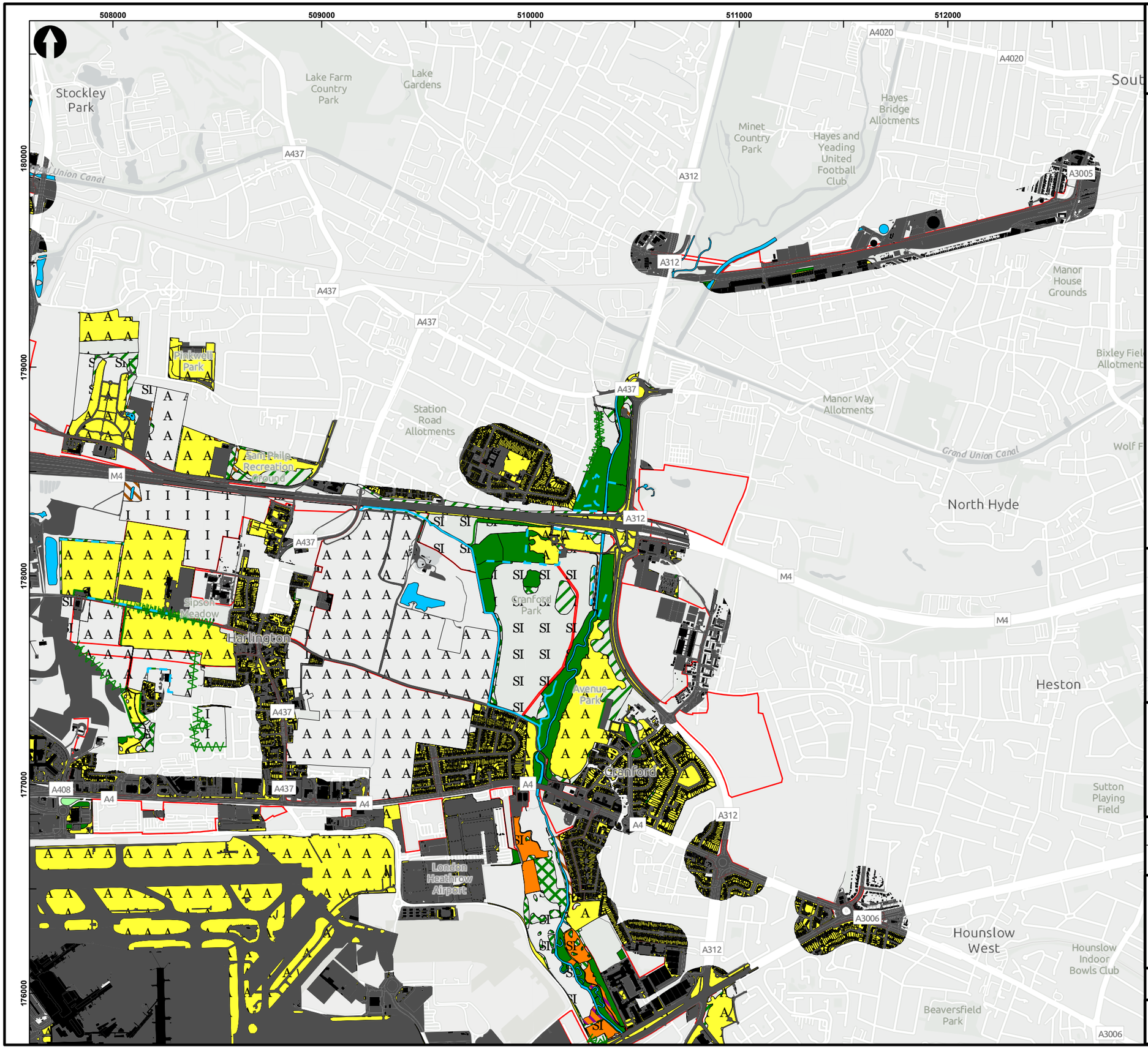

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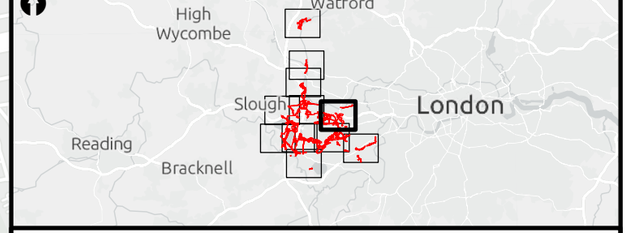
- Draft DCO Order Limits

Phase 1 Mapping

- A1.1.1: Broadleaved woodland - semi-natural
- A1.1.2: Broadleaved woodland - plantation
- A1.2.1: Coniferous woodland - semi-natural
- A2.1: Scrub- Dense/Continous
- B2.2: Neutral grassland - semi-improved
- B4: Improved grassland
- B5: Marsh/marshy grassland
- B6: Poor semi-improved grassland
- C3.1: Tall ruderal
- G1: Standing water
- G2 - Running water
- J1.1 - Cultivated/disturbed land - arable
- J1.2: Amenity grassland
- J3.6: Buildings
- J4: Bare ground
- Hardstanding

0 125 250 500 750 1,000 Metres

Scale 1:18,000



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Title

Figure 12A.4: Habitat Mapping of Terrestrial Habitats

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Company	Drawn By	Chk/Approved	Drawn Date	Status
WSP	LT	UD	15/06/2026	FINAL

Location-Level-Sub Series/System-Identifier	Version
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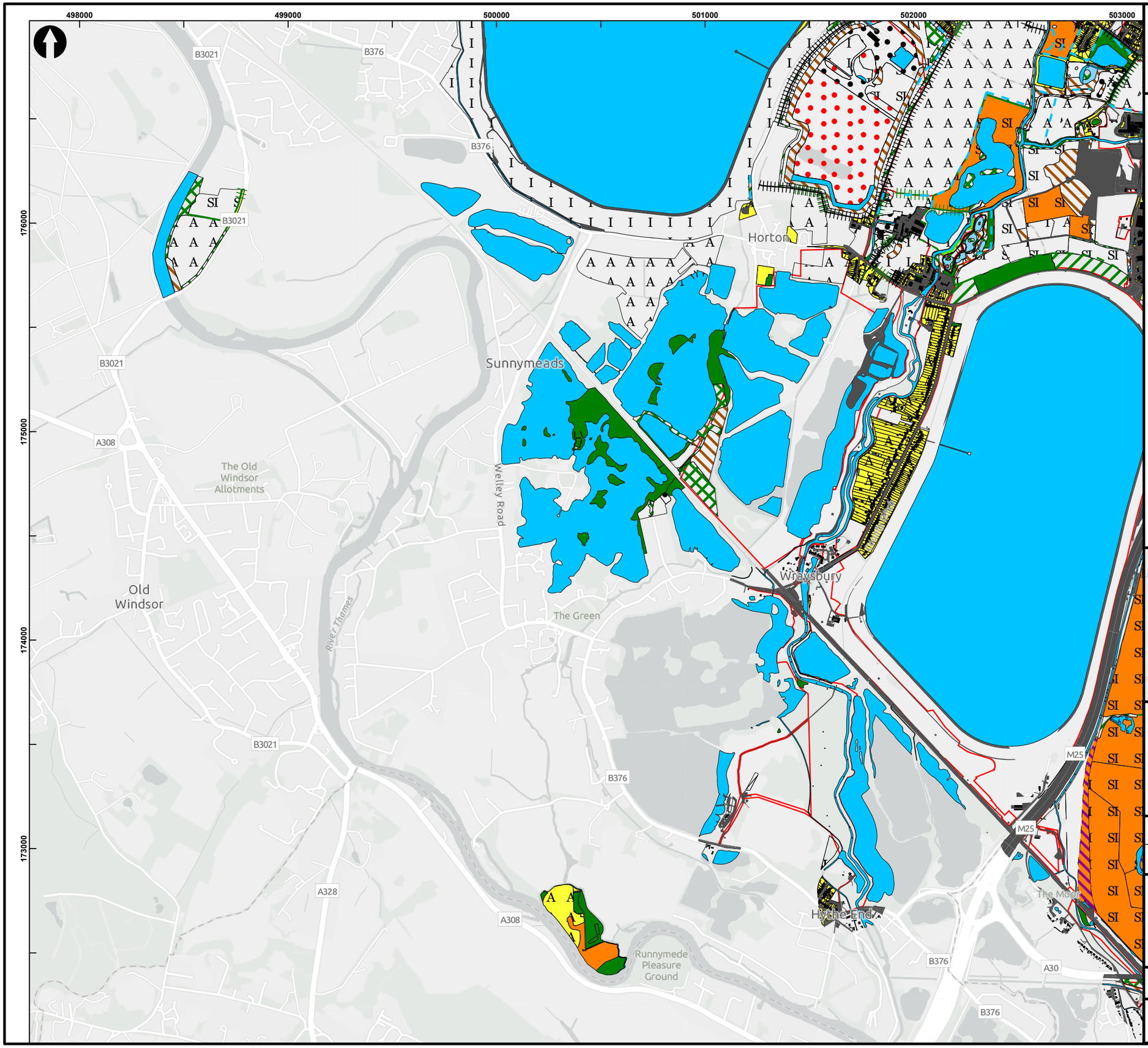

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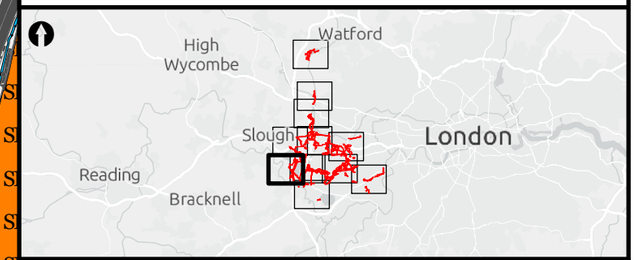
Draft DCO Order Limits

Phase 1 Mapping

- A1.1.1: Broadleaved woodland - semi-natural
- A1.1.2: Broadleaved woodland - plantation
- A1.3.2: Mixed woodland - plantation
- A2.1: Scrub- Dense/Continous
- B1.1: Acid grassland - unimproved
- B2.1: Neutral grassland - unimproved
- B2.2: Neutral grassland - semi-improved
- B4: Improved grassland
- B5: Marsh/marshy grassland
- B6: Poor semi-improved grassland
- C3.1: Tall ruderal
- F1: Swamp; F1 - Swamp
- F2.2: Inundation vegetation
- G1: Standing water
- G2 - Running water
- I1.2.1: Scree - acid/neutral
- I1.3: Limestone pavement; I2.4 - Refuse-tip
- J1.1 - Cultivated/disturbed land - arable
- J1.2: Amenity grassland
- J1.3: Ephemeral/short perennial
- J3.6: Buildings
- J4: Bare ground
- Hardstanding

0 125 250 500 750 1,000 Metres

Scale 1:18,000



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Project Name Heathrow Expansion Project	Heathrow Project No. 3R000

Title

Figure 12A.4: Habitat Mapping of Terrestrial Habitats

Page 7 of 11

Company	Drawn By	Chk/Approved	Drawn Date	Status
WSP	LT	UD	15/06/2026	FINAL

Location-Level-Sub Series/System-Identifier	Version
3R000-XX-GA-XXX-100012	1.0

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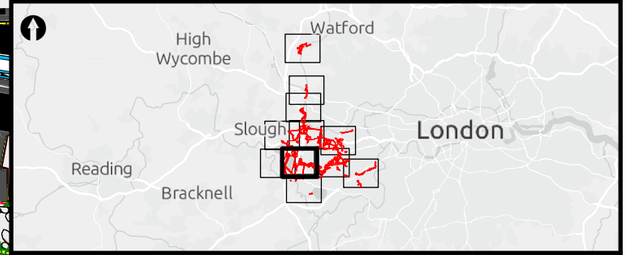
- Draft DCO Order Limits

Phase 1 Mapping

- A1.1.1: Broadleaved woodland - semi-natural
- A1.1.2: Broadleaved woodland - plantation
- A1.2.1: Coniferous woodland - semi-natural
- A1.3.2: Mixed woodland - plantation
- A2.1: Scrub- Dense/Continous
- A3.1: Parkland and scattered trees- broad-leaved
- B1.1: Acid grassland - unimproved
- B2.1: Neutral grassland - unimproved
- B2.2: Neutral grassland - semi-improved
- B4: Improved grassland
- B5: Marsh/marshy grassland
- B6: Poor semi-improved grassland
- C3.1: Tall ruderal
- F1: Swamp; F1 - Swamp
- F2.2: Inundation vegetation
- G1: Standing water
- G1.1: Standing water - eutrophic
- G2 - Running water
- I1.2.1: Scree - acid/neutral
- I1.3: Limestone pavement; I2.4 -
- J1.1 - Cultivated/disturbed land - arable
- J1.2: Amenity grassland
- J1.3: Ephemeral/short perennial
- J1.4: Introduced shrub
- J3.6: Buildings
- J4: Bare ground
- J5: Other habitat
- Hardstanding

0 125 250 500 750 1,000 Metres

Scale 1:18,000



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Title

Figure 12A.4: Habitat Mapping of Terrestrial Habitats

Page 8 of 11

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WSP	LT	UD	15/06/2026	FINAL

Location-Level-Sub Series/System-Identifier	Version
3R000-XX-GA-XXX-100012	1.0

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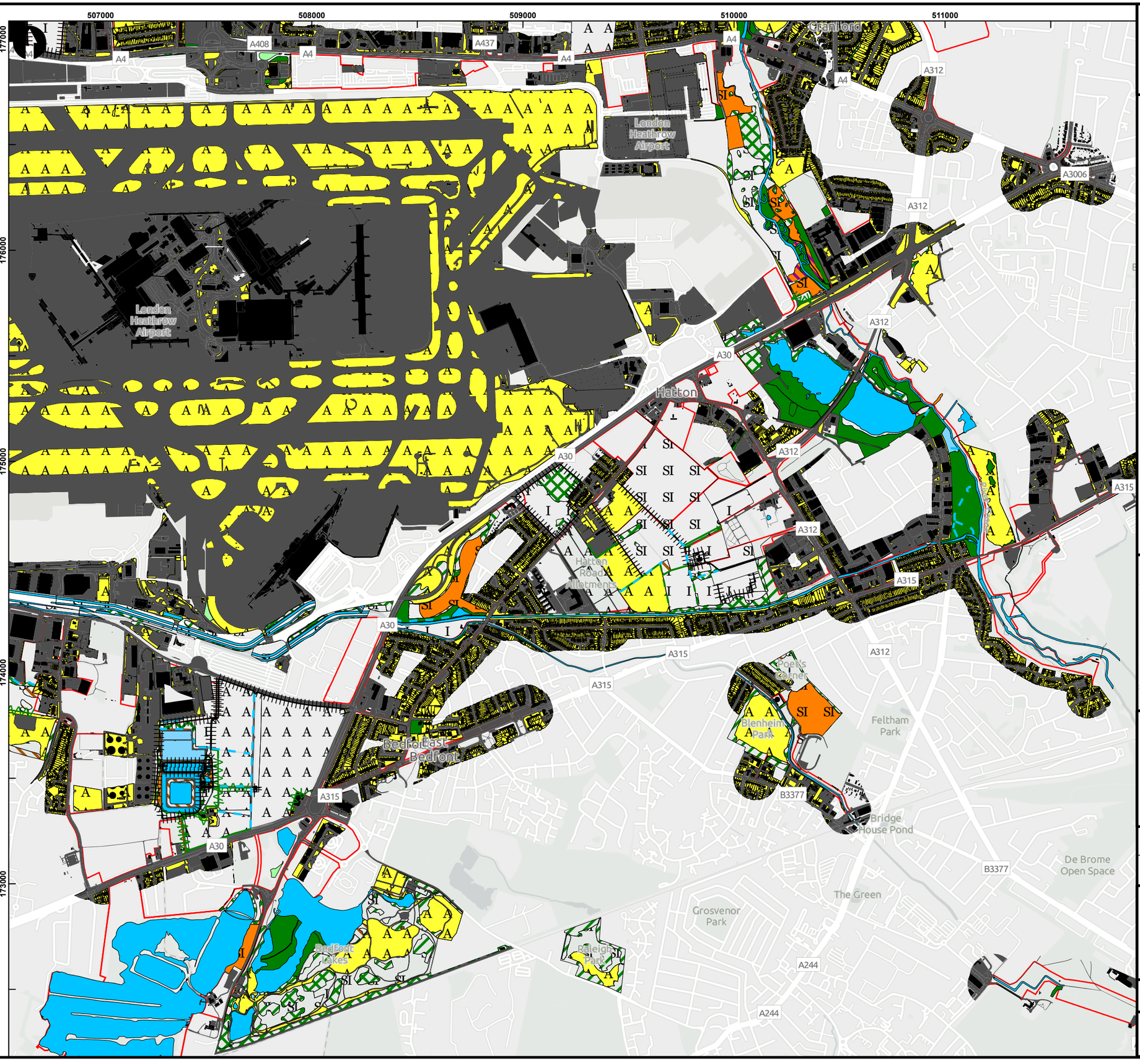

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- Draft DCO Order Limits

Phase 1 Mapping

- A1.1.1: Broadleaved woodland - semi-natural
- A1.1.2: Broadleaved woodland - plantation
- A1.2.1: Coniferous woodland - semi-natural
- A2.1: Scrub- Dense/Continous
- B2.1: Neutral grassland - unimproved
- B2.2: Neutral grassland - semi-improved
- B4: Improved grassland
- B5: Marsh/marshy grassland
- B6: Poor semi-improved grassland
- C3.1: Tall ruderal
- F1: Swamp; F1 - Swamp
- F2.2: Inundation vegetation
- G1: Standing water
- G1.1: Standing water - eutrophic
- G2 - Running water
- J1.1 - Cultivated/disturbed land - arable
- J1.2: Amenity grassland
- J1.3: Ephemeral/short perennial
- J1.4: Introduced shrub
- J3.6: Buildings
- J4: Bare ground
- Hardstanding

0 125 250 500 750 1,000 Metres

Scale 1:18,000

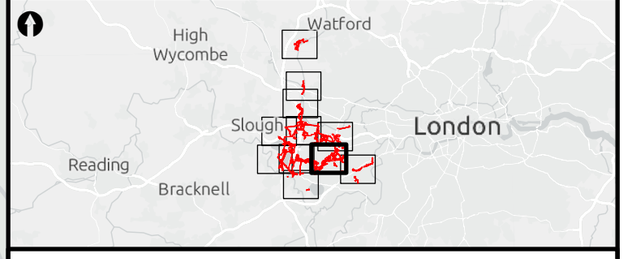

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Figure 12A.4: Habitat Mapping of Terrestrial Habitats

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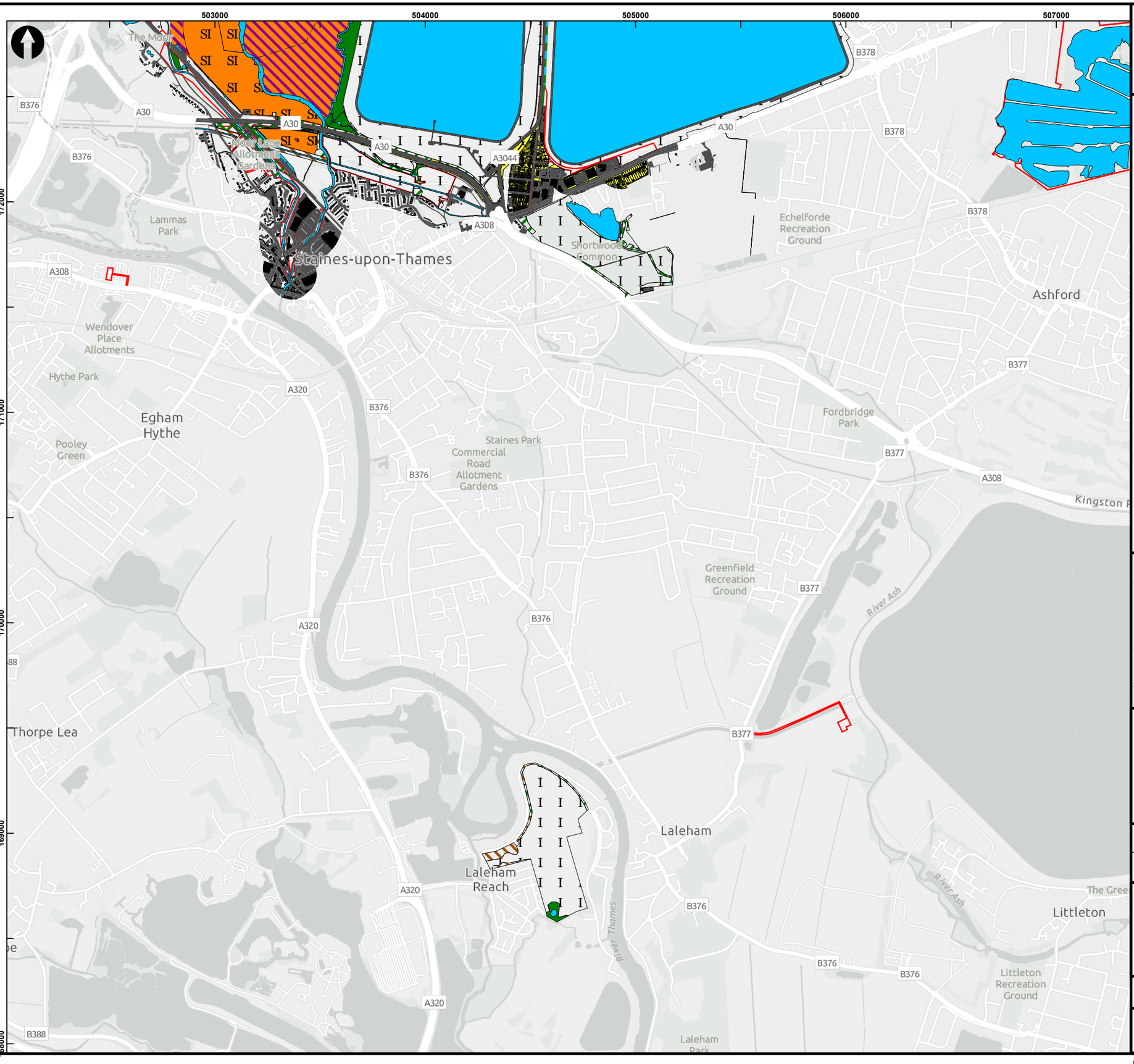

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Phase 1 Mapping

- A1.1.1: Broadleaved woodland - semi-natural
- A1.1.2: Broadleaved woodland - plantation
- A2.1: Scrub- Dense/Continous
- B1.1: Acid grassland - unimproved
- B2.2: Neutral grassland - semi-improved
- B4: Improved grassland
- B5: Marsh/marshy grassland
- B6: Poor semi-improved grassland
- C3.1: Tall ruderal
- F2.2: Inundation vegetation
- G1: Standing water
- G1.1: Standing water - eutrophic
- G2 - Running water
- J1.2: Amenity grassland
- J3.6: Buildings
- Hardstanding

0 125 250 500 750 1,000 Metres

Scale 1:18,000

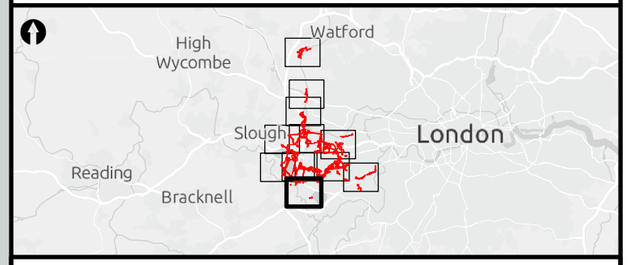

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Figure 12A.4: Habitat Mapping of Terrestrial Habitats

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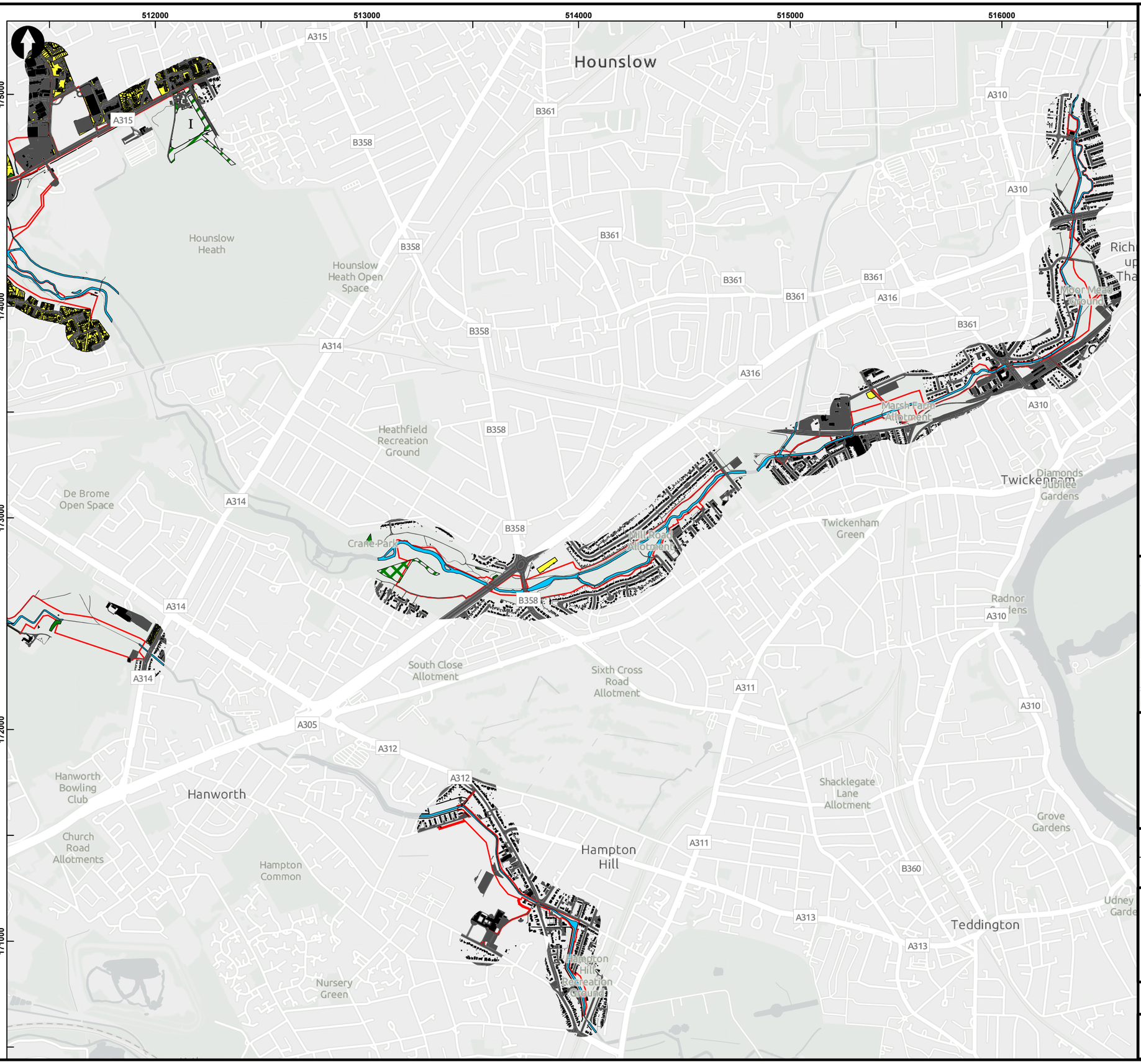

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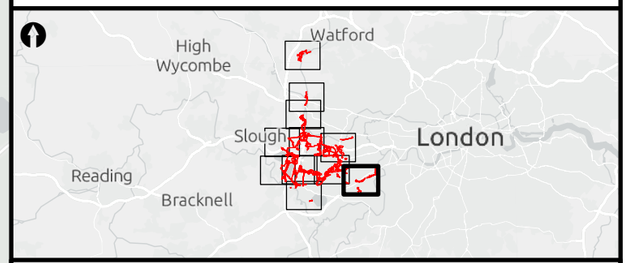
Draft DCO Order Limits

Phase 1 Mapping

- A1.1.1: Broadleaved woodland - semi-natural
- A1.1.2: Broadleaved woodland - plantation
- A2.1: Scrub- Dense/Continous
- B4: Improved grassland
- B6: Poor semi-improved grassland
- G1: Standing water
- G1.6: Standing water - brackish
- G2 - Running water
- J1.2: Amenity grassland
- J3.6: Buildings
- Hardstanding

0 125 250 500 750 1,000 Metres

Scale 1:18,000



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Title

Figure 12A.4: Habitat Mapping of Terrestrial Habitats

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Company	Drawn By	Chk/Approved	Drawn Date	Status
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ISO A3 Landscape

Figure 12A.5: Watercourses within the draft Order Limits

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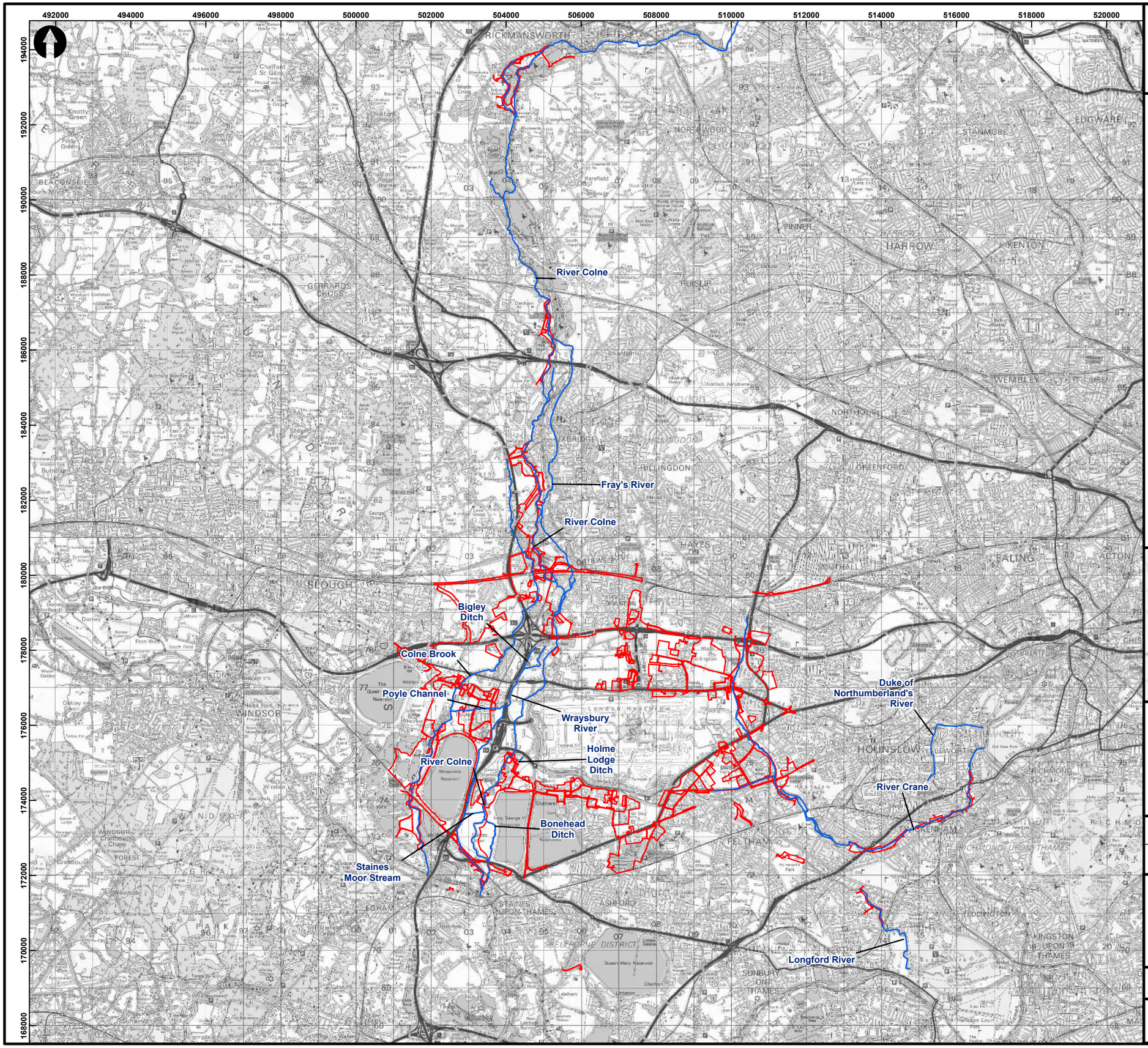

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Draft DCO Order Limits

Watercourses

0 500 1,000 2,000 3,000 4,000 5,000 6,000
Metres

Scale 1:100,000

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

Title

Figure 12A.5: Watercourses within the DCO Order Limits

Company	Drawn By	Chk/Approved	Drawn Date	Status
WSP	LT	UD	15/06/2026	FINAL

Location-Level-Sub Series/System-Identifier	Version
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Figure 12A.6: Badger activity

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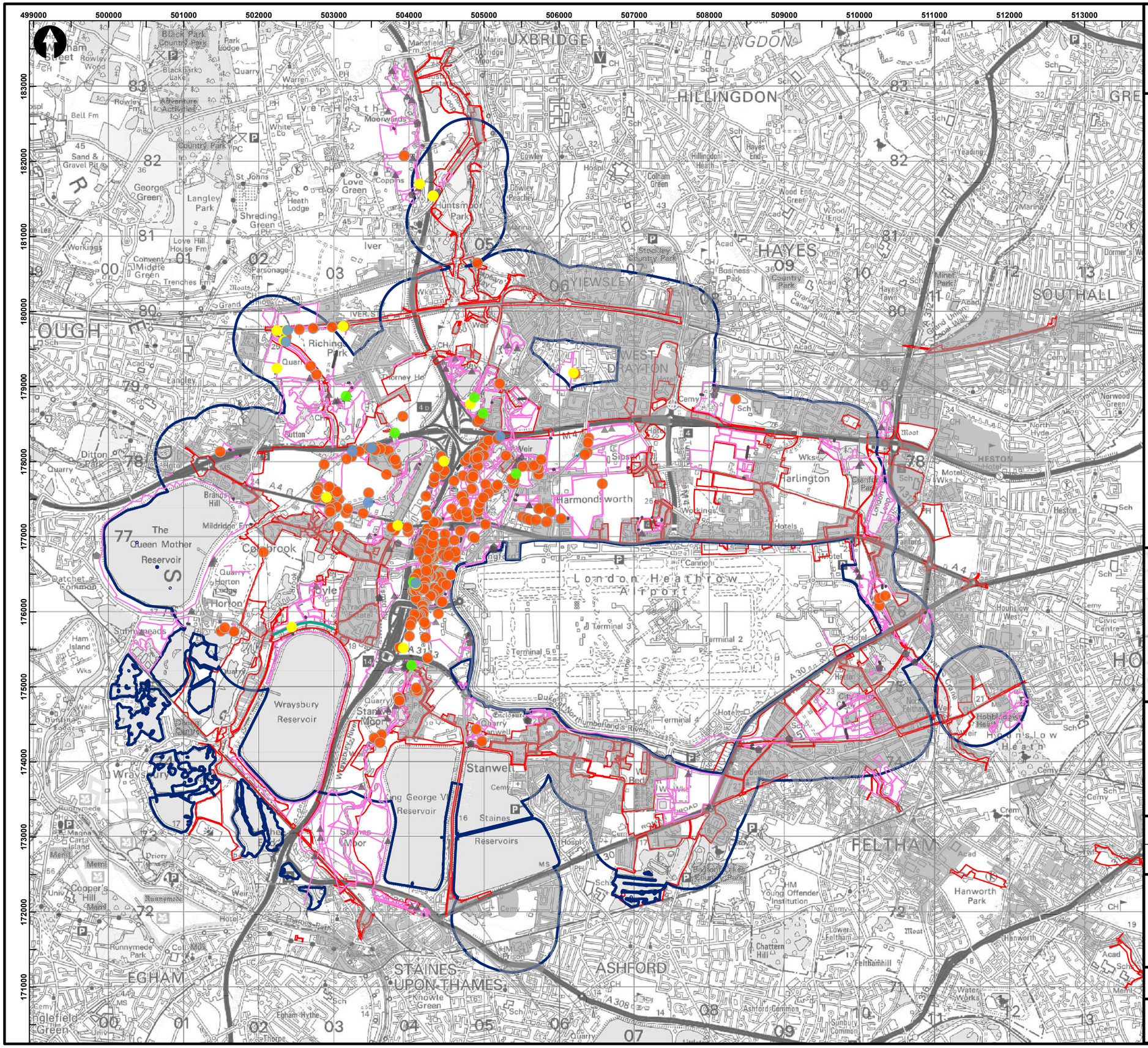

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- Draft DCO Order Limits
- Survey area
- Survey route

Badgers

- Badger footprints
- Badger hairs
- Foraging signs
- Latrines
- Evidence of fox activity
- Evidence of rabbit activity
- Badger paths
- Mammal path, possibly badger

Land parcel access

- Scoped out for badger surveys

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

Scale 1:50,000

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Title

Figure 12A.6: Badger Activity

Company	Drawn By	Chk/Approved	Drawn Date	Status
WSP	LT	UD	15/06/2026	FINAL

Location-Level-Sub Series/System-Identifier	Version
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Figure 12A.7: Otter activity

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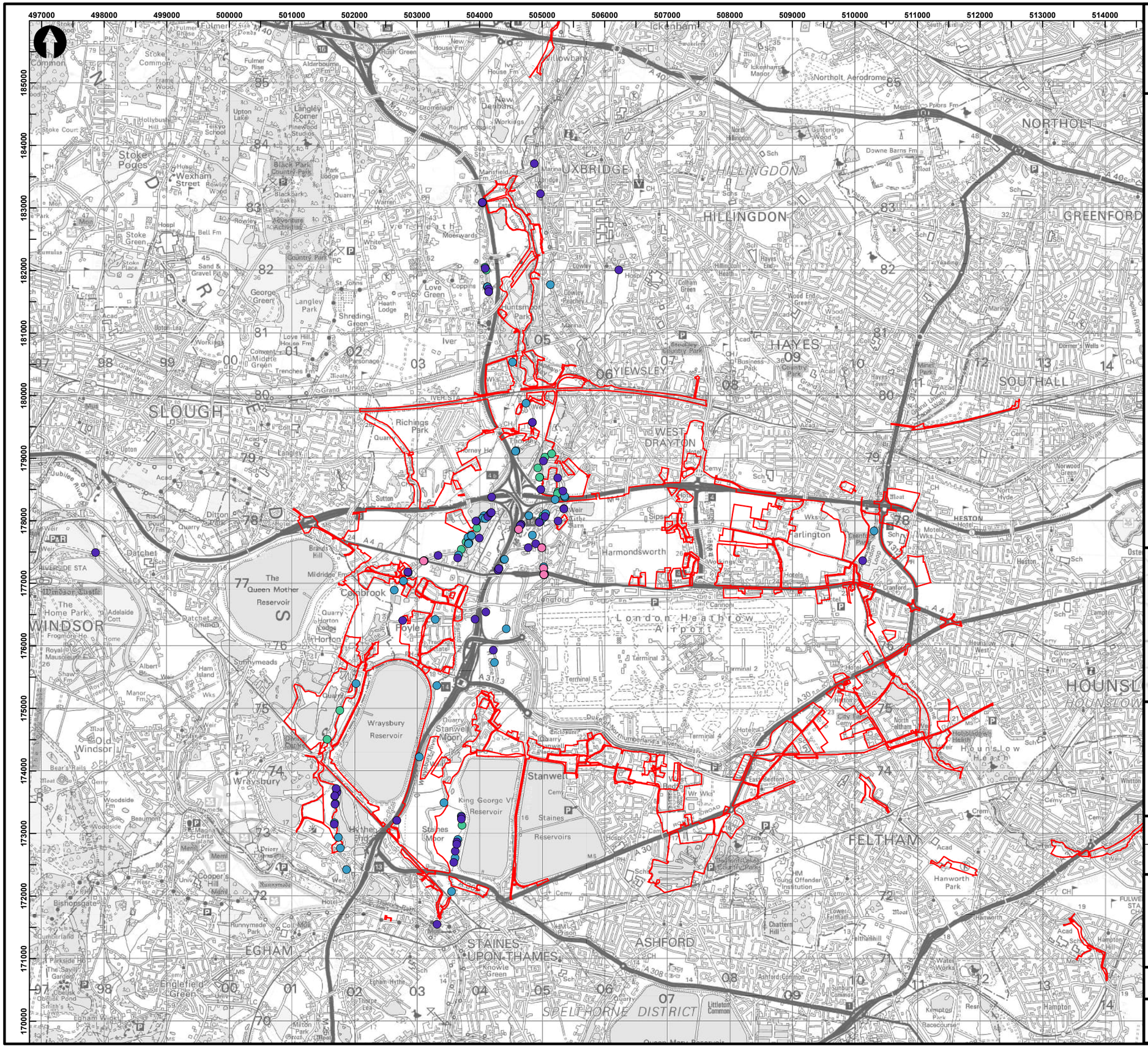

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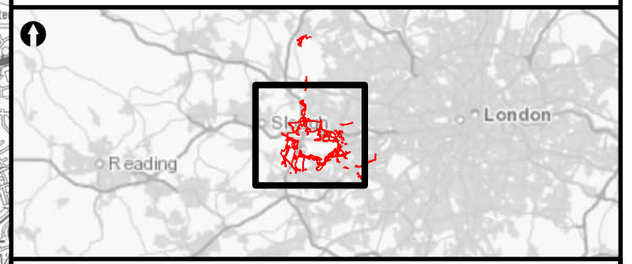
Otter Spraint

- Old
- Collected
- Recent
- Fresh

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

Scale 1:60,000



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Title

Figure 12A.7: Otter

Activity Page 1 of 3

Company	Drawn By	Chk/Approved	Drawn Date	Status
WSP	LT	UD	15/06/2026	FINAL

Location-Level-Sub Series/System-Identifier	Version
3R000-XX-GA-XXX-100015	1.0

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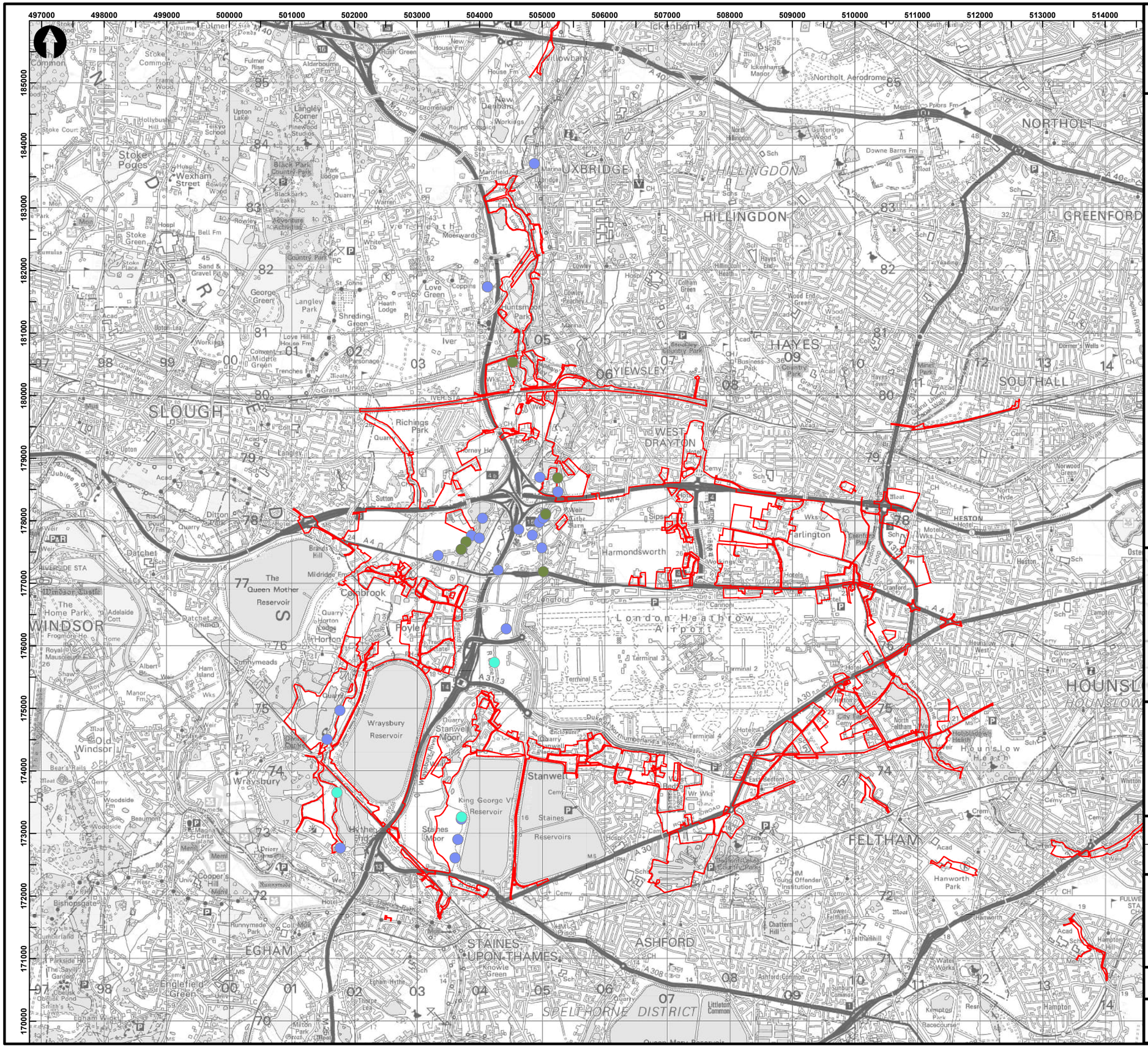

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Draft DCO Order Limits

Otter Activity

- Lying up site present
- Couches present
- Holt present

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

Scale 1:60,000

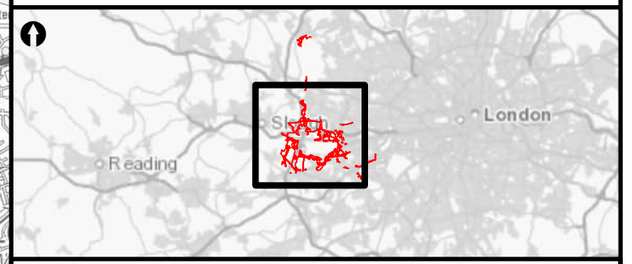

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Figure 12A.7: Otter

Activity Page 2 of 3

Company	Drawn By	Chk/Approved	Drawn Date	Status
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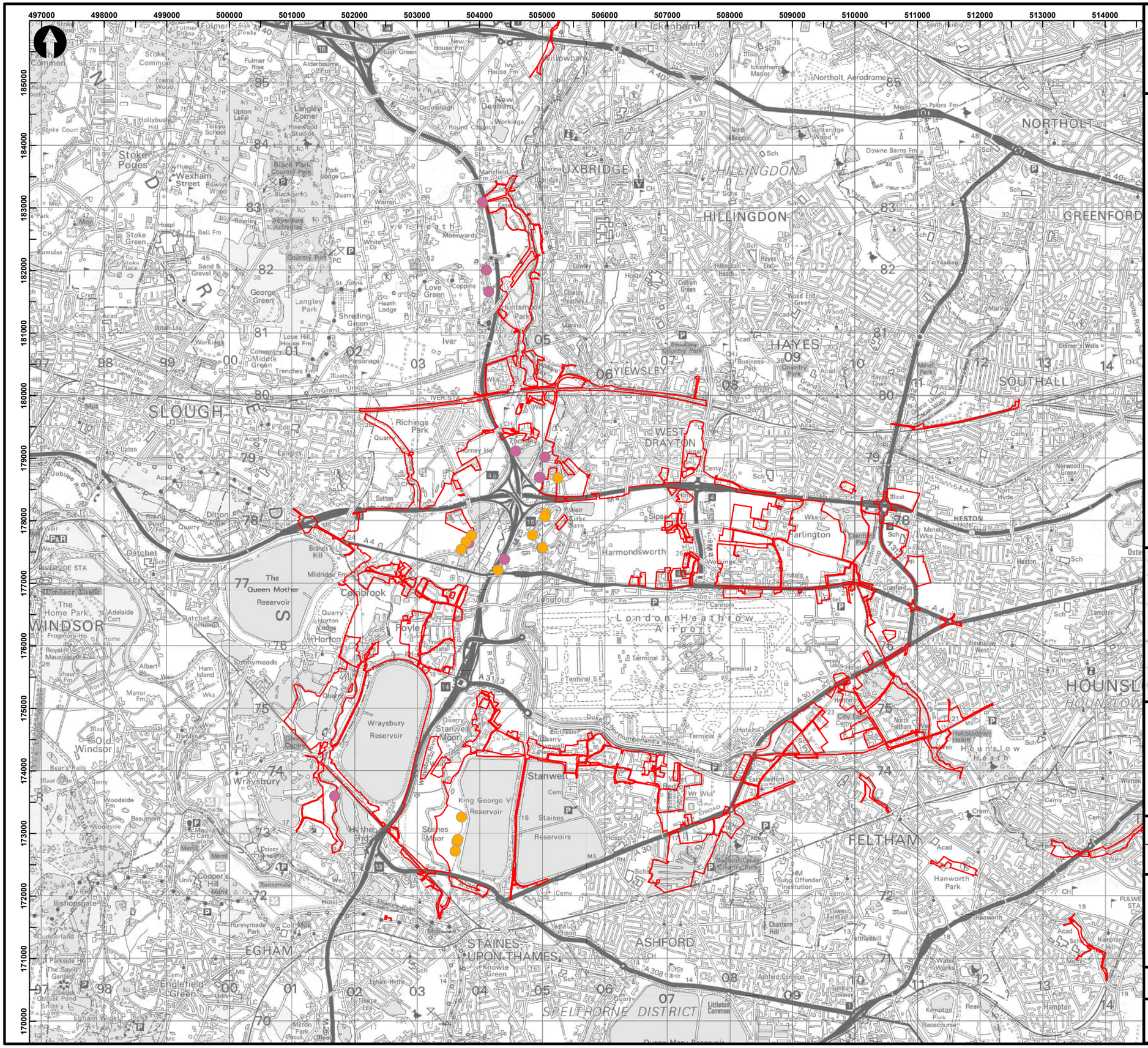

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Otter Activity

- Anal jelly present
- Slides present

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

Scale 1:60,000

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Figure 12A.7: Otter

Activity Page 3 of 3

Company	Drawn By	Chk/Approved	Drawn Date	Status
WSP	LT	UD	15/06/2026	FINAL

Location-Level-Sub Series/System-Identifier: 3R000-XX-GA-XXX-100015

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Figure 12A.8: Bat activity

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Draft DCO Order Limits

Bat survey area

Bat species

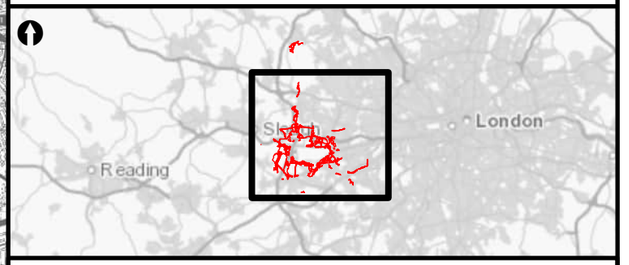
- Unidentified Bat species
- Long-eared bat
- Myotis species
- Daubenton's
- Noctule
- Serotine
- Leisler's
- Nocture/Serotine//Leisler
- Nyctalus species
- Common pipistrelle
- Soprano pipistrelle
- Nathusius' pipistrelle
- Common/Soprano pipistrelle
- Common/Nathusius' pipistrelle

Bat density

- 0.2 - 0.4
- 0.4 - 0.6
- 0.6 - 0.8
- 0.8 - 1
- 1 - 1.4
- 1.4 - 2

0 500 1,000 2,000 3,000 4,000 Metres

Scale 1:75,000



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Scale	Project Name	Heathrow Project No.
1:75,000	Heathrow Expansion Project	3R000

Title

Figure 12A.8: Bat Activity

Company	Drawn By	Chk/Approved	Drawn Date	Status
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Location-Level-Sub Series/System-Identifier: 3R000-XX-GA-XXX-100016

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Figure 12A.9: Great Crested Newt Activity

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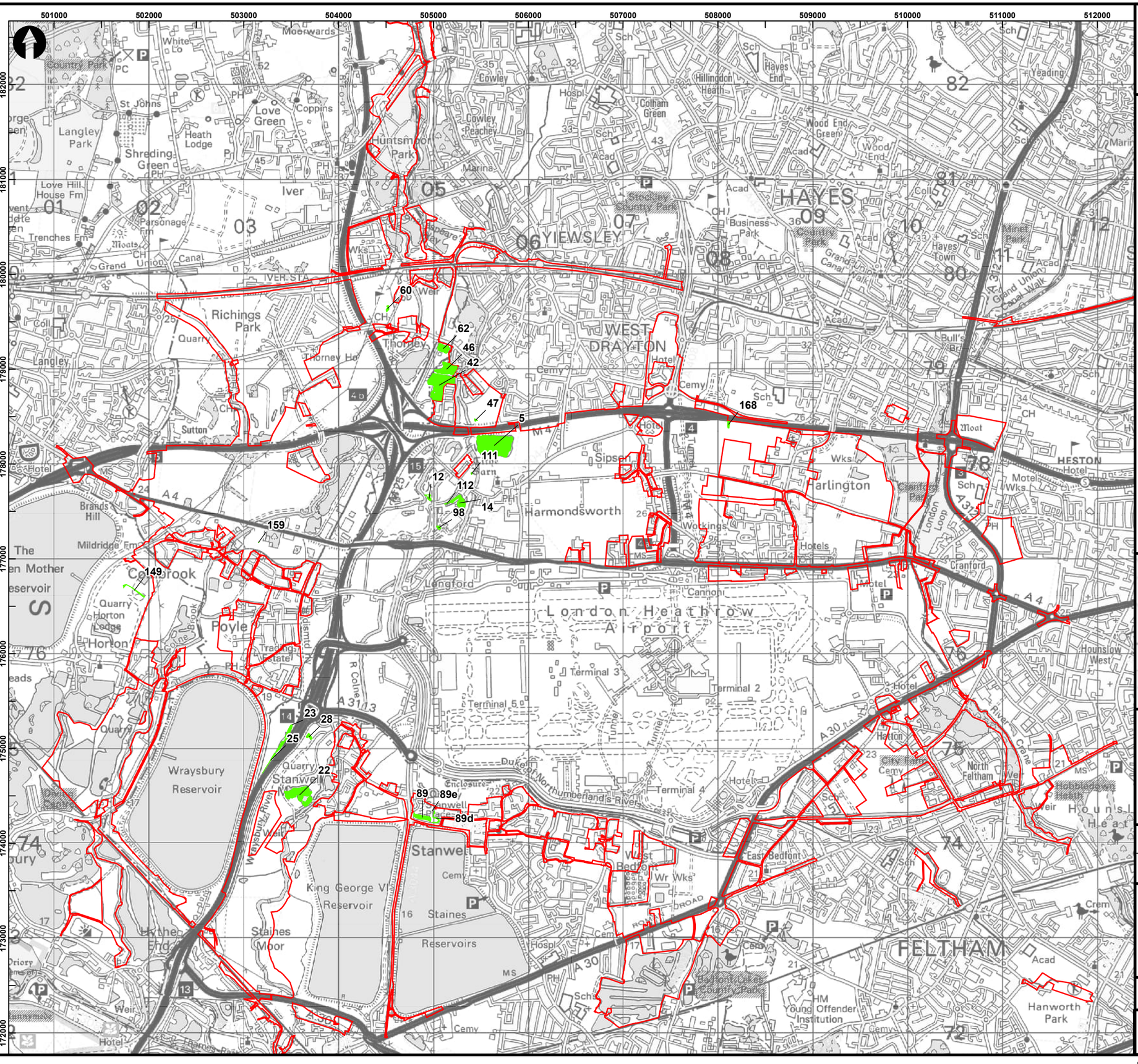

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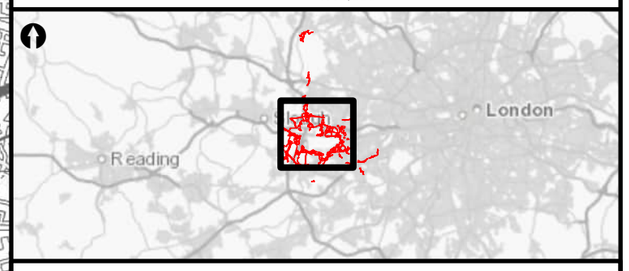
Positive eDNA and Metabarcoding Result

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

Scale 1:40,000



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

Title

Figure 12A.9: Great Crested Newt Activity

Company	Drawn By	Chk/Approved	Drawn Date	Status
WSP	LT	UD	15/06/2026	FINAL

Location-Level-Sub Series/System-Identifier	Version
3R000-XX-GA-XXX-100017	1.0

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EXPANSION CONSULTATION 2026

Environmental Information Consultation Document (EICD)

Chapter 13: Water environment

OCTOBER 2026

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13. Water environment

13.1 Introduction

13.1.1 As indicated within **Chapter 1: Setting the scene for consultation – environmental information**, 'water environment' is an environmental aspect for which environmental information is presented for 2026 Public Consultation.

13.1.2 This chapter is supported by **Figure 13A.1**, **Figure 13A.2**, **Figure 13A.3**, **Figure 13A.4**, **Figure 13A.5**, **Figure 13A.6**, and a glossary of terms.

13.2 What do we mean by the 'water environment'?

13.2.1 The water environment refers to natural and man-made systems where water is found, such as rivers, seas, lakes, reservoirs, and underground water (groundwater). It also includes surface water and foul drainage networks that collect and convey rainwater and wastewater. The water environment refers not just to the physical presence of water but also includes the chemical and biological conditions of the water. Key receptors within the water environment include:

- Main rivers, ordinary watercourses, and features including lakes, reservoirs and canals – natural and managed waterbodies across the landscape.
- Coastal and marine waters – seas and coastal environments.
- Groundwater – water present within the ground which supports water supply and can interact with river flow.
- Flood risk and water management – the risk of flooding and how water is managed to protect people and the environment from flooding.
- Surface water drainage – pipework, drains, and sustainable drainage systems (SuDS) which collect and treat rainwater.
- Foul drainage – pipework and associated infrastructure which collects wastewater and transports it for treatment.
- Water quality – the chemical and biological condition of water.
- Water resources – the water that is available for use by people, businesses, agriculture, and industry.

13.2.2 Ecological effects relating to the water environment, such as aquatic ecology and the ecological connectivity of rivers are reported within **Chapter 12: Biodiversity** of this consultation document.

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13.3 Why the water environment might change

13.3.1 As indicated within **Chapter 2: Description of the Project**, the Project would require the rivers to the west of the existing airport to be diverted. This would alter the water environment in the following ways:

- Altering the location of the rivers would change the flow dynamics, hydrological functioning and geometry (hydromorphology) of these features.
- The River Colne, Wraysbury River, Duke of Northumberland's River, and Longford River would pass beneath the Northwest Runway in the north west of the draft Order Limits (the River Colne and Wraysbury River within one channel and the Duke of Northumberland's River and Longford River in a second channel). This would require the careful amalgamation and splitting of river flows upstream and downstream of the combined channel sections, to maintain existing flows within each river network.
- The alignment of the Colne Brook would be diverted in an open channel to the west of the Northwest Runway.
- During the construction period, temporary diversions of the Colne Brook, the combined River Colne and Wraysbury, and combined Duke of Northumberland's and Longford River would be required to facilitate surrounding infrastructure. The temporary diversion length would be minimised where possible.
- The existing floodplain would be altered due to the amended river alignments and proposed ground levels. This would require the delivery of flood storage areas to manage river flow during flood conditions and ensure that flood risk is not increased elsewhere.
- Diverting the rivers over areas of existing landfill would require the channels to be lined with an impermeable barrier to protect water quality and prevent a risk of contamination, which has the potential to alter groundwater flow.

13.3.2 The position of the proposed runway in the north west would require Old Slade Lake, Colnbrook North, Colnbrook West, Orlitts Lake and Swan Lake to be infilled. This would remove these features from the water environment and locally alter the flow of groundwater.

13.3.3 The construction of basements and below ground structures, alongside earthwork movements, would also locally alter the flow of groundwater. Temporary dewatering during construction also has the potential to alter groundwater flow.

13.3.4 The change in surfacing (in terms of areas which are soft landscaped and hard landscaped) would alter how rainfall infiltrates into the ground beneath or flows off a surface. There would be temporary and some permanent changes during the construction stage, and permanent changes during the operational stage of the Project.

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13.3.5 Increased requirements for foul drainage could increase pressure on the wider foul drainage and treatment network. Similarly, any increase in potable water requirements during the construction and operational stages could affect the local drinking water supply and/or the wider water environment.

13.4 Legislation, policy and guidance

13.4.1 In the UK, there is a variety of legislation, policy and guidance that has been put in place to manage and improve the water environment.

13.4.2 The key legislation relevant to this assessment includes both European directives and UK legislation. The EU Water Framework Directive (2000/60/EC) [1] aims for all water bodies to achieve good or high ecological status by 2027. It is enacted in the UK through the Water Environment (Water Framework Directive) (England and Wales) Regulations 2017. The associated Environmental Quality Standards Directive (2008/105/EC) [2] sets limits for priority substances in water to ensure chemical status is maintained, while the Groundwater Directive (2006/118/EC) [3] introduces measures to prevent and control groundwater pollution.

13.4.3 The Flood and Water Management Act 2010 [4] places responsibility on the Environment Agency (EA) and local authorities to manage flood risk and oversee drainage systems, supported by a requirement for flood risk assessments for new developments.

13.4.4 The Land Drainage Act 1991 [5] governs changes to ordinary watercourses, requiring consent from local authorities to protect water quality and flow. The Water Resources Act 1991 [6] and Water Act 2003 [7] form the foundation for regulating water resources, abstraction, and flood defences. The Environmental Permitting (England and Wales) Regulations 2016 control certain activities near EA-designated main rivers, ensuring compliance for works affecting them, and provide for environmental permits for water discharge consents. The Environmental Protection Act 1990 provides controls over pollution and waste.

13.4.5 The Reservoirs Act 1975 [8] provides safety regulations for large reservoirs, mandating inspections and monitoring, with the EA overseeing enforcement.

13.4.6 National planning policy and guidance (including the Airports National Policy Statement (ANPS) [11] and the National Networks National Policy Statement [11]), remains the national policy against which the DCO application will be determined. This planning policy, alongside the National Planning Policy Framework [12], flood risk and coastal change planning practice guidance [14], climate change allowances [15], and National standards for sustainable drainage systems [16] require developments to manage flood risk, water resources, and wastewater. The policies also require climate change to be taken into account and for projects to consider and incorporate sustainable drainage.

13.4.7 Relevant regional and local planning policy includes local planning authority local plans, strategic flood risk assessments, river basin district management plans, and the London Plan (2021).

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13.5 Assessment summary

13.5.1 This section summarises the approach to the water environment assessment and explains how conclusions have been drawn in this chapter.

Environmental measures

13.5.2 The Project incorporates a range of environmental measures, including those described in the Blue and Green Infrastructure (B&GI) Environmental Measures Topic Paper. These measures form an integral part of the Project and have therefore been considered as 'embedded' within the assessment.

13.5.3 The assessment presented in this chapter assumes implementation of these embedded measures.

Baseline

13.5.4 The baseline for the water environment assessment is informed by data collection via surveys, numerical and computational modelling, and desk-based information, including:

- Data collected up to 2019, including groundwater levels, groundwater quality, surface water quality and flow monitoring.
- Site visits up to 2019 to assess watercourses and potential Water Framework Directive (WFD) mitigation.
- Fluvial, groundwater, and surface water quality modelling undertaken up to 2019 which fed into emerging Project design.
- Groundwater level monitoring undertaken post 2019 (using the loggers installed prior to 2019).
- Online mapping – for example, publicly-available information from the Environment Agency (EA).

13.5.5 The baseline has also been informed by the 2025 Scoping Opinion (specifically to include further consideration of tidal flood risk), and ongoing technical engagement with relevant stakeholders.

13.5.6 The study area is the area in the vicinity of the Project within which baseline data is being collected and has been developed and agreed upon by relevant statutory bodies and stakeholders.

13.5.7 The following figures set out the hydrological context of the draft Order Limits:

- **Figure 13A.1** shows watercourses within the vicinity of the existing airport such as the River Crane to the east and River Colne and associated tributaries to the west.
- **Figure 13A.2** presents the study area for the water environment assessment reported in this chapter.

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- **Figure 13A.3** presents the WFD mitigation sites identified at this stage. The final WFD mitigation sites will be subject to discussion with the EA and relevant stakeholders.
- **Figure 13A.4** shows the EA's flood map for planning in relation to the draft Order Limits, the majority of which falls within Flood Zone 1.
- **Figure 13A.5** shows the EA's Risk of flooding from surface water map, with sporadic ponding shown across the wider area.
- **Figure 13A.6** shows the residual risk of reservoir flooding.

13.5.8 Core baseline conditions such as the location and physical form of the rivers remain the same in comparison to the 2019 baseline data, although conditions within the water features, such as water quality or flow conditions, could have changed since that time. For the purposes of this chapter, based on available data it is considered that all water environment baseline conditions have remained broadly consistent since 2019, and remain appropriate for describing the likely significant effects arising from the construction and operational stages of the Project. Supplementary work to validate and update the baseline since 2019 is being undertaken, to further inform development of the Project and the water environment assessment (discussed within **Section 13.9**) that will be reported in the Environmental Statement provided as part of the DCO Application.

13.6 Assessment approach

13.6.1 The assessment considers each of the elements of the water environment that are listed below:

- Surface water features and groundwater bodies.
- Groundwater flow and water quality (groundwater and surface water quality).
- Water supply, drainage, and wastewater infrastructure:
  - Water supply
  - Surface water drainage
  - Foul water drainage
- Flood risk:
  - Fluvial and tidal
  - Pluvial (overland surface water runoff)
  - Groundwater
  - Artificial sources (such as reservoirs and canals)
  - Sewers

13.6.2 The assessment considers guidance set out in the Design Manual for Roads and Bridges LA 104 'Environmental assessment and monitoring' [15] and LA 113 'Road

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drainage and the water environment' [16]. While this guidance was originally designed for highways projects, it forms industry best practice guidance regarding value assignment for receptors, and significance of effect for potential impacts arising from the Project.

13.6.3 The Water Framework Directive (WFD) assessment is a measure of the potential effects on a waterbody (be this a river or groundwater body). Non-compliance with the WFD assessment can be linked to an overall deterioration of a WFD waterbody and therefore an effect on a receptor.

13.6.4 Conclusions on the significance of effects arising from the Project have been determined through consideration of the latest technical guidance where available, professional judgement, and take into account assessments and modelling undertaken to date. To define significance of effect, the sensitivity of receptor (receptors outlined in **Section 13.3**) and scale of the change resulting from the Project (the potential changes set out in **Section 13.4**) have been considered.

Surface water features

13.6.5 The assessment includes consideration of the amended and diverted rivers to understand the proposed changes to channel geomorphology, river flow and sediment loading, alongside the potential for pollutants (including atmospheric deposition), mixing and dilution of watercourse flows, and the effects on the water level of retained lakes where these are connected to groundwater.

13.6.6 A preliminary WFD assessment was undertaken in 2019. The assessment identified potential mitigation sites, which are presented within **Figure 13A.3**.

13.6.7 The WFD assessment has been reviewed alongside updated Environment Agency (EA) WFD Cycle 3 datasets. Findings of the surveys and consideration of waterbody effects have been taken into account to support this consultation document. Further surveys and assessment will be completed to support the WFD assessment submitted as part of the DCO application. The WFD assessment will identify how waterbodies will be affected by activities associated with the Project, which could comprise changes to channel geomorphology, river flow, water quality, and groundwater quantity or quality. The WFD assessment will evaluate compliance of the Project with the WFD objectives, and take into account any embedded WFD environmental mitigation measures. The overarching WFD objectives are set out below:

- Objective 1: The development will not cause deterioration in any element of waterbody classification.
- Objective 2: The development will not prevent the WFD status objectives from being reached within the waterbody or other downstream/upstream waterbodies.
- Objective 3: The development will not negatively impact European designated habitats within or linked to the waterbody.

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- Objective 4: The development will contribute towards the delivery of the relevant River Basin Management Plan (RBMP), within which the impacted waterbodies are situated.

13.6.8 Where relevant, ecological effects in relation to aquatic and ecological connectivity will be detailed within **Chapter 12: Biodiversity**.

Groundwater interactions and water quality

13.6.9 An assessment of likely significant effects on groundwater was undertaken in 2019, through development of a groundwater model. The assessment was developed taking into account baseline groundwater monitoring and considered the potential changes in flow due to the scheme proposals at that time. This modelling has been reviewed to draw conclusions for this Environmental Information Consultation Document (EICD) and will be updated based on ongoing groundwater monitoring to support the Environmental Statement (ES) as part of the DCO application. The modelling will take climate change into consideration. An updated modelling methodology was prepared and issued to relevant statutory bodies and stakeholders as part of ongoing technical engagement.

13.6.10 A preliminary assessment of water quality was undertaken in 2019 and has been reviewed against latest development proposals, updates to national planning policy and technical guidance and updated EA water quality datasets to draw conclusions for the EICD. The full water quality assessment will be submitted as part of the DCO application and will include consideration of groundwater quality and surface water quality, alongside the potential pathways for pollution and contamination. Consideration will be given in the ES to whether the Project would cause any alterations to existing groundwater abstractions and surface water discharges.

13.6.11 Surface water quality and groundwater quality monitoring was previously undertaken to support the 2019 assessment, alongside a conceptual surface water quality model. This has been reviewed against latest development proposals, updates to national planning policy and technical guidance, and new survey data obtained from existing boreholes since 2019 to draw conclusions for the EICD. Further surface water quality and groundwater quality monitoring will be undertaken to support the assessment to be reported in the ES and will be incorporated within the updated model where appropriate.

13.6.12 A semi-quantitative assessment of likely significant effects on surface water quality will be undertaken, supplemented by qualitative assessment where appropriate. The likely significant effects arising from the Project on groundwater quality will be qualitatively assessed within the ES assessment, taking into account potential contamination sources during the construction and operational stages.

13.6.13 An assessment of groundwater and surface water quality and groundwater flow will be made, based on quantified baseline data, and assessment conclusions will be presented within the ES. Professional judgement in accordance with best practice guidance will be used to determine the level of significance of effect following assessment, taking into account factors such as land use, relative change in

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groundwater levels, and pollution pathways within and adjacent to the draft Order Limits.

Potable water, drainage, and wastewater infrastructure

13.6.14 A quantified assessment will be undertaken to support the ES, involving calculation of the existing and proposed potable water demand, surface water drainage discharge and foul drainage discharge.

13.6.15 A qualitative assessment of potable water demand was undertaken to support the 2019 assessment, which has been reviewed against up-to-date planning policy and technical guidance and latest development proposals to draw the conclusions of the EICD. This will be further updated to support the ES assessment. Engagement with stakeholders will be undertaken regarding the proposed potable water demand and foul water discharges (Affinity Water and Thames Water respectively) to ascertain whether and at what stage there will be adequate supply and capacity within their respective networks. Any requirement for upgrade works to Thames Water and/or Affinity Water assets will be established during stakeholder engagement.

13.6.16 A qualitative drainage impact report was undertaken in 2019 and the assessment has been reviewed against latest development proposals and updates to national planning policy and technical guidance. This includes updated EA peak rainfall climate change allowances and the new national standards for sustainable drainage systems to assess key principals and elements of the drainage strategy in which to draw conclusions for the EICD. A quantified outline surface water drainage strategy will be developed to support the ES assessment and submitted as part of the DCO application. The strategy will incorporate sustainable drainage systems (SuDS) and ensure that the rate of runoff into the water environment does not increase in comparison to the existing baseline, and where possible is reduced. This will ensure that flood risk is not increased elsewhere, and that appropriate treatment is provided prior to discharge to manage any effects on surface water quality. The strategy will form part of the environmental measures set out within the B&GI Environmental Measures Topic Paper and will be incorporated within the ES assessment. Wider SuDS benefits, such as improving biodiversity and providing amenity benefits, will also be taken into account within the ES.

Flood risk

13.6.17 A quantified and qualitative assessment of flood risk was undertaken in 2019 and has been reviewed against latest national and local flood risk planning policy, as well as most recent iterations of the EA Flood Map for planning and long-term flood risk datasets and EA climate change allowances for peak river flow and peak rainfall intensities to draw conclusions for the EICD. The assessment will be updated to support the ES to appropriately assess the potential effects of flood risk due to the Project.

13.6.18 Fluvial hydraulic modelling was undertaken in 2019. The modelling has been reviewed alongside latest development proposals such as revisions to proposed

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flood storage areas. Further consultation has been made with EA to discuss and agree latest technical guidance and national planning policy, including updates to EA climate change allowances to peak river flow. Further iterations in the technical assessment have been used to draw conclusions for the EICD and will be further updated to support the ES assessment. The updated modelling will take into account both the existing and proposed scenarios, assessing changes in fluvial flood risk from the River Colne and its tributaries. The assessment will use the latest EA hydraulic model, considering climate change impacts on the proposed Project, which includes the diverted watercourses. It will identify whether flood risk changes in a measurable way and whether risk increases elsewhere.

13.6.19 The fluvial hydraulic modelling will consider how these interactions change from the baseline scenario through construction and operation. Engagement will be undertaken with the EA in relation to the key years for assessment, which will represent times when the most substantial changes occur to the existing watercourses and floodplain.

13.6.20 Tidal flood interactions will be taken into account as part of the fluvial hydraulic modelling. No infrastructure is proposed within the existing tidal flood extents, with the exception of potential WFD mitigation sites. The extents of tidal influence will be taken into account within the WFD mitigation design, to ensure the mitigation is designed appropriately.

13.6.21 A pre-development and post-development groundwater model was developed in 2019 and has been updated to suit latest development proposals and latest technical guidance, planning policy and updated climatic datasets. Consultation has also been undertaken with the EA to discuss the inclusion of climate change allowances into the model. Outcomes from additional assessment have been used to draw conclusions of the EICD. The groundwater modelling to support the ES assessment will build upon the substantial modelling previously undertaken. The post-development model will incorporate any additional or amended structures which could alter the levels or flow of groundwater beneath and around the draft Order Limits, and account for the impacts of climate change. This will be used to provide a qualitative assessment of groundwater flood risk to the Project and surrounding areas. Professional judgement will be applied, supported by available guidance, to determine the likely significance of effects, taking account of factors such as the scale of change and land use within and adjacent to the draft Order Limits.

13.6.22 A qualitative assessment of pluvial flood risk was completed in 2019 and has been reviewed alongside updated surface water flood mapping to inform the EICD conclusions. Pluvial flood risk within the draft Order Limits is relatively sporadic, with no substantial overland flow routes identified. Further qualitative assessment will use the EA's latest climate change pluvial flood risk extents and the proposed Project topographic levels to identify exceedance routes and ensure these are appropriately addressed within the surface water drainage strategy.

13.6.23 Flood storage areas were included in the 2019 design within the River Colne Valley to mitigate potential increases in flood risk and these are still required for this purpose. These areas are being assessed through hydraulic modelling, taking

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account of updated guidance on modelling methods and climate change allowances, which may result in design size variations. The assessment results will be reported in the flood risk assessment submitted with the DCO application. Although the flood storage areas will be empty for most of the time, their storage volume when full means they will be classified as statutory reservoirs and will be designed, constructed and maintained in accordance with the Reservoirs Act 1975.

13.7 Assessment results

Surface water features

13.7.1 Surface water features would be altered during the construction and operation of the Project. This would affect rivers and lakes within the River Colne catchment, to the west of the existing airport.

13.7.2 To enable construction, the Wraysbury River and River Colne would be permanently diverted and combined within a single channel as part of the covered river corridor, before being separated into their respective watercourses to the south and west of the expanded airport.

13.7.3 Similarly, the Duke of Northumberland's River and Longford River would be permanently diverted and combined within the covered river corridor beneath the runway, before being separated into their respective channels to the south of the expanded airport. The diversion and combination of these rivers would result in a net loss of river length.

13.7.4 Flows within each river would seek to mirror the existing situation where rivers are combined and split back to their respective channels. Where river divisions are above landfill, impermeable barriers would be created to ensure no potential for contamination.

13.7.5 The river diversions would be appropriately sequenced, with the respective and required flood storage areas provided in advance of the works proposed, to ensure there is no increase in flood risk elsewhere for key Project construction milestones.

13.7.6 As set out within the B&GI Environmental Measures Topic Paper, where rivers need to be diverted to facilitate the Project, they would be retained in open channel where feasible and designed appropriately to accommodate flows during everyday rainfall scenarios and flood conditions (low flows and high flows) for the lifetime of the Project. The rivers would be designed in line with best practice, providing low flow meanders where feasible and a varied aquatic and ecological habitat suitable to their respective location.

13.7.7 Appropriate procedures – as set out in the draft Code of Construction Practice (CoCP) – would be applied to ensure industry good practice is followed during construction in relation to pollution and water quality.

13.7.8 Water Framework Directive (WFD) mitigation sites would be identified as part of the WFD assessment, aiming to mitigate the effects on the water environment. Mitigation measures to be undertaken on retained rivers would be identified, including through

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technical engagement, both within the draft Order Limits and elsewhere within the associated river catchments where appropriate. This includes:

- River restoration works where possible, aiming to mitigate the effects in relation to WFD objectives.
- A programme of monitoring to confirm the effectiveness of the mitigation.
- A programme of maintenance to ensure that the environmental measures continue to function as intended post construction.

13.7.9 As the WFD baseline surveys and design of the Project and environmental mitigation measures are ongoing, there remains uncertainty at this stage in relation to whether the environmental measures would be sufficient to mitigate adverse effects of the Project on the river environment. A precautionary approach has therefore been taken at this stage, resulting in a potential likely **significant effect** on surface water features. The environmental measures and WFD mitigation will continue to be developed before submitting the DCO application, and the assessment of likely significant effects on the water environment in the Environmental Statement (ES) will take into account the further development of these measures and mitigation.

13.7.10 Existing lakes would be retained where feasible. However, this is not possible in all cases due to:

- The required location of proposed infrastructure.
- Safety considerations due to the proximity of the surface water features to the new and extended runways.
- The potential for bird strikes.

13.7.11 Colnbrook North, Orlitts Lake, Colnbrook West and Swan Lake are not designated as waterbodies under the WFD and would be infilled as part of the Project. Old Slade Lake would be partially infilled.

13.7.12 A monitoring programme will be committed to as part of the DCO application and developed post-DCO consent, subject to agreement by relevant statutory bodies and stakeholders. The programme will be implemented for pre-construction, construction and operational phases of the Project to assess potential effects arising as a result of the Project.

13.7.13 At this stage, the Project is anticipated to give rise to a likely **significant effect** on groundwater levels arising from the infilling of existing lakes which are connected to the aquifer and contribute to groundwater levels. Likely **significant effects** are also anticipated in relation to the infilled lakes, as these features will be removed.

Groundwater levels and water quality

13.7.14 Below ground infrastructure would be designed appropriately to protect against groundwater ingress during operation and to manage groundwater flows.

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13.7.15 Measures detailed within the draft CoCP would manage the potential for the mobilisation of contaminants during construction. Appropriate dewatering strategies would be adopted in agreement with relevant statutory bodies and stakeholders.

13.7.16 In accordance with the draft CoCP, a pollution control strategy would be developed, which would include the provision of facilities to manage spills, fuels and de-icer during the construction and operational activities. Appropriate bunding of storage features would also be provided.

13.7.17 Where there are potential interactions with areas of contamination during operation (for example, where rivers are above areas of land that contains contaminants), features would be appropriately lined to avoid contamination to rivers and effects on surface water quality.

13.7.18 Overall, there would be localised amendments to groundwater flow due to the Project. However, it is not considered that there would be a change which could affect the overarching flow regime within the Lower Thames Gravels WFD groundwater body. Groundwater modelling is currently being undertaken to assess the current groundwater flow regime baseline, the impacts of the Project upon it and the effectiveness of any necessary mitigation measures. The outcome of the assessment will be reported within the ES that accompanies the DCO application.

13.7.19 As a result, it is currently anticipated that there would be **no likely significant effect** in relation to groundwater interactions, groundwater quality or surface water quality.

Potable water, drainage, and wastewater infrastructure

13.7.20 Potable water supply to the existing airport is currently provided by Affinity Water. The existing airport has three existing groundwater borehole abstractions which have a combined annual license of 1.9 million litres per day (l/d) for general use relating to evaporative cooling. Engagement is being undertaken with Affinity Water to confirm current and future demand requirements in relation to potable water and ensure that potable water supply is available before occupation of the Project. Opportunities to incorporate water efficiency measures would be provided where appropriate.

13.7.21 Foul flows across the existing airport are drained to a combination of gravity and pumped Thames Water sewers. Any potential change in foul discharge is being discussed with Thames Water, to ensure there is adequate capacity in their receiving network to accommodate flows accordingly. If required, appropriate upgrade works would be undertaken to ensure no adverse effects to the wider water environment as a result of the Project.

13.7.22 Surface water runoff from the existing airport is currently attenuated and treated before discharge. An outline surface water drainage plan would be developed through engagement with relevant statutory bodies, to ensure that surface water flows are managed and there is no increase in the rate of runoff in comparison to the existing situation, which could otherwise increase flood risk elsewhere. The sustainable drainage systems (SuDS) provided as part of the drainage strategy would ensure that appropriate treatment is provided before discharge, in line with national and local guidance. As set out within the B&GI topic paper, holistic amenity

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and biodiversity benefits would be incorporated and provided where appropriate, taking existing airport safety into account.

13.7.23 As a result, it is currently anticipated that there would be **no likely significant effect** in relation to potable water, surface water drainage or foul drainage.

Flood risk

13.7.24 Flood storage areas are proposed within the Colne valley to ensure that fluvial flood risk is not increased elsewhere for the lifetime of the Project. Flood storage would be incorporated at key stages of the construction programme, to ensure there is no loss of flood storage during construction or operation.

13.7.25 No infrastructure is proposed within tidal risk areas, with the exception of potential WFD mitigation sites. The extent of tidal influence will be taken into account within the design of the WFD mitigation sites proposed.

13.7.26 As set out above, pluvial flood risks within the draft Order Limits are generally related to rainfall landing on the ground, rather than substantial overland flow routes. The outline surface water drainage strategy, which includes the use of SuDS, would capture and attenuate rainwater within the boundary of the Project to ensure that surface water flood risk is not increased elsewhere. An allowance for climate change will be incorporated to ensure flood risk is not increased elsewhere for the lifetime of the development.

13.7.27 The groundwater model will quantifiably confirm any relative change in groundwater level in comparison to the existing and proposed scenario. Based on the current Project design and assessment, it is not anticipated that there would be a substantial increase in groundwater flood risk to the Project or surrounding area. Further design information and survey data will be included within the groundwater model as part of the ES assessment and results will be reflected within the flood risk assessment.

13.7.28 Flood risk from reservoirs is considered to be residual, meaning there would be no risk of flooding under normal circumstances. The only risk would arise if the reservoir embankments or infrastructure failed when there was impounded water present. If this occurred, the water held within the reservoir would be released. Reservoirs are maintained to a high standard and inspected regularly in line with the Reservoirs Act 1975 and are therefore highly unlikely to fail. Consultation will be held with relevant statutory bodies and stakeholders to ensure the design of flood storage areas are compliant with planning policy and technical guidance.

13.7.29 Flood risk from canals is also considered to be residual, as there should be no flood risk from these features assuming normal operation of the infrastructure. Canals are considered to be highly managed infrastructure with water levels managed via locks, offtakes and outfalls.

13.7.30 Due to topography, land within the draft Order Limits may be at risk from a potential failure of the embankments associated with reservoirs and the Grand Union Canal (the canal located in closest proximity to the airport). A qualitative assessment of flood risk from these sources will be undertaken as part of the ES assessment, which will consider the potential failure locations and topographic flow routes from these

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locations to the draft Order Limits. Any resulting flood risk would result in **no likely significant effect** as this is only a residual risk (that is, it should not occur under normal operation).

13.7.31 Thames Water sewers are located within the draft Order Limits and are at risk of flooding during high intensity rainfall events when the volume of runoff from surrounding roads, buildings and land can significantly exceed the typical design standard for sewer networks. Further assessment of the potential flood risk will be undertaken through engagement with Thames Water. However, at this stage, through the control of surface water runoff, it is not anticipated that the Project would exacerbate or increase any existing flood risk. Any localised exceedance events would be managed on a location specific basis where appropriate, through consideration of design.

13.7.32 Construction phasing would be appropriately sequenced, with the respective and required surface water attenuation provided in advance of the works proposed, to ensure there is no increase in flood risk elsewhere. Appropriate procedures (as set out in the draft CoCP) would be applied to ensure industry good practice is followed during construction in relation to surface water drainage.

13.7.33 As a result, it is currently anticipated that there will be **no likely significant effect** in relation to flood risk.

13.8 Summary of likely water environment effects

13.8.1 As discussed in **Section 13.5**, ongoing assessments, additional surveys, updated technical modelling and further engagement will be undertaken before submission of the Environmental Statement (ES). Any updates will be taken into account as part of the ES, with the potential effects, receptors, and significance and scale of effects confirmed at the submission stage.

13.8.2 A summary of the current findings is set out as follows:

- Surface water features
  - Potential deterioration in WFD status – **likely significant effect**
  - Groundwater levels in existing lakes connected to aquifers – **likely significant effect**
  - Removal and infilling of lakes – **likely significant effect**
- Groundwater levels and water quality (groundwater and surface water quality) – **no likely significant effect**
- Water supply, drainage, and wastewater infrastructure:
  - Water supply – **no likely significant effect**
  - Surface water drainage – **no likely significant effect**
  - Foul water drainage – **no likely significant effect**
- Flood risk:

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- Fluvial and tidal – **no likely significant effect**
- Pluvial (overland surface water runoff) – **no likely significant effect**
- Groundwater – **no likely significant effect**
- Artificial sources (such as reservoirs and canals) – **no likely significant effect**
- Sewers – **no likely significant effect**.

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

13.9.1 Further baseline data collection, design, modelling and assessment work will be undertaken to support the water environment assessment which will be reported in the Environmental Statement (ES). This includes:

- Updated baseline data and survey in relation to flow monitoring, surface water quality, groundwater quality, groundwater levels, river habitat survey, fluvial audit and river condition assessment.
- Updated fluvial hydraulic modelling of the River Colne in relation to the baseline and proposed scenario.
- Updated groundwater modelling, to take into account additional groundwater level monitoring.
- Updated surface water quality modelling.
- Water Framework Directive (WDF) Assessment.
- Surface water drainage design.
- Foul drainage calculations.
- Potable water demand calculations.

13.9.2 The ES produced for the Draft Consent Order (DCO) application will be accompanied by the following documents:

- Flood risk assessment.
- Fluvial hydraulic modelling report.
- Drainage assessment.
- WFD assessment.
- Groundwater modelling report.
- Groundwater quality assessment.
- Surface water quality assessment.

13.9.3 Further technical engagement will be undertaken with statutory bodies and stakeholders to inform the assessment and accompanying documents that will be

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presented within the ES. This will include engagement with the lead local flood authorities, the Environment Agency, Canal and River Trust, Thames Water and Affinity Water.

13.9.4 The ES will consider up-to-date policy, guidance and legislation relating to the water environment.

13.9.5 Embedded environmental measures will continue to evolve to reflect updates to the baseline environment, changes in the Project design and statutory bodies and stakeholder engagement. These will be presented and assessed within the ES.

13.9.6 Other future development proposals that are not part of the Project, but which may have a combined influence on the water environment, will also be considered in the assessment.

13.10 Glossary

Term/Acronym	Definition
Aquatic	Anything relating to, living in, or occurring within water environments.
Aquatic ecology	The study of the interactions between organisms (plants, animals, and microorganisms) and the physical, chemical, and biological components of water environments.
Aquifer	A large body of underground rock, gravel, sand or silt that holds and allows the flow of groundwater through it.
Biodiversity	Refers to the variety of life on Earth, encompassing the diversity of species, habitats, and ecosystems, as well as the genetic variation within species.
Catchment	The area of land from which rainfall and surface water drain into a particular water feature, such as a river, stream, lake, reservoir or other waterbody, via surface runoff, groundwater flow and drainage networks.
Climate change	The long-term shift in global or regional climate patterns. It is attributed directly or indirectly to human activity altering atmospheric composition, alongside natural variability, resulting in higher temperatures, rising sea levels and extreme weather.
Contamination	The presence of hazardous substances in or under the ground, or in water bodies. It occurs when human activities leave a legacy of pollution (for example, from old industrial sites, landfills, or chemical spills) that poses an unacceptable risk to health or the environment.
Covered river corridor	The structure that carries rivers in channels beneath the new runway, allowing them to keep flowing where the runway crosses their route.
Dewatering	The removal or control of surface water or groundwater from a site, excavation, or soil to primarily enable construction, activities to take place.

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Term/Acronym	Definition
Discharges	An environmental permit enabling the discharge of appropriately managed and treated liquid effluent or waste water to surface waters or ground water.
Diversion (watercourse)	Temporary or permanent artificial alteration or re-routing of a length of a watercourse.
Downstream (watercourse)	Refers to the direction or location along a watercourse that is towards its mouth or outlet, meaning. the same direction as the natural flow of water.
Drainage	The system by which water is collected, conveyed, and discharged from an area. This can refer to both surface water runoff and foul (waste) water flows.
Flood risk	A combination of the probability and the potential consequences of flooding. Areas at risk of flooding are those at risk of flooding from any source, now or in the future. Sources include rivers and the sea, direct rainfall on the ground surface, rising groundwater, overwhelmed sewers and drainage systems, reservoirs, canals and lakes and other artificial sources.
Flood risk assessment (FRA)	An assessment of the risk of flooding from all flooding sources and mechanisms, the identification of flood mitigation measures, and identification.
Flood risk from artificial sources	The likelihood and potential effect of flooding caused by the failure, operational malfunction, or structural breach of man-made infrastructure including canals, reservoirs and water infrastructure.
Flood storage	A structure that holds floodwater during times of flood and returns it to a river at a controlled rate, once the flood peak has passed.
Floodplain	An area that comprises land where water from rivers or the sea has to flow or be stored in times of flood. In the UK, the functional floodplain usually comprises land having a 3.3% or greater annual probability of flooding, or land that is designed to flood.
Fluvial flood risk	The likelihood and potential effect of flooding from watercourses arising when water levels exceed channel capacity.
Groundwater	Water that is stored beneath the ground surface in the pores and fractures of soil, sand and rock formations.
Groundwater abstractions	Water that has been abstracted from the ground.
Groundwater flood risk	The likelihood and potential effect of flooding from the groundwater rising to the surface, or subterranean structures including basements.
Groundwater flow	The movement of water through saturated soil and, superficial deposits and bedrock beneath the ground surface.
Groundwater modelling	A collection of mathematical calculations that give a simple representation of reality. They can be used to estimate groundwater flow and levels.

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Term/Acronym	Definition
Hard landscaping	Built elements in outdoor spaces, typically involving man-made, durable materials which form paved surfaces and structures.
Hydraulic modelling	A collection of mathematical calculations that give a simple representation of reality. They can be used to estimate flow, water level and velocity in river channels, pipe networks, tidal systems and floodplains.
Impermeable	Describes a surface or material that does not allow water to pass through it, preventing infiltration into the ground. An example is a tarmacked pavement.
Low flows	When river discharge falls below normal seasonal levels, potentially affecting water availability, water quality and ecological health within the water environment.
Main river	A watercourse designated by the Environment Agency where it has primary responsibility for flood risk management and regulation.
Model tolerance	Defines the acceptable margin of error for a value and ensures numerical models and computations are accurate enough to remain valid.
Open channel	Watercourses with flows with a free surface open to the atmosphere.
Ordinary watercourse	Any channel in which water flows, including open channels and piped sections (culverts) which is not designated a 'main river'.
Pluvial flood risk	The likelihood and potential effect of flooding arising from surface water runoff caused by high intensity rainfall events.
Potable water	Water that is safe for humans to drink.
Recharge	The process by which water from precipitation, rivers, or other surface sources infiltrates through the soil and permeable geological strata to replenish aquifers beneath the ground.
Residual flood risk	Flood from flood management infrastructure, such as a breach or overtopping in flood defences, or flood risk that remains once all mitigation measures are taken into account.
River flow	The movement of water within a river channel, typically expressed as a rate of discharge over time.
Sewer flood risk	The likelihood and potential effect of flooding arising from a sewer system as a result of blockages, failure or overload of the sewer network.
Soft landscaping	The use of living, natural elements such as lawn areas and planting in the design and management of outdoor spaces, typically used to increase ecological and amenity value and form part of sustainable drainage systems features.
Sustainable drainage systems (SuDS)	A form of surface water management which mimics the natural drainage regime to attenuate, treat and discharge surface water runoff from a site. They are considered to be more sustainable than traditional piped approaches to surface water drainage.

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Term/Acronym	Definition
Tidal flood risk	The likelihood and potential effect of flooding from the sea, primarily caused by a combination of high tides and storm events.
Upstream (watercourse)	Refers to the direction or location along a watercourse that is towards its source (meaning, against the natural direction of flow).
Water Framework Directive (WFD)	A foundational piece of environmental legislation that requires the protection, enhancement, and restoration of the quality of all water bodies.
Water Framework Directive assessment	An assessment which considers the effects of the Project on the objectives of the WFD for waterbodies within the study area. The assessment considers whether the Project will contribute to a failure of the objectives.
Water quality	The condition of water based on chemical, physical and biological characteristics.
Water resources	Quantity, availability, and distribution of water in the natural environment that can be sustainably managed for human use and ecological needs.

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13.11 References

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Appendix 13A Figures

Figure 13A.1: Hydrological Setting

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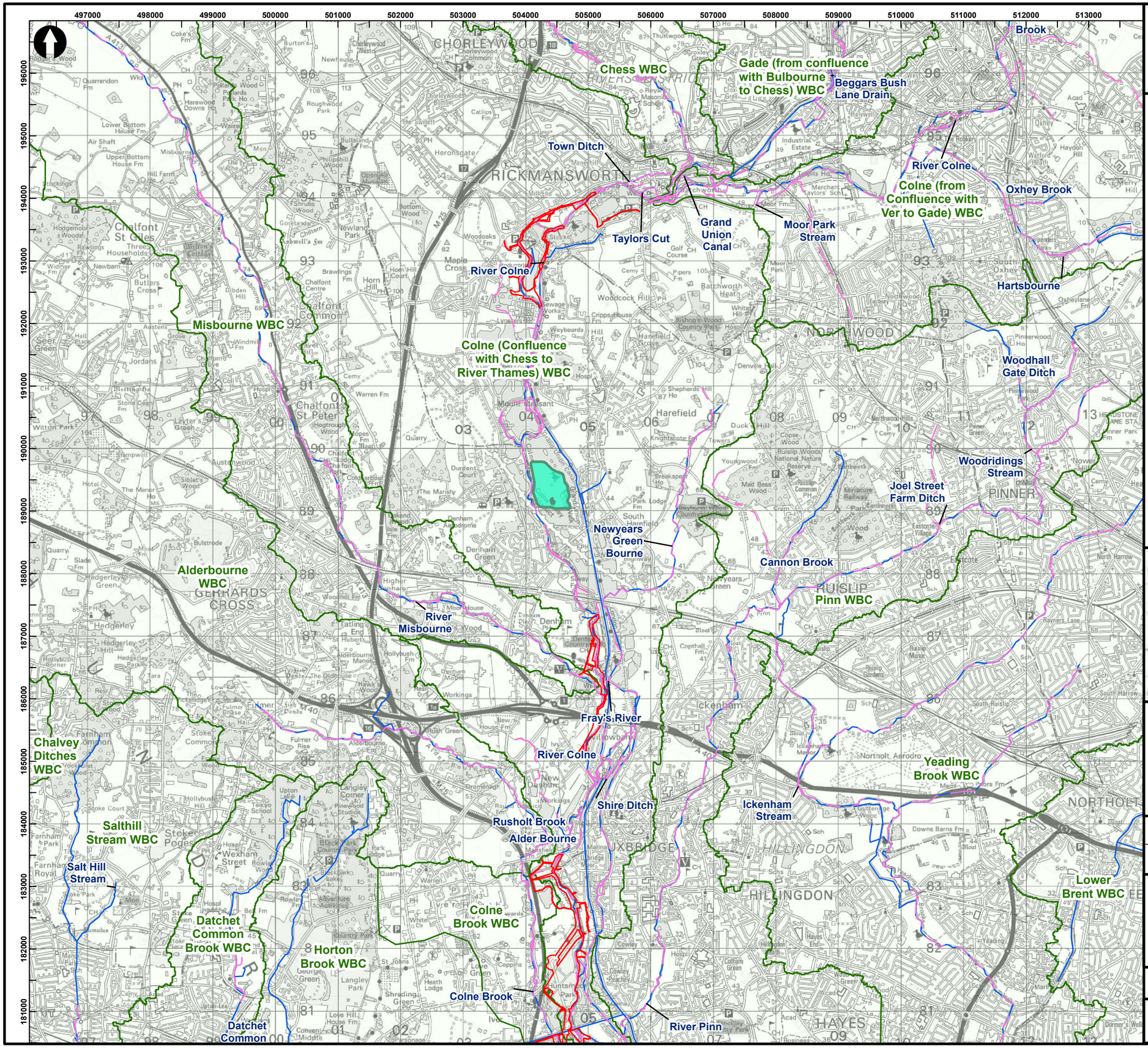

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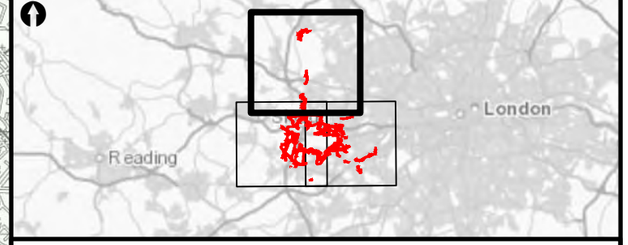
- Draft DCO Order Limits
- EA Main Rivers
- OS Rivers
- WFD River Water Body Catchments (WBC)
- WFD Lake Water Bodies

0 300 600 1,200 1,800 2,400 3,000 3,600 Metres

Scale 1:60,000



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

Title

Figure 13A.1: Hydrological Setting

Page 1 of 3

Company	Drawn By	Chk/Approved	Drawn Date	Status
WSP	LT	SM	16/06/2026	FINAL

Location-Level-Sub Series/System-Identifier	Version
3R000-XX-GA-XXX-100018	1.0

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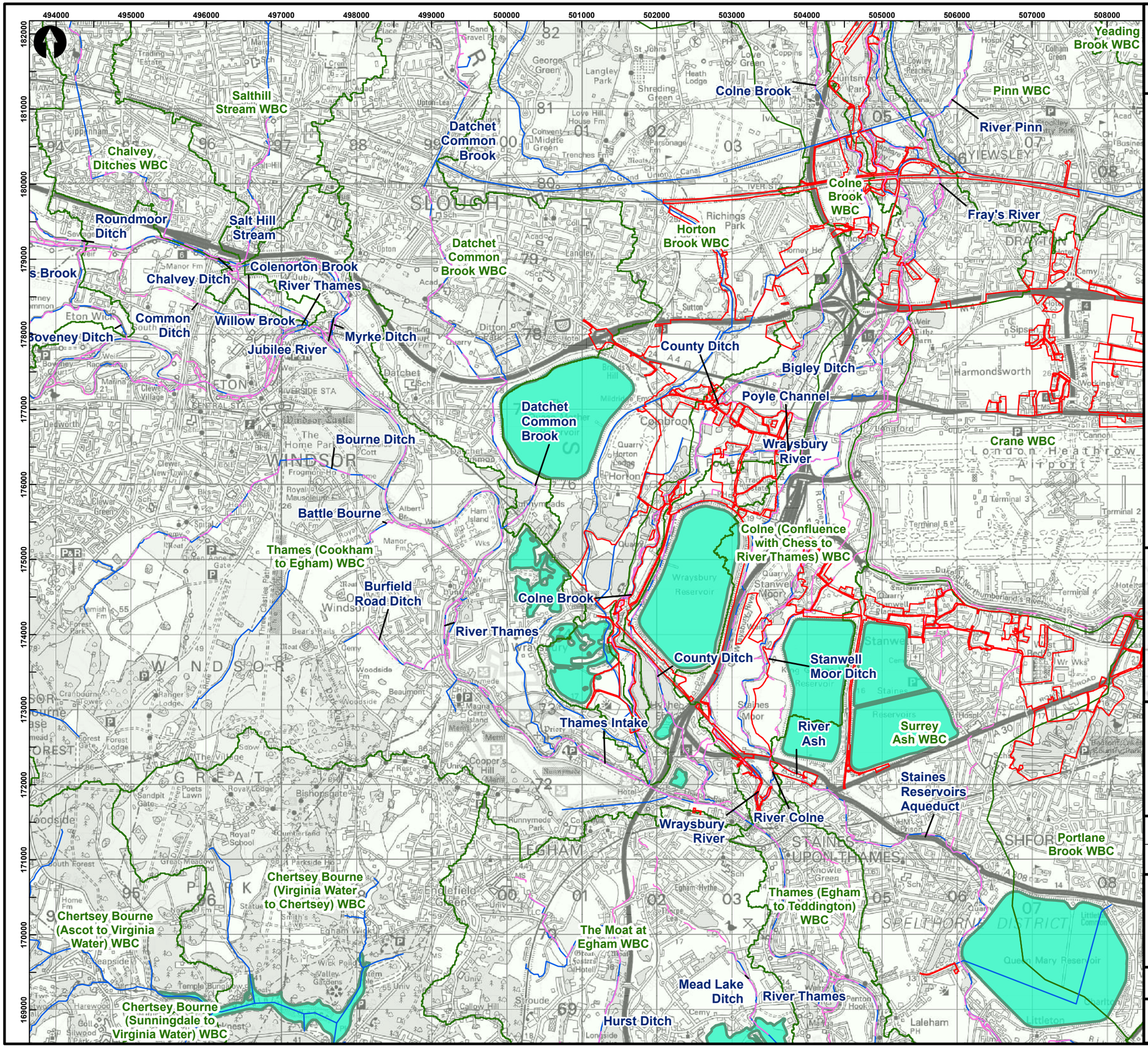

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- Draft DCO Order Limits
- EA Main Rivers
- OS Rivers
- WFD River Water Body Catchments (WBC)
- WFD Lake Water Bodies

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 13A.1: Hydrological Setting

Page 2 of 3

Company	Drawn By	Chk/Approved	Drawn Date	Status
WSP	LT	SM	16/06/2026	FINAL

Location-Level-Sub Series/System-Identifier: 3R000-XX-GA-XXX-100018

Version: 1.0

Source file: EH-WSP-EICR-014

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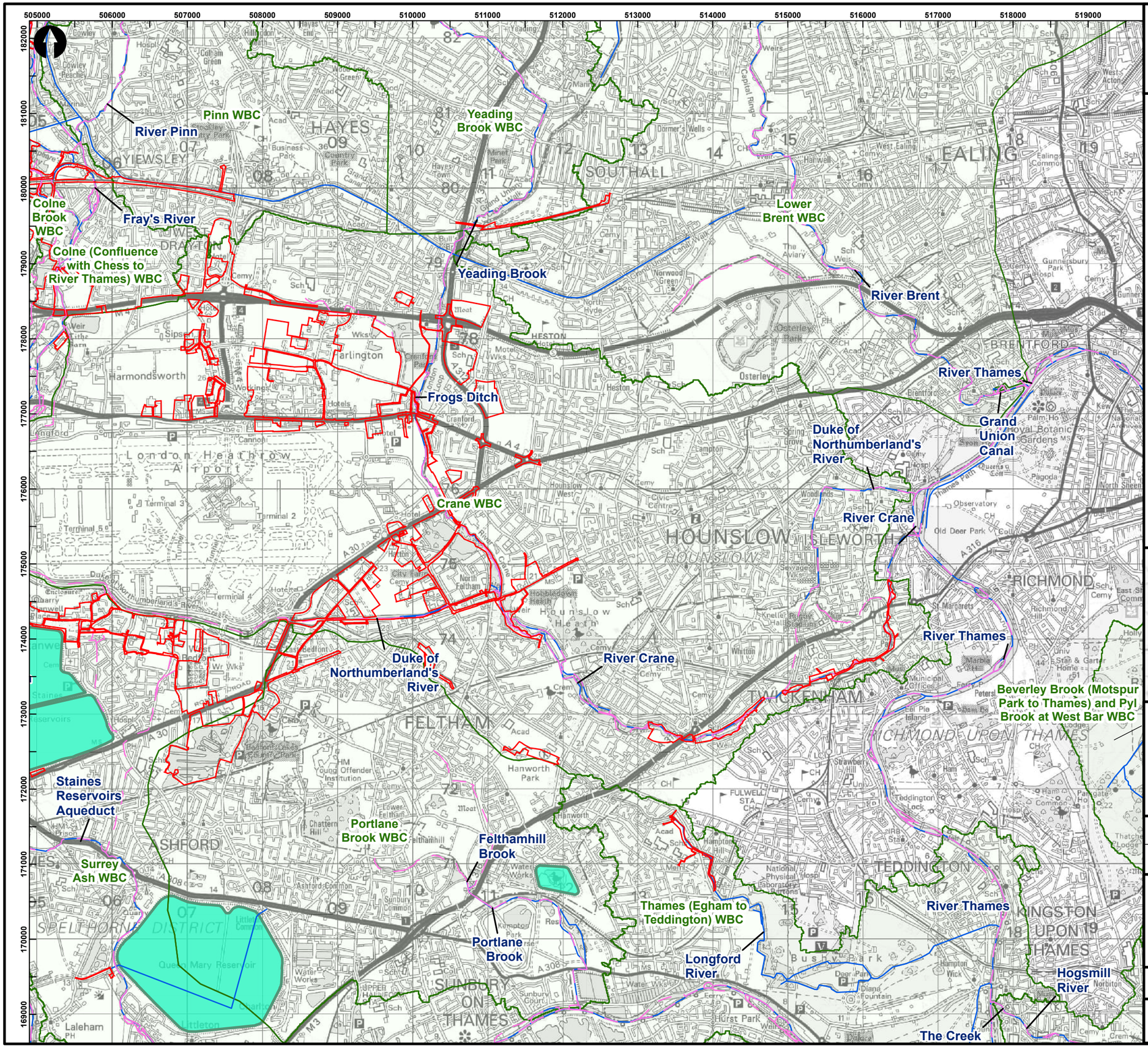

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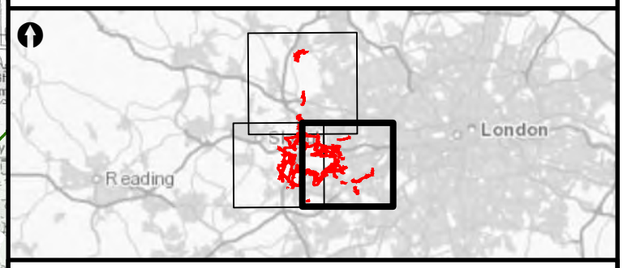
- Draft DCO Order Limits
- EA Main Rivers
- OS Rivers
- WFD River Water Body Catchments (WBC)
- WFD Lake Water Bodies

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 13A.1: Hydrological Setting

Page 3 of 3

Company	Drawn By	Chk/Approved	Drawn Date	Status
WSP	LT	SM	16/06/2026	FINAL

Location-Level-Sub Series/System-Identifier	Version
3R000-XX-GA-XXX-100018	1.0

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Figure 13A.2: Water Environment Study Area

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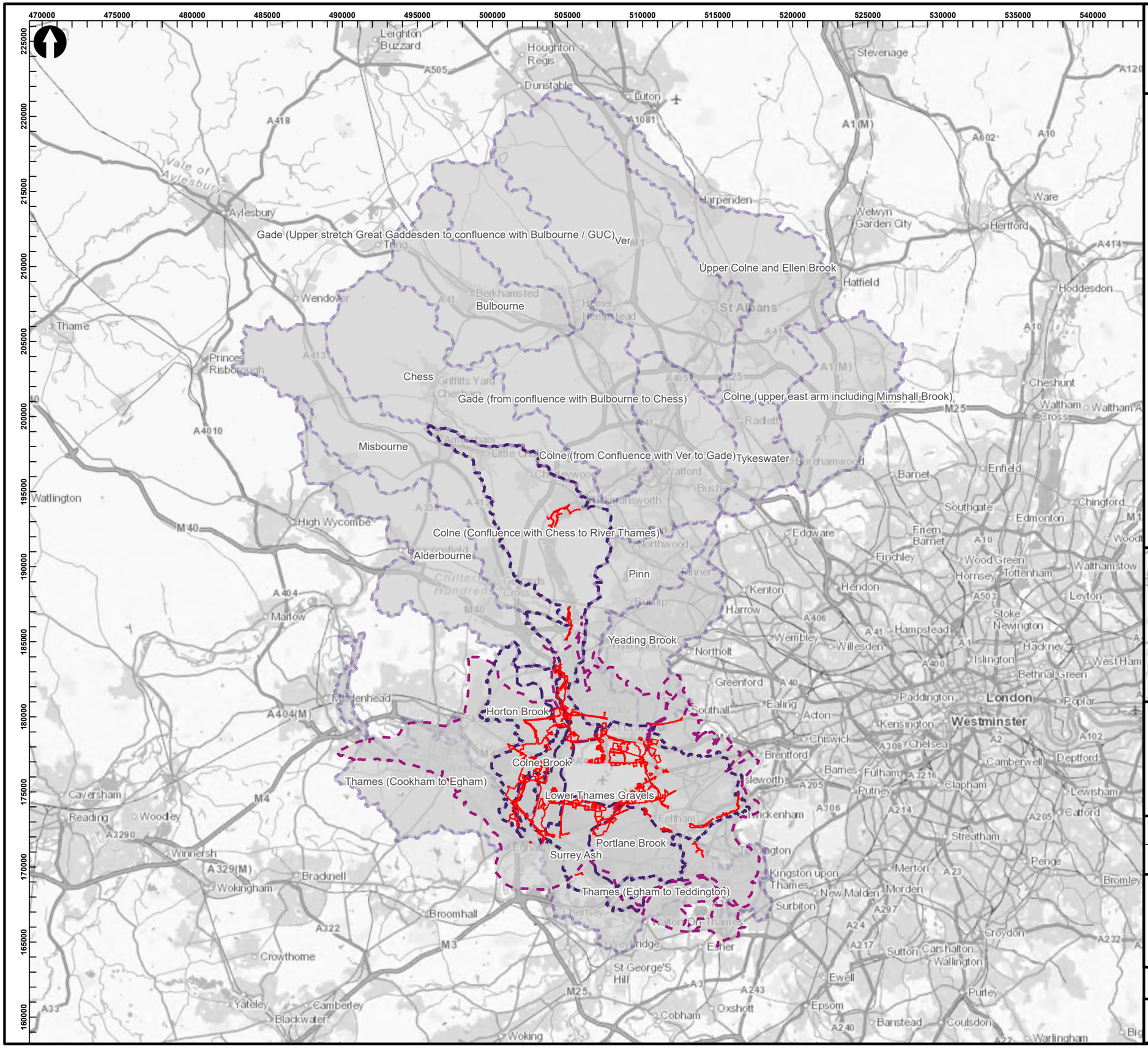
Gade (Upper stretch Great Gaddesden to confluence with Bulbourne / GUC)
Upper Colne and Ellen Brook
Bulbourne
Gade (from confluence with Bulbourne to Chess)
Chess
Colne (upper east arm including Mimshall Brook)
Misbourne
Colne (from Confluence with Ver to Gade)
Tykeswater
Colne (Confluence with Chess to River Thames)
Yeading Brook
Horton Brook
Colne Brook
Thames (Cookham to Egham)
Lower Thames Gravels
Portlane Brook
Surrey Ash
Thames (Egham to Teddington)
Leighton Buzzard
Houghton Regis
Dunstable
Luton
Stevenage
Aylesbury
Vale of Aylesbury
Tring
Wendover
Berkhamsted
Harpenden
Welwyn Garden City
Hatfield
Hertford
Ware
Hoddesdon
St Albans
Thame
Princes Risborough
Alderbourne
Pinn
Marlow
High Wycombe
Watlington
Maidenhead
Reading
Woodley
Caversham
Wokingham
Bracknell
Winnersh
Crowthorne
Broomhall
Yateley
Camberley
Blackwater
Woking
Cobham
Oxshott
Epsom
Ewell
Sutton
Croydon
Carshalton
Wallington
Purley
Banstead
Coulsdon
Warlingham
Esher
St George's Hill
Weybridge
Surbiton
Kingston upon Thames
New Malden
Morden
Merton
Streatham
Penge
Bromley
Catford
Lewisham
Deptford
Camberwell
Brixton
Clapham
Putney
Fulham
Barnes
Chiswick
Brentford
Ealing
Acton
Southall
Greenford
Northolt
Wembley
Willesden
Hampstead
Kensington
Chelsea
Westminster
Paddington
London
Bethnal Green
Hackney
Islington
Stoke Newington
Leyton
Walthamstow
Tottenham
Wood Green
Hornsey
Finchley
Edgware
Harrow
Kenton
Hendon
Barnet
Enfield
Southgate
Edmonton
Chingford
Waltham Cross
Waltham Abbey
Cheshunt
Hemel Hempstead
Radlett
Borehamwood
Watford
Bushey
Northwood
Rickmansworth
Chorleywood
Amersham
Little Chalfont
Gerrards Cross
Chalfont St Peter
Denham
Uxbridge
Harefield
Ruislip
Pinner
Chiltern Hundreds
Stevenage
A505
A418
A1081
A1(M)
A602
A10
A120
A414
A41
A405
M25
A1
A40
A404
A404(M)
A4010
A413
A355
M40
A329(M)
A322
M3
M4
A3290
A33
A243
A240
A3
A232
A22
A102
A308
A316
A205
A306
A214
A297
A24
A217
A23
A503
A400
A406
A2
A10
A1
A41
A40
A4
A205
A10
A1(M)
M25
A41
A1

Figure 13A.3: WFD Mitigation Sites

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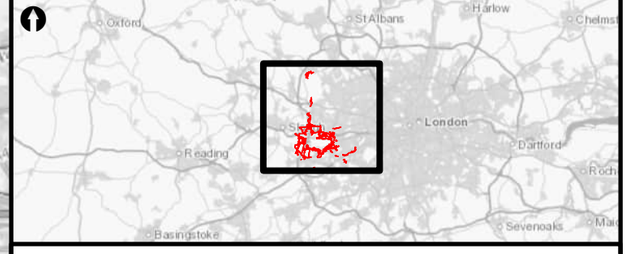
Draft DCO Order Limits

WFD Mitigation Sites

0 500 1,000 2,000 3,000 4,000 5,000 6,000
Metres

Scale 1:100,000



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Title

Figure 13A.3: WFD Mitigation Sites

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Location-Level-Sub Series/System-Identifier	Version
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Figure 13A.4: Environment Agency Flood Map for Planning

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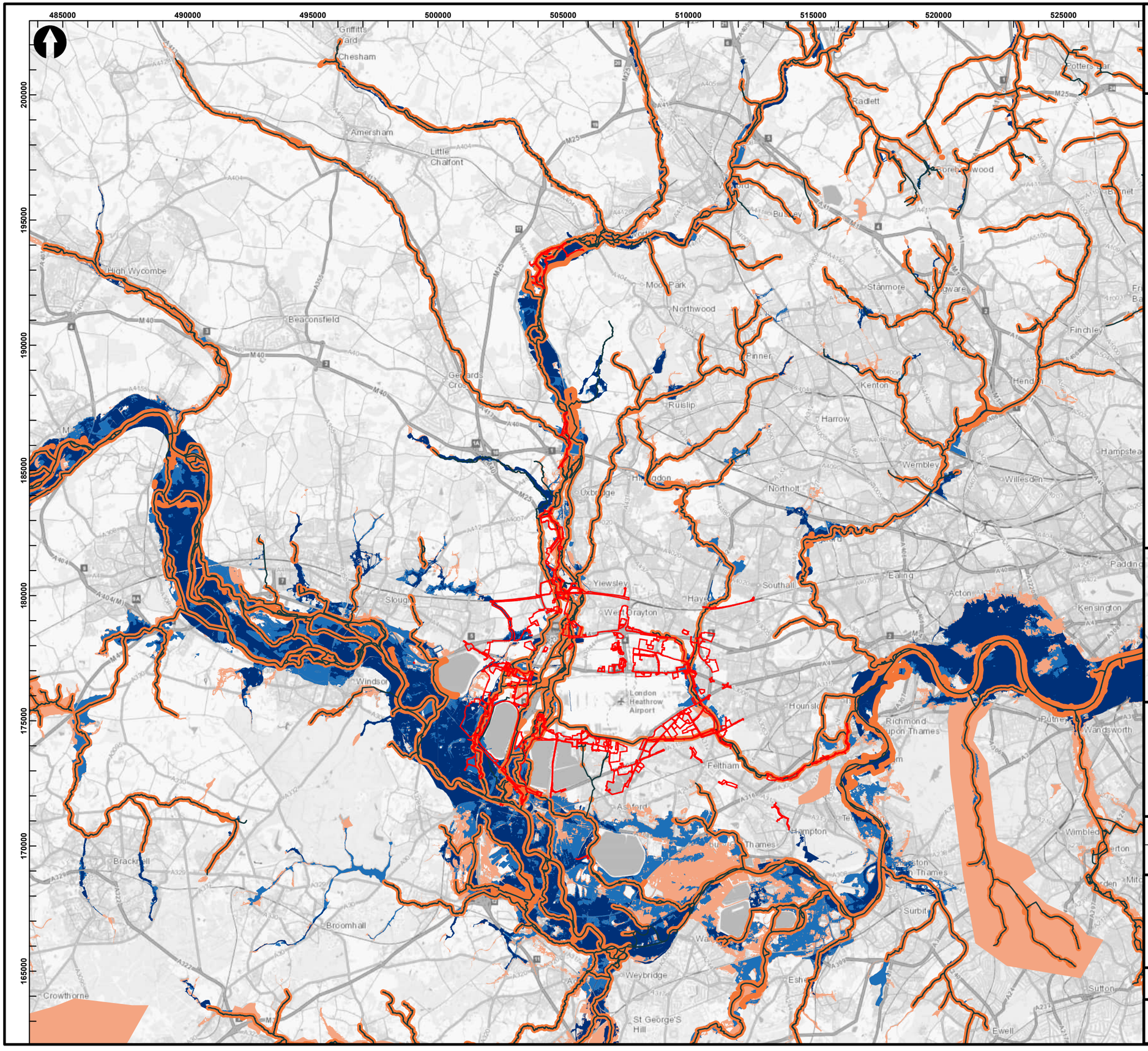

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- Draft DCO Order Limits
- EA Main Rivers
- Flood Defence
- Flood Zone 2 (Present Day)
- Flood Zone 3 (Present Day)
- Flood Zone 3 (Climate Change 2070 to 2125)

0 750 1,500 3,000 4,500 6,000 7,500 9,000 Metres

Scale 1:150,000

Heathrow

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

Title

Figure 13A.4: Environment Agency Flood Map for Planning

Company	Drawn By	Chk/Approved	Drawn Date	Status
WSP	LT	SM	15/06/2026	FINAL

Location-Level-Sub Series/System-Identifier: 3R000-XX-GA-XXX-100019

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Figure 13A.5: Environment Agency Long Term Flood Risk from surface water mapping

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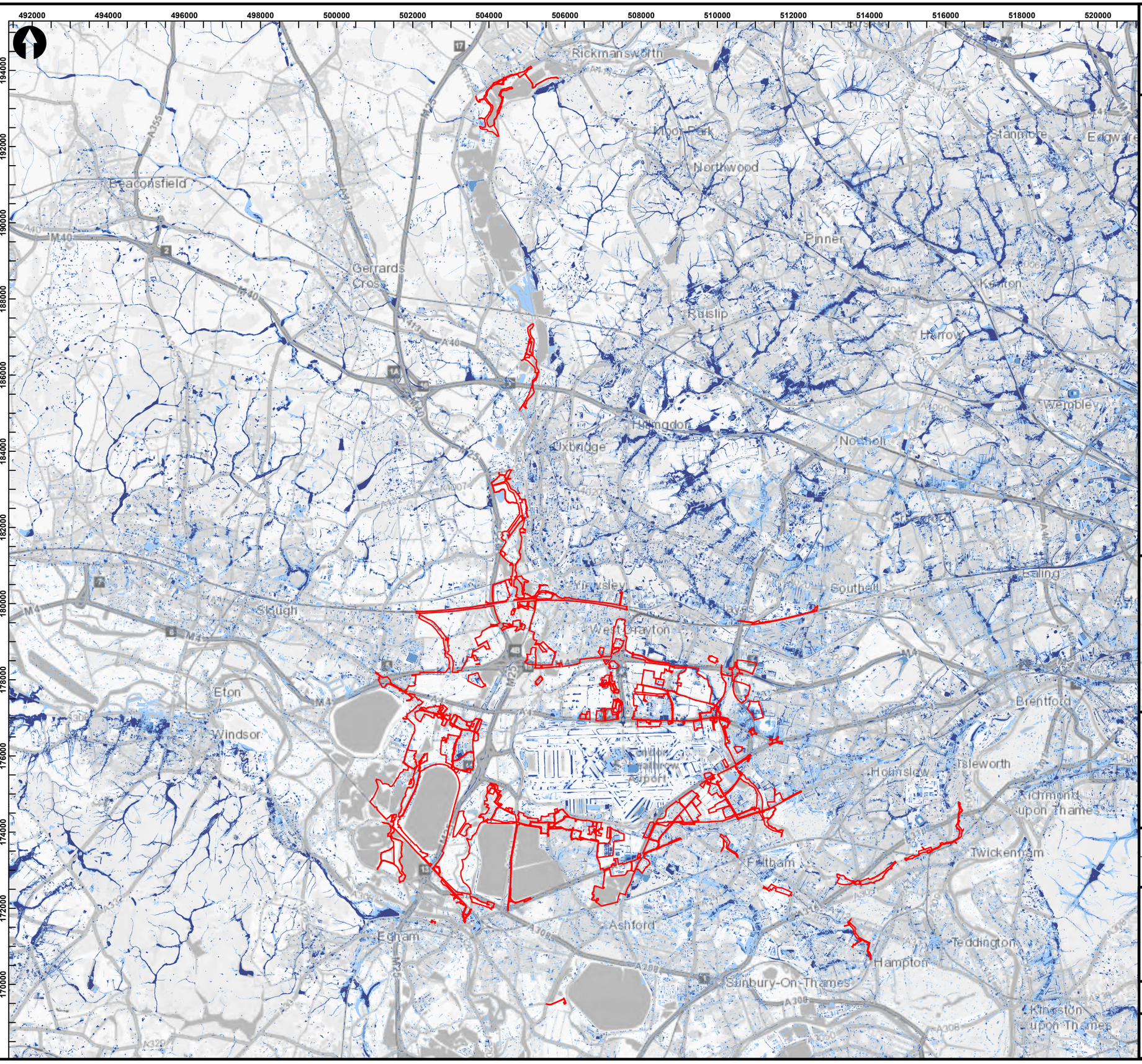

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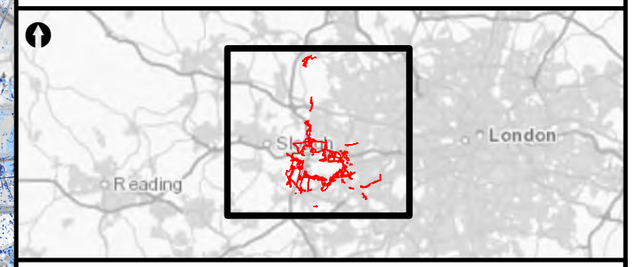
Draft DCO Order Limits

Annual Exceedance Probability (AEP)

- 1 in 30
- 1 in 100
- 1 in 1000

0 500 1,000 2,000 3,000 4,000 5,000 6,000 Metres

Scale 1:100,000



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Title

Figure 13A.5a Environment Agency Long Term Flood Risk from surface water mapping - present day

Company	Drawn By	Chk/Approved	Drawn Date	Status
WSP	LT	SM	16/06/2026	FINAL

Location-Level-Sub Series/System-Identifier: 3R000-XX-GA-XXX-100020

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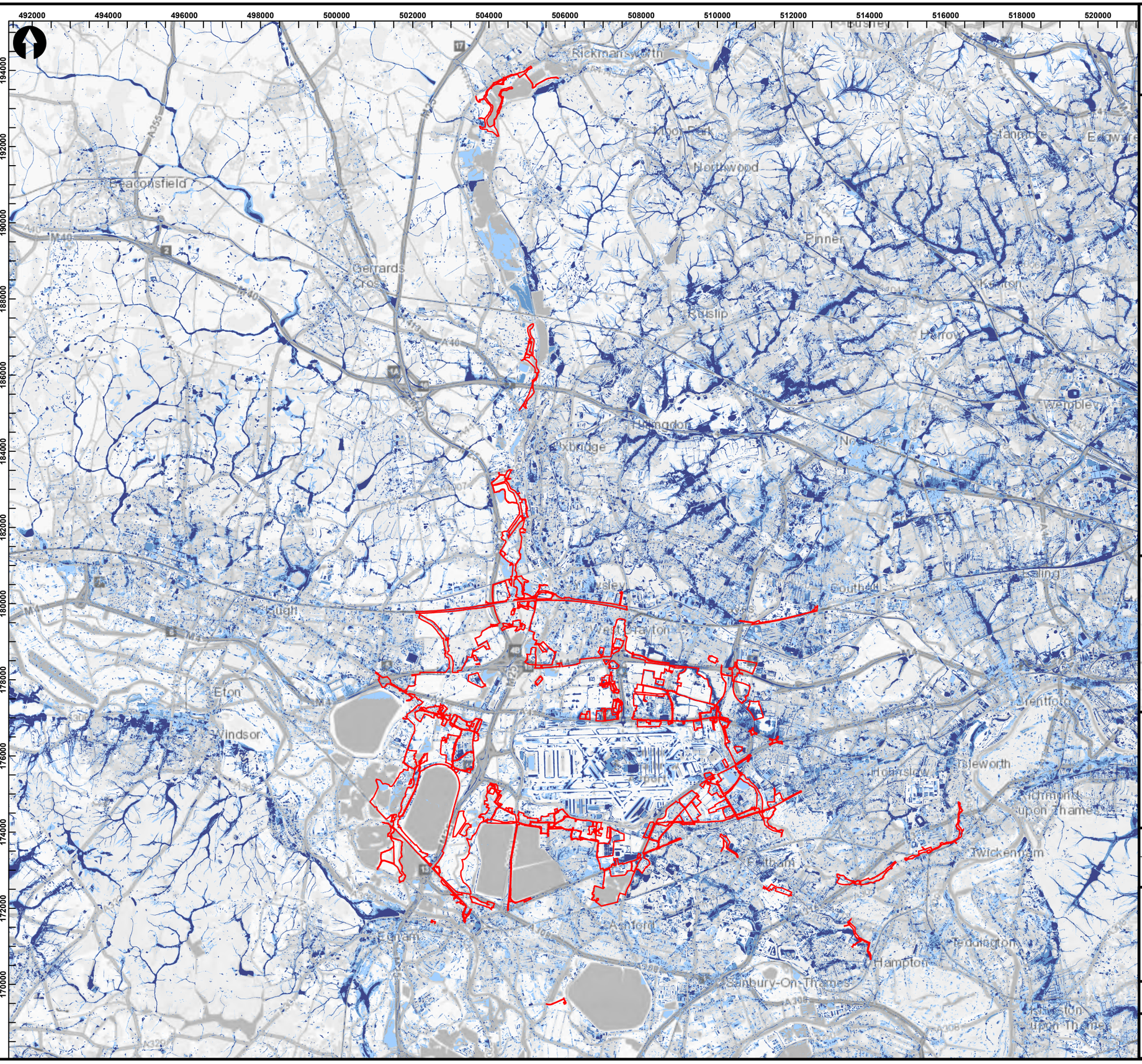

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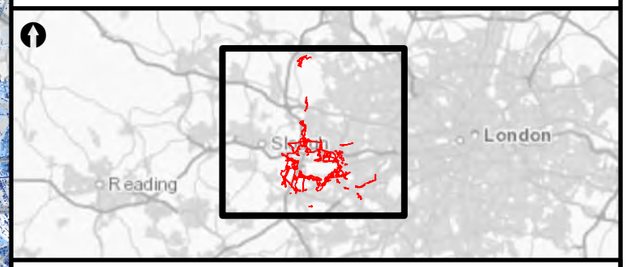
Draft DCO Order Limits

Annual Exceedance Probability (AEP)

- 1 in 30
- 1 in 100
- 1 in 1000

0 500 1,000 2,000 3,000 4,000 5,000 6,000 Metres

Scale 1:100,000



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

Title

Figure 13A.5b Environment Agency Long Term Flood Risk from surface water mapping - climate change

Company	Drawn By	Chk/Approved	Drawn Date	Status
WSP	LT	SM	16/06/2026	FINAL

Location-Level-Sub Series/System-Identifier	Version
3R000-XX-GA-XXX-100020	1.0

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Figure 13A.6: Environment Agency Long Term Flood Risk from reservoirs mapping

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Draft DCO Order Limits

Reservoir Flood Extents

When river levels are normal

When there is also flooding from rivers

0 500 1,000 2,000 3,000 4,000 5,000 6,000 Metres

Scale 1:100,000

Heathrow

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

Title

Figure 13A.6: Environment Agency Long Term Flood Risk from reservoirs mapping

Company	Drawn By	Chk/Approved	Drawn Date	Status
WSP	LT	SM	08/06/2026	FINAL

Location-Level-Sub Series/System-Identifier: 3R000-XX-GA-XXX-100021

Version: 1.0

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EXPANSION CONSULTATION 2026

Environmental Information Consultation Document (EICD)

Chapter 14: Historic environment

OCTOBER 2026

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14. Historic environment

14.1 Introduction

14.1.1 As indicated within **Chapter 1: Setting the scene for consultation – environmental information**, the 'historic environment' is an environmental aspect for which environmental information is presented for 2026 public consultation.

14.1.2 This chapter is supported by **Figure 14A.1, Figure 14A.2, Figure 14A.3** and a glossary of terms.

14.2 What is meant by the historic environment?

14.2.1 The historic environment (also known as cultural heritage) is defined by the Airports National Policy Statement (ANPS) as 'all aspects of the environment resulting from the interaction between people and places through time, including all surviving physical remains of past human activity, whether visible, buried or submerged, and landscaped and planted or managed flora' [1].

14.2.2 The ANPS further sets out that 'those elements of the historic environment that hold value to this and future generations because of their historic, archaeological, architectural or artistic interest are called heritage assets. Heritage assets may be buildings, monuments, sites, places, areas or landscapes, or any combination of these. The sum of the heritage interests that a heritage asset holds is referred to as its significance. Significance derives not only from a heritage asset's physical presence, but also from its setting' [2].

14.2.3 For the purposes of planning, heritage assets can be divided into those that are designated and those that are non-designated but have a degree of heritage significance meriting consideration in respect of the Project. The absence of designation for such heritage assets does not necessarily indicate lower significance; professional judgement has been used to assess heritage significance (see **Section 14.5: Assessment**). Heritage significance is essential to understanding the significance of the environmental effect.

14.2.4 The categories of designated heritage assets are listed below, with examples:

- World Heritage sites such as the Royal Botanic Gardens, Kew.
- Scheduled monuments such as the partial remains of a Neolithic causewayed enclosure at Mayfield Farm.
- Listed buildings (Grades I, II* and II) such as The Great Barn, Harmondsworth (listed Grade I).
- Registered parks and gardens (Grades I, II* and II) such as Osterley Park (Grade II* registered).
- Conservation areas such as Colnbrook.

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14.2.5 Examples of non-designated heritage assets include:

- Locally listed buildings (typically identified by local planning authorities (LPAs)) such as The Forge, Harmondsworth.
- Unlisted buildings and structures of heritage interest (including positive contributors to conservation areas) such as 522 and 524 Bath Road (Maywin Cottages), Longford.
- Known and as yet unknown buried heritage assets (archaeological remains and palaeoenvironmental assets) such as a Romano-British field system.
- Historic landscapes such as historic village cores.
- Other protected heritage landscapes (such as ancient woodland, historic hedgerows).

14.3 Why the historic environment might change

14.3.1 The Project has the potential to affect the historic environment in several ways. For the purposes of this chapter, heritage assets have been divided into two groups: buried heritage assets and above-ground heritage assets, with the assessment divided into three effect categories:

- Buried heritage assets (both physical and non-physical effects).
- Physical effects to above-ground heritage assets.
- Non-physical effects to above-ground heritage assets.

14.3.2 The study area used to assess the historic environment is shown on **Figure 14A.1** and is as follows:

- Core Study Area – 500 metres around the draft Order Limits is considered by professional judgement to be sufficient for the purpose of characterising the historic environment. This Core Study Area will be used for the identification of all designated heritage assets and all non-designated heritage assets as recorded on the local authority historic environment record. Assets within the Core Study Area will be assessed for any and all likely effects during construction and operational activities.
- Wider Study Area – 5 kilometres beyond the Core Study Area has been used as a guide for the purpose of identifying all designated heritage assets potentially affected by non-physical effects to heritage significance due to changes in setting and how the asset is understood and experienced both during construction and relating to operation. The assessment focuses on the most important heritage assets. The heritage significance of locally listed buildings and any non-designated above-ground heritage assets recorded on the relevant historic environment record is not considered to be sufficiently high to warrant individual settings assessment. Following finalisation of the noise assessment methodology (see **Chapter 8: Noise and Vibration**), scoping of designated heritage assets within the Wider Study Area will be undertaken for the Environmental Statement

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(ES) to scope out heritage assets that would not experience any significant change to heritage significance from the Project, based on the methodology. Selected designated heritage assets beyond 5 kilometres will be scoped in for assessment of operational effects through noise.

Buried heritage assets

14.3.3 Physical effects to buried heritage assets (that is, partial or complete removal) will arise during construction. This includes activities that will cause ground (and sub-ground) disturbance, such as ground works, site strip, topsoil removal, demolition, remediation, landscaping, planting, excavation for basements, foundations, services, drainage and lighting. Non-physical effects to known buried heritage assets through changes to their setting and how the assets are understood and experienced, both during construction and operation, is not expected to result in any significant effects. The setting of such assets, which include buried heritage asset of the highest heritage significance, such as scheduled monuments, has already been largely compromised by existing modern development.

Physical effects to above-ground heritage assets

14.3.4 Construction and operational activities may result in physical effects to above-ground heritage assets:

- Physical effects to above-ground heritage assets through total or partial demolition.
- Construction and operational physical effects from vibration (including from aircraft), dust, and potential changes to surface or groundwater conditions that may adversely affect historic fabric. This may result from construction vehicles, increased air traffic movements and the realignment of watercourses.

Non-physical effects to above-ground heritage assets

14.3.5 Construction and operational activities, including increased noise (for example, due to increased or new air traffic movements), visual intrusion (due to new built form and increased or new air traffic, for example) and odour from aviation fuel may result in changes to the setting of above-ground heritage assets and their overall heritage significance. The methodology for assessing noise is discussed in **Chapter 8: Noise and Vibration**.

14.4 Legislation, policy and guidance

14.4.1 In the UK, there is a wide variety of legislation, policy and guidance that has been put in place to protect, and manage change to, the historic environment.

14.4.2 In summary, relevant legislation providing legal protection to certain types of heritage assets includes the Ancient Monuments and Archaeological Areas Act 1979 and the Planning (Listed Buildings and Conservation Areas) Act 1990 [3]. Legislation relating

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to the disturbance of human remains and the removal of historic hedgerows may also be relevant [4].

14.4.3 The Airports National Policy Statement (ANPS) sets out the Government's planning policies for airport expansion in the South East of England. The policy on the historic environment in both this and the draft revision to the ANPS (to be known as the Heathrow Expansion National Policy Statement (HENPS) once published) largely reflects the wording in the Government's planning policies for England as set out in Chapter 16 of the December 2024 version of the National Planning Policy Framework (Conserving and enhancing the historic environment) (NPPF). A revised version of the NPPF was published in August 2026, with the relevant historic environment policies found in Chapter 20 (referenced as policies HE1-10). While this includes amendments to heritage assessment, the core principles remain largely aligned. Also relevant is the National Networks National Policy Statement (NNNPS) due to the proposed changes to the M25 motorway as part of the Project. The historic environment policy within the NNNPS accords with that set out in the ANPS. Local planning policy, as set out in the London Plan of the Greater London Authority [5], and the adopted local plans of each relevant local planning authority (LPA), also recognise the importance of the historic environment in the planning process and in planning decisions.

14.4.4 World Heritage sites are formally inscribed by the United Nations Educational, Scientific and Cultural Organisation (UNESCO), and are designated heritage assets for the purposes of planning in England. Member countries (including the United Kingdom) are required to prepare a site management plan for each World Heritage site within their area – for example, in respect of the Royal Botanic Gardens, Kew [6], which has been taken into account when assessing potential non-physical effects.

14.4.5 Relevant heritage-specific guidance includes Historic England's good practice advice (GPA) advice notes [7] [8] [9] and the Chartered Institute for Archaeologists' (CIfA) standards and guidance [10] [11] [12].

14.4.6 International treaties and guidance relevant to the historic environment include the Burra Charter published by the Australia branch of the International Council on Monuments and Sites (ICOMOS) [13], the International Centre for the Study of the Preservation and Restoration of Cultural Property's (ICCROM) Nara document on authenticity [14] and Riga Charter on authenticity and historical reconstruction in relationship to cultural heritage [15].

14.4.7 For the assessment of noise and how this might affect the heritage significance of heritage assets, the report prepared by Temple Group Ltd, in partnership with Cotswold Archaeology, for Historic England (then English Heritage) in 2014 [16] has informed the assessment approach.

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14.5 Assessment summary

Baseline

14.5.1 A broad range of sources have been examined to assess baseline conditions including the National Heritage List for England (NHLE) and the local planning authority historic environment records (HERs) databases, conservation area and locally listed building information, historic maps, geology information, air photographs and light detection and ranging (lidar), along with documentary research. Within the core study area, these sources have been used to identify both designated and non-designated heritage assets, and to assess the potential for possible, previously unrecorded buried heritage assets. Within the wider study area, these sources have been used to identify the location of designated heritage assets.

14.5.2 The substantial amount of historic environment information collated in 2019 has been used as a starting point for the assessment presented here. Data has been re-collected for the core and wider study areas to ensure that it encompasses the draft Order Limits and is up to date. It includes updates to the NHLE and HERs, as well as the results of archaeological investigations carried out since 2019. Information used to map archaeological survival potential is also in the process of being updated as a result of changes in land use since 2019, such as new built development, other infrastructure or other changes such as quarrying, which may have resulted in the loss of archaeological remains.

14.5.3 For the Environmental Statement (ES), a programme of archaeological evaluation is planned to compliment the desk-based assessment and to further current understanding of the nature, date, extent of past activity and its heritage significance (see **Section 14.10**: **Next steps and preparation of the Environmental Statement**).

14.5.4 A programme of site visits commenced in 2019 and recommenced in January 2026 and is currently on-going. The aim of the visits is to assess the setting of selected designated heritage assets and to take into account changes in land use since 2019.

14.5.5 As part of the current baseline update and reassessment, the forthcoming ES will adopt a landscape-based approach, presenting the baseline in an accessible way using illustrative graphics, which will map the distribution of known heritage assets and areas of archaeological sensitivity.

Heritage significance

14.5.6 To assess environmental effects with respect to the historic environment, the heritage significance of individual heritage assets (receptors) needs to be understood. Each heritage asset identified is being evaluated on a case-by-case basis. The contribution of the setting of heritage assets is being considered as appropriate in the assessment of heritage significance.

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14.5.7 **Table 14.1** outlines the indicative heritage significance in respect of the different types of designated and non-designated heritage assets and is intended as a guide for the assessment of such assets identified within the study area.

Table 14.1: Heritage significance

Heritage asset description	Heritage significance
World Heritage sites	Very high
Scheduled monuments Grade I listed buildings Grade II* listed buildings Grade II listed buildings with exceptional qualities in fabric, historical association, and/or association/group value with heritage assets of high heritage significance Conservation areas Grade I and II* registered parks and gardens Burial grounds Non-designated heritage assets (above-ground structures, landscape, townscape, buried remains) of national importance	High
Grade II listed buildings which can be shown to have qualities in their fabric or historical association of regional importance only Grade II registered parks and gardens Protected heritage landscapes (for example, ancient woodland or historic hedgerows) Non-designated heritage assets (above-ground structures, landscape, townscape, buried remains) of regional importance	Medium
Non-designated heritage assets (above-ground structures, landscape, townscape, buried remains) of local importance Locally listed buildings	Low
Item with no notable heritage value or interest	Negligible
Heritage assets that have a clear potential, but for which current knowledge is insufficient to allow heritage significance to be determined	Uncertain

Assessment approach

14.5.8 The methodology used to characterise the likely environmental effects has entailed:

- Evaluating the heritage significance of heritage assets, based on existing designations and professional judgement.
- Assessing the proposed magnitude of change (that is, minor, moderate or major) to heritage significance during construction and operation. This has been used to determine the likely resulting environmental effect, and if it is considered to be ‘significant’ or ‘not significant’.

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- Consideration of environmental measures that will be implemented as part of the Project to avoid, reduce or offset any significant effects.

14.5.9 Regarding effects to heritage significance due to changes in setting and how an asset is understood and experienced, a key component of this assessment, alongside visual effects from new built form and aircraft overflight introduced by the Project, will be changes in aviation noise. The methodology is in the process of being refined but will be based on a report on aviation noise and the historic environment prepared by Temple Group Ltd for Historic England (then English Heritage) in 2014. The methodology will be discussed and agreed as part of technical engagement with Historic England and local planning authority conservation officers.

14.5.10 The assessment of environmental effects presented in this chapter has regard to a range of appropriate environmental measures that will be set out in the forthcoming Historic Environment Mitigation Strategy (HEMS), which will form part of the DCO application.

14.5.11 The HEMS will include a range of environmental measures to offset, reduce or avoid adverse environmental effects on heritage assets that are in addition to the heritage-related input that has contributed towards the masterplan design. The HEMS will set out in more detail a strategy for:

- **Buried heritage**: additional trial trench evaluation (further to the programme of geophysical survey and targeted archaeological trial trenches that will be included in the ES) to be carried out post-DCO consent to clarify archaeological potential further beyond any 'areas of concern' evaluated as part of the ES submission.
- **Buried heritage**: preservation in situ in the unlikely event that any previously unrecorded nationally important archaeological remains deemed worthy are identified by the additional archaeological trial trenches. Effects might be avoided or reduced through consideration of feasible design adjustments.
- **Buried heritage**: programme of targeted archaeological excavation and recording, to mitigate the effects of proposed construction activities, to form 'preservation by record'. Preservation by record mitigation entails enhancing understanding of the heritage significance of a heritage asset through archaeological recording, research and analysis and dissemination to the public and academic community, typically through a journal article or a popular and/or academic publication/book.
- **Buried heritage**: archaeological monitoring and recording (also known as a watching brief) during construction for remains of lesser heritage significance.
- **Above-ground heritage**: programme of appropriate historic building recording prior to the removal or alteration of above-ground heritage assets, where retention is not feasible or warranted.
- **Above-ground heritage**: retention, salvage and re-use of historic fabric where appropriate.

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- **Above-ground heritage**: potential long-term monitoring of particularly sensitive listed buildings within the Order Limits may be included.

14.5.12 The HEMS will set out, with respect to both buried heritage assets and above-ground heritage assets, defined research objectives, archiving and reporting requirements and the approach to post-excavation assessment and dissemination/publication of the results of the fieldwork.

14.5.13 The ultimate output of the HEMS will include, with respect to both buried heritage assets and above-ground heritage assets, a comprehensive archive of written, drawn and digital records, supported by analytical interpretation. All records will be compiled into a report and deposited with the appropriate repository and published and disseminated in a manner proportionate to the significance of the findings. This will ensure that the archaeological and historical value of affected assets is retained for future research and public benefit.

14.5.14 All work set out in the HEMS aims to benefit to the public, not only through the increased knowledge generated by the works, but also through tailored community engagement which can unlock additional benefits for local residents and the interested public, from experiencing a greater connection to their local area to enriching key curriculum areas in schools.

14.5.15 The public engagement strategy will be set out in the HEMS. The substance and contents of the deliverables will be shaped by the heritage assets affected and their heritage significance, which will be uncovered during the fieldwork.

14.5.16 The public engagement strategy will include:

- **Audience mapping:** this will focus on identifying audiences, understanding priority and challenges faced by local communities, and understanding engagement preference of local communities and key stakeholders (such as schools). The mapping will inform the design of the engagement programme so that it generates a meaningful positive effect for local communities while contributing to social value.
- **Collection of materials:** images (photographic) and footage (film, aerial footage, photogrammetry and/or laser scanning) will be collected based on discoveries onsite. Material may comprise images of artefacts, working shots of archaeologists, sound recordings (interviews, dig diaries or personal stories related to heritage and archaeology) and oral histories. Special finds collected will be considered for digital or innovative recording and display.
- **Activity and evaluation plan:** this will outline the methodology for engagement, the programme for delivery, and the measures to monitor and evaluate the works.

14.5.17 The HEMS will also explore opportunities for measures that can help people discover, understand and enjoy the area's rich history and heritage. This may include heritage interpretation, walking trails, educational activities, digital resources, improvements to public spaces, and the incorporation of historic materials into new landscape and placemaking features where appropriate. While these measures are not intended to replace heritage that may be lost because of the Project, they could

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help celebrate local history and improve access to and understanding of other local heritage assets. These measures are being considered alongside the blue and green infrastructure design work.

14.5.18 While not part of the HEMS, the draft Code of Construction Practice (draft CoCP) will include measures to minimise adverse effects during construction activities (for example, from dust, vibration, noise and light) along with archaeological monitoring and recording during groundworks, where required. Where direct effects cannot be avoided, measures within the draft CoCP will include sensitive construction methodologies, and heritage-led design interventions intended to reduce effects on the setting, appreciation or understanding of heritage assets. Environmental measures will be put in place with respect to indirect effects from construction traffic, vibration, dust, pollution, noise, visual disturbance and construction lighting. Specific examples include restrictions on construction light and noise and dust control measures.

14.5.19 The ES will also consider the harm of the Project on the significance of designated heritage assets, and non-designated heritage assets of equivalent significance, in terms of assessing heritage harm for the purposes of the historic environment policies in the Airports National Policy Statement (ANPS), to be known once amended as the Heathrow Expansion National Policy Statement (HENPS), and the National Networks National Policy Statement (NNNPS), and which will also have regard to the implementation of the measures in the HEMS.

14.6 Baseline overview

Designated heritage assets

14.6.1 Scheduled monuments, conservation areas, and other individual designated heritage assets within the core study area are shown on shown on **Appendix Figure A.1** and **Figure 14A.3**.There are two scheduled monuments located in the southern portion of the draft Order Limits at Mayfield Farm, south of Stanwell Road. These comprise the remains of a Romano-British farmstead and part of a Neolithic causewayed enclosure.

14.6.2 The Core Study Area includes a number of listed buildings, including those of the highest heritage significance. These assets include the Grade I listed The Great Barn, Harmondsworth, the Grade I listed Church of St Peter and St Paul, Harlington, the scheduled and Grade II* listed Schoolhouse (Lord Knyvett's), Stanwell, the Grade II* listed Church of St Mary, Harmondsworth, the Grade II* listed The Ostrich Public House, Colnbrook, and the Grade II* listed Church of St Dunstan, Cranford Stables.

14.6.3 Conservation areas within the Core Study Area include Harmondsworth Village, Colnbrook, Harlington, Cranford Park, Cranford Village, Stanwell and Bedfont Green.

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Non-designated heritage assets

14.6.4 The Core Study Area contains non-designated heritage assets identified from the local planning authority Historic Environment Records (HERs) and other sources. These sources also provide an indication of the potential for possible, previously unrecorded buried heritage assets.

14.6.5 Archaeological research undertaken within the core study area since the 1940s has produced a wealth of information about the historic environment of Heathrow, yielding evidence of important archaeological features dating to the prehistoric, Roman, medieval and post-medieval periods across the landscape. As a result, the archaeology of the area around the existing airport is well understood. The results of these past investigations have informed the current understanding of the Project and its archaeological potential.

14.6.6 Before the construction of Terminal 5 (T5), a series of excavations within the draft Order Limits were undertaken between 1996 and 2007, which revealed evidence of multi-period landscapes dating from the prehistoric to the post-medieval, outlining a continued sequence of human habitation of the Heathrow landscape [17]. Before the T5 excavations, the area had been excavated by the Museum of London Archaeological Service from the late 1970s onwards, ahead of gravel extraction and other commercial development.

14.6.7 South west of Heathrow, the Staines Neolithic causewayed enclosure monument was partially excavated before gravel extraction in the early 1960s. A length of the Stanwell cursus, 2nd millennium BC field system and Saxon features to the south of Heathrow were excavated in the early 1980s. Large multi-period sites to the north of Heathrow at Prospect Park and Imperial College Sports Ground were excavated in the 1990s.

Chronological overview

14.6.8 In considering the potential for possible, previously unrecorded heritage assets, an understanding of the evidence of human activity and past land use over time within the Core Study Area, based on available research, is required.

14.6.9 The earliest evidence of human activity within the Core Study Area, in and around the Colne Valley, is limited. The distribution of limited known finds dating to the early prehistoric period is uneven, indicating short-term, mobile use of the landscape for hunting and gathering rather than permanent settlement. From around 4000 BC, the later prehistoric period saw the introduction of farming and a gradual shift towards more permanent settlement, with the creation of field systems, trackways, and ceremonial monuments such as cursus and causewayed enclosures. Evidence from the Heathrow area suggests the presence of a Neolithic ritual landscape, while later Bronze Age and Iron Age activity reflects established agricultural practices and dispersed settlement across river terraces.

14.6.10 These patterns continued into the Roman period, as settlement and land use became more formally organised. Agricultural production intensified, field systems

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were reconfigured, and rural communities became more integrated into wider economic networks. Evidence suggests settlement remained concentrated on the Gravel terrace, while the River Colne continued to provide key resources.

14.6.11 Following the end of Roman rule, the early medieval period saw small, scattered communities along the Colne Valley. Archaeological evidence points to modest settlements which, towards the end of this period, had formed into more organised estates recorded in Domesday Book and these became the basis of later historic settlements in the Heathrow area.

14.6.12 During the medieval period, the landscape within the core study area became firmly structured into manors, villages, and open-field agricultural systems. Settlements were closely linked to transport routes and river crossings, with farming, milling, and local trade forming the basis of the rural economy. Parish churches and manorial centres acted as focal points for communities.

14.6.13 From the post-medieval period, the Core Study Area underwent major agricultural intensification to serve expanding urban markets, particularly through market gardening and horticulture. During the 20th century, the area experienced profound change as urban expansion, infrastructure, and industrial activity replaced the rural landscape. Heathrow originated as a private airfield in the 1930s and during the Second World War was used by the Royal Air Force (RAF). Following the Second World War, Heathrow turned to civilian use and fundamentally reshaped the area to became part of a wider metropolitan and transport network, characterised by substantive commercial and residential growth.

Heritage significance – buried heritage assets

14.6.14 This section describes the heritage significance of the buried heritage assets within the core study area and principally within the draft Order Limits.

14.6.15 The two scheduled monuments located in the southern portion of the draft Order Limits comprise the remains of a Romano-British farmstead and part of a Neolithic causewayed enclosure. These are of high heritage significance.

14.6.16 The Core Study Area lies within a rich multi-period landscape dating from the prehistoric period onwards. There are several known remains of medium and high heritage significance, including evidence of prehistoric, Roman and later occupation and settlement across the gravel terrace beside the River Colne.

14.6.17 A 3.8-kilometre Neolithic cursus runs along the eastern flank of the Colne Valley, and although much of this has been removed during mineral extraction and infrastructure development, associated circular enclosures (henges), other linear cursus monuments and pit groups are likely to survive across the gravel terrace between the Colne and Crane valleys. Cropmarks also indicate the presence of Iron Age to Romano-British settlements and field systems across the terrace.

14.6.18 In addition to the currently known buried heritage assets noted above, the main potential within the Core Study Area is for possible, previously unrecorded archaeological remains outside the areas of modern disturbance. There is a high potential for such assets, of all periods, the heritage significance of which will depend

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on their nature, date, extent and preservation of the remains and the potential to contribute to published research priorities, as assessed using professional judgement.

14.6.19 A programme of archaeological evaluation, comprising geophysical survey and targeted trial trenches will be undertaken as part of the Environmental Statement (ES) submission, to clarify the presence, nature, date, and significance of any previously unrecorded archaeological remains, enhancing understanding of the baseline and the assessment of effects reported in the ES. The scope and methodology of the programme of evaluation is in the process of being agreed with the statutory consultees. The results of this two-stage evaluation will be presented as ES technical appendices and will inform the strategy for additional fieldwork in the Historic Environment Mitigation Strategy (HEMS).

14.6.20 The undeveloped land within the Core Study Area has high potential for early prehistoric remains. Well-preserved archaeological and paleoenvironmental remains may survive within or beneath the alluvium of the Colne floodplain. Any previously unidentified site, such as a flint knapping site, would be of high heritage significance.

14.6.21 The undeveloped land within the Core Study Area has high potential for later prehistoric remains. The scheduled monument, comprising a Neolithic causewayed enclosure in the southern part of the draft Order Limits, is of high heritage significance. Well-preserved remains of settlement, funerary or ritual sites are of high heritage significance. Field boundaries, ditches, pits, postholes or agricultural remains are of medium or low heritage significance, depending on their nature and extent.

14.6.22 The undeveloped land within the Core Study Area has high potential for Roman remains, especially on the elevated river terrace, where evidence of open settlements and reorganised field systems has been recorded. The scheduled monument in the southern part of the draft Order Limits, comprising a Romano-British farmstead, is of high heritage significance. Evidence pertaining to settlements, funerary or ritual sites, or a Roman road are of medium or high heritage significance, depending on their nature, extent and preservation. Evidence of agricultural remains will be of low heritage significance.

14.6.23 The undeveloped land within the Core Study Area has high potential for early medieval remains. Early and Middle Saxon activity is evident between the Colne and Crane Valleys, including evidence of settlement between Stanwell and West Drayton and field systems in the vicinity of Sipson and Harlington. Evidence pertaining to settlements, funerary or ritual sites, or evidence of industrial activity are of medium or high heritage significance, depending on their nature, extent and preservation. Agricultural remains are of low heritage significance.

14.6.24 The undeveloped land within the Core Study Area has high potential for medieval remains. Evidence of settlement, burial and industrial activity is of medium or high heritage significance, depending on the nature, extent and preservation of the remains. Well-preserved and extant ridge and furrow earthworks are of low heritage significance. Other evidence of medieval field systems is of very low heritage significance.

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14.6.25 The undeveloped land within the Core Study Area has high potential for post-medieval and modern remains in the form of evidence of past agriculture, horticulture, water and drainage and settlement remains. Well preserved and extensive remains of early industrial activity, if present, would potentially be of medium heritage significance. Modern remains of archaeological interest associated with the growth of the aerodrome and airport, industrial activity, transport infrastructure and urban residential development is of low or very low heritage significance.

Heritage Significance – above-ground heritage assets

14.6.26 Multiple individual designated heritage assets are located within the Core Study Area and Wider Study Area, including those of the highest heritage significance. The Grade I and Grade II* listed buildings are of high heritage significance. Grade II listed buildings are of high and medium heritage significance, depending on individual factors. The Wider Study Area includes a number of designated heritage assets which are likely to be sensitive receptors, such as the Royal Botanic Gardens, Kew, World Heritage site, of very high heritage significance, and the multiple heritage assets connected with Windsor Castle, which as a group are also assessed of very high heritage significance. The Wider Study Area also includes a number of registered parks and gardens listed at Grade I and II* (of high heritage significance) and Grade II (medium heritage significance).

14.6.27 Conservation areas are of high heritage significance. Those located within the Core Study Area comprise Harmondsworth Village, Longford Village Colnbrook, Harlington, Cranford Park, Cranford Village, Stanwell and Bedfont Green.

14.6.28 Locally listed buildings and other non-designated above-ground heritage assets within the Core Study Area are of medium or low heritage significance.

14.7 Construction effects

Buried heritage assets

14.7.1 Archaeological remains of all periods from prehistoric period onwards, as outlined in **Section 14.6: Heritage Significance – above-ground heritage assets**, will be affected permanently (through partial or complete loss) by proposed ground disturbance within the draft Order Limits from construction activities, and principally initially from works such as topsoil removal, site strip, major earthworks, and ground remediation. The subsequent construction of basements, foundations, service trenches, landscaping and planting would partially or completely remove any surviving archaeological remains present.

14.7.2 The two scheduled monuments, the Romano-British farmstead and part of a Neolithic causewayed enclosure within the draft Order Limits will be preserved in situ and not be physically affected.

14.7.3 A programme of site-based archaeological evaluation is being undertaken to clarify the presence, nature, date and significance of any previously unrecorded

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archaeological remains within the draft Order Limits. This comprises two stages in the form of geophysical survey followed by archaeological trial trenches targeted to geophysical anomalies and areas of high potential. The results will be presented in Environmental Statement (ES) technical appendices.

14.7.4 If any previously unrecorded nationally important archaeological remains deemed worthy of preservation in situ are identified by the archaeological evaluation, effects might be avoided or reduced through consideration of feasible design adjustments.

14.7.5 The evaluation results will inform the forthcoming Historic Environment Mitigation Strategy (HEMS) ES technical appendix.

14.7.6 Following the implementation of heritage environmental measures set out in the HEMS ES technical appendix, in the form of either preservation in situ (where warranted and feasible) or preservation by record, it is anticipated that adverse effects would either be avoided or mitigated respectively, in most cases resulting in **no significant** effects.

Physical effects to above-ground heritage assets

14.7.7 Construction will include both partial and total demolition of several designated and non-designated above-ground heritage assets within the draft Order Limits. Other construction activities within the core study area have the potential to physically affect above-ground heritage assets as a result of effects from construction traffic, vibration, dust and pollution (for example, aviation).

14.7.8 The HEMS will set out environmental measures including a programme of appropriate historic building recording before the removal or alteration of above-ground heritage assets. The scope and methodology for the recording will be set out in the HEMS and summarised in the ES and will be agreed with the statutory consultees. The recording strategy will be proportionate to heritage significance. The HEMS will include environmental measures to mitigate construction activities with respect to retained above-ground heritage assets (e.g. the effects from construction dust, noise, and vibration), where this is feasible and warranted. These measures also will be set out also in the draft Code of Construction Practice (draft CoCP).

14.7.9 It is also proposed that subject to specific criteria, elements of historic fabric may be retained and/or re-used. In very specific instances, assessments will be carried out to determine the feasibility and appropriateness (in terms of seeking to retain heritage significance) of possible relocation of specific designated heritage assets which would otherwise be totally lost.

14.7.10 Significant effects have been identified where conservation areas and statutorily and locally listed buildings are subject to total or significant loss. Environmental measures outlined in the HEMS will be undertaken, where feasible, to reduce the level of harm in terms of loss of heritage significance.

14.7.11 Not significant will arise where non-designated heritage assets of local historical interest are proposed for demolition, following the implementation of environmental measures.

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14.7.12 With the implementation of environmental measures set out in the HEMS and the draft CoCP, the effects on retained heritage assets will be either temporary (that is, noise) or permanent (for example, vibration effect) but will likely be **not significant**.

Harmondsworth

14.7.13 The Project will require the full demolition of the southern half of Harmondsworth Village Conservation Area (approximately 60%). This will result in a likely **significant** effect.

14.7.14 Grade II listed buildings to be demolished comprise Harmondsworth Hall; wall and gates to south of Harmondsworth Hall; The Grange; wall to west and north of The Grange; wall to east of the Grange; and The Gable Stores (partial loss following removal of chimney). Each will result in a likely **significant** effect.

14.7.15 Locally listed buildings to be demolished comprise The Old School House; Warehouse, Bath Road; wall to south west of Harmondsworth Hall. Each removal will result in a likely **significant** effect

14.7.16 In addition to direct loss and alteration, the retained heritage assets within the remaining part of Harmondsworth Village conservation area are likely to be affected by demolition and construction activity (such as vibration, dust, and pollution). Based on current surface access assumptions and the indicative location of construction support sites, it is anticipated that the remaining part of Harmondsworth Village conservation area may be bordered by temporary haul roads. Having regard for the environmental measures in the draft CoCP, this will likely result in permanent **not significant** effects.

Longford

14.7.17 The Project will require the total demolition of the Longford Village conservation area. This will result in a likely **significant** effect.

14.7.18 Grade II listed buildings to be demolished comprise King Henry public house and stables; Flats 1-3 (Yeomans); the White Horse public house; Orchard Cottage; Longford Cottage; Weekly House; barn to west of Weekly House; Longford Close; Queen River Cottage Willow Tree Cottage; Kings Bridge. Each removal will result in a likely **significant** effect.

14.7.19 Note that the Grade II listed wall to north west of Weekly House (NHLE ref: 1358338) is noted on the National Heritage List for England but is no longer present, having been demolished in an unrelated development.

Area south of Sipson

14.7.20 The Project will require demolition works to the north of the existing airport. This will result in the loss of the Grade II listed monument at north-western end of General Roys Survey Base, along with a milestone south of Sipson, which while unlisted forms part of a group with the Grade II listed milestone at Madbridge. Each removal will result in likely **significant** effect.

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Other areas within the draft Order Limits

14.7.21 The land take and demolition required for the Project, particularly to the north of the existing airport where the Northwest Runway and associated infrastructure is proposed, has the potential to result in the partial or total physical loss of other non-designated above-ground heritage assets. The identification of further assets is ongoing. This will result in likely **significant** effect for assets of medium heritage significance. For most assets of low heritage significance, the environmental effect following environmental measures (such as appropriate historic building recording) will likely be **not significant**.

Non-physical effects to above-ground heritage assets

14.7.22 During construction, above-ground heritage assets may experience adverse effects arising from noise and visual change, which could temporarily change the setting of heritage assets and how heritage significance is understood and appreciated. This may arise as a result of construction activities including construction traffic, earthworks, demolition and the construction of new structures – in particular in areas to the north of Heathrow, including Harmondsworth, Sipson, Harlington and Cranford, as well as to the west of Heathrow, including Colnbrook, Ditton, Horton and Wraysbury. In areas south of Heathrow, including Stanwell and Bedfont Green, adverse effects are also anticipated.

14.7.23 The environmental effects will vary depending on the heritage significance of the heritage asset, the proximity to construction activity, the duration of works and existing baseline conditions, including the presence of existing transport infrastructure and airport-related activity. The draft CoCP will include environmental measures to mitigate these activities where feasible and warranted (such as restrictions on construction light and noise), and the effects will likely be temporary (**not significant**).

14.8 Operational effects

Buried heritage assets

14.8.1 Physical effects (that is partial/whole removal) on buried heritage assets will not occur as no further ground disturbance will take place once construction is complete.

14.8.2 There are two scheduled monuments situated south of the existing airport (south of Stanwell Road). These are a Romano-British site (NHLE ref. 1002042) and part of a Neolithic causewayed enclosure (NHLE ref. 1002043). Their setting has already been largely compromised, and the proposed non-physical effects from the operation of the Project will result in likely **not significant** effects.

Physical effects to above-ground heritage assets

14.8.3 Physical effects to above-ground heritage assets are primarily associated with construction, during which direct physical demolition or alteration of assets may

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occur. At this stage, it is not possible to undertake a detailed assessment of operational effects that will physically alter above-ground heritage assets as there is insufficient information regarding future airspace design and associated levels of noise, vibration and pollution.

14.8.4 In the absence of complete operational data, potential physical effects are considered on a high-level precautionary basis. These include an increase in deposition associated with aircraft emissions, which may contribute over time to affect historic building fabric, vibration effects associated with aircraft movements, changes to surface and/or groundwater conditions arising from proposed watercourse diversion (which could result in flooding), structural stability, dampness, or overly dry conditions. With environmental measures, this will likely result in several likely **not significant** effects.

Non-physical effects to above-ground heritage assets

14.8.5 During operation, non-physical effects to above-ground heritage assets may arise from noise and visual changes, including an increase in Air Traffic Movements (ATMs), which could permanently change their setting.

14.8.6 The Project includes an increase in annual ATMs of up to 276,000, taking total movements to approximately 756,000 per year, together with revised Northwest Runway usage patterns. These changes have the potential to alter the perception, experience and appreciation of heritage assets, particularly where auditory and visual characteristics form an important part of their setting.

14.8.7 Both likely **significant** and **not significant** effects are anticipated during operation, predominantly in areas immediately surrounding and to the north of Heathrow, due to increased aviation noise exposure, changes to the frequency and character of overflights and the presence and movement of aircraft in views.

14.8.8 Heritage assets within Harlington, Cranford, Harmondsworth and Colnbrook, and assets in areas south of the draft Order Limits, including Stanwell and Bedfont Green are likely to experience **significant** effects. This will include the Conservation Areas shown on **Figure 14A.2** and **Figure 14A.3**, along with the listed buildings within and around the conservation areas.

14.8.9 The responsibility for airspace design for South East England, including Heathrow, rests with UK Airspace Design Service (UKCADS), which was established by the Government in June 2025. UKCADS will coordinate the design of flightpaths at airports and such design is subject to a separate consenting route (the Airspace Change Process) overseen by the Civil Aviation Authority (CAA). Consequently, the noise assessment will be based on an indicative airspace design and a range of indicative flightpaths, using the most up-to-date information provided by UKCADS. The identification of likely significant effects and appropriate environmental measures and offsetting measures will be addressed through further assessment and consultation with statutory stakeholders as the Project progresses.

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14.9 Summary of likely significant historic environment effects

Buried heritage assets

14.9.1 Following the implementation of an agreed and comprehensive programme of evaluation and targeted archaeological environmental measures, it is anticipated that there will be likely **not significant** effects, as physical loss of archaeological remains will be offset through a programme of preservation by record, enhancing understanding and appreciation of heritage significance.

14.9.2 If nationally important archaeological remains deemed worthy of preservation in situ are identified, effects might be avoided or reduced through consideration of feasible design adjustments.

14.9.3 Likely **not significant** effects are anticipated as a result of non-physical effects to buried heritage assets both during construction and during operation of the Project.

Physical effects to above-ground heritage assets

14.9.4 As noted above, for those listed buildings that will be demolished, even following an appropriate level of historic building recording as set out in the Historic Environment Mitigation Strategy (HEMS) Environmental Statement (ES) technical appendix, there will remain a loss of heritage significance; this will in most instances be considered a likely **significant** effect. Additional environmental measures including re-use of historic fabric and/or relocation of designated heritage assets, will be considered on a case-by-case basis in the masterplan design, where feasible and appropriate having regard to the asset and its heritage significance.

14.9.5 Where a non-designated heritage asset will be demolished, following an appropriate level of historic building recording, there will be a loss of heritage significance, and this will in most instances be considered a likely **significant** effect.

14.9.6 It is anticipated that a select number of designated heritage assets located within the immediate vicinity of the Project will experience likely **significant** effects through physical effects such as vibration and pollution during construction and operation.

Non-physical effects to above-ground heritage assets

14.9.7 While the noise methodology is in the process of being finalised, it is anticipated that for most heritage assets within the wider study area, the effects are likely anticipated to be **not significant**. A select number of heritage assets within both the core study area and the wider study area are likely to experience **significant** effects through effects to their heritage significance, as a result of changes to their setting and how they are understood and experienced.

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

14.10.1 Several steps are being taken to support the preparation of the Environmental Statement (ES), which in addition to ongoing baseline data gathering, includes walkover surveys within the core study area and selected heritage assets within the wider study area.

14.10.2 With respect to buried heritage assets, the landscape-based approach to mapping known archaeological assets and mapping the potential for previously unrecorded archaeological remains is being progressed, building on the extensive information already available. The ES will include a series of figures illustrating these themes. This information will be used to inform a programme of archaeological evaluation comprising geophysical survey and targeted trial trench evaluation. The evaluation strategy and programme of work to be undertaken in support of the ES will be agreed with the stakeholders with an aim to clarify the presence, nature, date and heritage significance of any previously unrecorded archaeological remains that might be present.

14.10.3 Further work is being undertaken to evaluate the feasibility of additional environmental measures, including potential re-use or relocation of designated heritage assets that will otherwise be lost, and this will include discussion with the stakeholders where required (such as Historic England and local planning authority (LPA) conservation officers).

14.10.4 The noise sensitivity methodology with respect to the assessment of effects on the historic environment will be further developed to take into account an indicative airspace design and a range of indicative flightpaths, using the most up-to-date information provided by UKCADS. This will entail a proportionate approach to the assessment based on reasonable assumptions. The methodology will be discussed and agreed with the statutory consultees (Historic England and LPA conservation officers). The assessment of effects presented here has taken a precautionary approach that will be refined as the methodology is developed.

14.10.5 Ongoing heritage-led design workshops with Heathrow's landscape architect, along with input into the blue and green infrastructure strategy, will continue to seek to minimise harm to the historic environment and maximise opportunities to enhance understanding and appreciation of the heritage significance of affected heritage assets. The strategy for mitigating or offsetting adverse environmental effects on retained heritage assets will continue to be developed, such as potential enhancement for assets on the Heritage at Risk Register and the development of place-making strategies to enhance current understanding and appreciation of heritage significance.

14.10.6 The Historic Environment Mitigation Strategy (HEMS) Environmental Statement (ES) technical appendix will provide a strategy and general methodology for stages of further evaluation and environmental measures to be undertaken post-DCO consent. This will include archaeological environmental measures, historic building recording, and a public engagement strategy. It will describe the research aims and objectives, fieldwork methodology, reporting, analysis, archiving and public dissemination of data, which will be agreed with the relevant stakeholders.

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14.11 Glossary of terms

Term / Acronym	Definition
Absolute noise level	The total level of sound measured at a specific location and time, expressed in decibels (dB), including all noise sources present (natural and man-made).
Ambient noise level	The prevailing level of ambient noise, that is everyday continuous sounds present in an environment, at a given time, generally excluding atypical or short-term disturbances.
Alluvial floodplain	A flat area formed by river-deposited sediments (alluvium), periodically inundated by floods.
Alluvium	Sediment such as clay, silt, sand, or gravel deposited by rivers, often found in valley bottoms and capable of preserving archaeological remains.
Ancient woodland	An area that has been wooded continuously since at least 1600 AD.
Archaeological evaluation	A programme of non-intrusive and/or intrusive fieldwork which seeks to determine the presence or absence of archaeological remains, along with the date, nature, survival and significance of the remains. It is used in planning to enable the statutory consultees to make an informed decision regarding an appropriate mitigation strategy. It is often comprised of two stages: geophysical survey followed by trial trenches.
Archaeological excavation	A programme of controlled, intrusive mitigation fieldwork with defined research objectives. It involves examining, recording and interpreting archaeological remains and retrieving artifacts and other remains within a specified area. The purpose of the excavation is to enhance understanding of the archaeological resource and to compile a lasting record of it, with the results disseminated into the public domain through publication in a period journal article or book.
Archaeological mapping	The recording and analysis of archaeological features using maps and spatial data to understand how a site or landscape has developed over time.
Archaeological mitigation	As an environmental measure, mitigation in archaeology aims to balance development needs with the preservation of historical and cultural resources. It ensures that important archaeological assets are either conserved in situ through design avoidance, or archaeological investigated and recorded thoroughly before any disturbance, so that knowledge of past human activity is not lost for future generations (preservation by record).
Bronze Age	A prehistoric period (2200 – 800 BC) marked by the use of metal (bronze), burial monuments, and increasingly settled communities.
Causewayed enclosure	Circular ditched enclosure of Neolithic date that may have been used for ritual activity.
Cursus	A large, elongated Neolithic monument defined by parallel banks and ditches, often extending for several hundred metres or more.

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Term / Acronym	Definition
Ditches	Linear cuts in the ground, often used as boundaries, drainage features, or enclosures.
Early medieval	The period in England following the end of Roman rule, from AD 410 – 1066. It is associated with the establishment of Anglo-Saxon kingdoms, early Christian sites, and changing patterns of settlement and land use.
Early prehistoric	The very earliest period of human activity, covering the Palaeolithic and Mesolithic. During this time, people lived as mobile hunter-gatherers and did not farm or build permanent settlements.
Fabric	Defined by Historic England as: 'The material substance of which places are formed, including their geology, archaeological deposits, structures and buildings, and flora. Fabric is seen as an important aspect of significance of an asset, and the major repository of some or all of its values.'
Farmstead	A group of buildings forming a farm, typically including a farmhouse and associated agricultural buildings (such as barns, sheds, and yards), arranged to support farming activities.
Field system	A group or pattern of fields, often defined by boundaries such as ditches, banks, or hedges, showing how land was organised for farming in the past.
Flint knapping	The process of shaping flint by striking it to produce sharp-edged tools or flakes. This technique was widely used in prehistoric periods (especially the Palaeolithic, Mesolithic, and Neolithic) and can be identified by characteristic waste flakes and worked stone pieces.
Geophysical survey	An archaeological geophysical survey is a non-intrusive way of identifying buried archaeological remains using special instruments that measure changes in magnetism, electrical resistance, or radar reflections which can reveal hidden features such as walls, ditches, roads and buildings beneath the surface. It is typically used to target archaeological trial trenches.
Heritage asset	Defined in the Airport national policy statement (ANPS) as 'those elements of the historic environment that hold value to this and future generations because of their historic, archaeological, architectural or artistic interest'. They may be 'buildings, monuments, sites, places, areas or landscapes, or any combination of these', Heritage assets are either designated or non-designated.
Heritage significance	Defined in the ANPS as 'the sum of the heritage interests that a heritage asset holds… Significance derives not only from a heritage asset's physical presence, but also from its setting'. The determination of heritage significance is based on statutory designation and/or professional judgement.
Historic Environment	Defined in the ANPS as 'all aspects of the environment resulting from the interaction between people and places through time, including all surviving physical remains of past human activity, whether visible, buried or submerged, and landscaped and planted or managed flora'.

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Term / Acronym	Definition
Historic environment mitigation	This is a catch-all for all types of environmental mitigation measures associated with the historic environment. It includes archaeological mitigation and historic building recording.
Historic hedgerow	A linear boundary of shrubs and trees which may be protected under the Hedgerows Regulations 1997 where it meets defined criteria, including age (at least 30 years old) and historic significance. Such hedgerows can mark historic boundaries, field systems, or contain archaeological features, contributing to the historic character of the landscape.
Historic landscapes	Historic landscapes are areas of past land use that retain their historic character and may have associated individual heritage assets or archaeological features.
Iron Age	The period (800 BC – AD 43) before the Roman conquest, characterised by farming communities, hillforts, and iron technology.
Later prehistoric	The period covering the Neolithic, Bronze Age, and Iron Age. During this time, farming became established, metalworking developed, and more permanent settlements and organised field systems emerged in the landscape.
Light detection and ranging (LiDAR)	A remote sensing technology that uses laser beams to measure distances and produce detailed three-dimensional images of landforms, structures, and surfaces.
Listed buildings	Structures, objects or buildings that have been assessed as being of national importance in respect of their special architectural or historic interest and have been included in the National Heritage List for England, and which are treated as designated heritage assets for the purpose of the planning system. The listed building designation extends to the whole of the building or structure (internal and external), as well as permanently fixed objects or structures and relevant curtilage structures (subject to specific criteria).
Locally listed buildings	Non-designated heritage assets recognised by the local planning authority for their architectural or historic interest within a community, even though they don't meet the requirements for being included in the National Heritage List for England. Local listing is managed by individual councils, who assess and maintain lists of buildings considered important within their communities. While locally listed buildings do not carry the same statutory protections as listed buildings, they are acknowledged as valuable parts of the townscape and heritage, and for contributing to local identity, civic pride and the character of a local area.
Manors	Rural estates in the medieval period, centred on a lord's residence, with associated farmland and settlements managed under a manorial system.
Mesolithic	The Middle Stone Age, dating in Britain from approximately 10,000 BC – 4000 BC. It is characterised by mobile hunter-gatherer communities, microlithic stone tool technology, and increasing woodland environments.

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Term / Acronym	Definition
Modern	The period from AD 1901 to present, covering recent and current land use and development.
Neolithic	The New Stone Age, dating from approximately 4000 BC – 2200 BC in Britain. It is characterised by the introduction of farming, permanent settlements, pottery, and the construction of monuments such as long barrows and stone circles.
Non-physical effect	Changes to heritage significance without physically touching a heritage asset. This might include introducing noise or visual effects to the setting of an asset which will affect how heritage significance is understood and appreciated, without removing or physically affecting the asset itself (i.e. through the removal of archaeological remains, building fabric/brick etc).
Palaeolithic	The Old Stone Age (900,000 BC – 10,000 BC), representing the earliest human occupation with simple stone tools such as handaxes.
Palaeoenvironmental remains	Palaeoenvironmental remains can provide insights into past human environments. They include pollen, microfauna, isotopic signatures, and other proxies that help reconstruct past climates, vegetation patterns, and human effects. The study of these remains is useful for understanding the historical context of archaeological sites and the interactions between humans and their environments.
Peat	A type of soil deposit formed from the slow decay of plants in wet conditions over thousands of years. Peat is important in archaeology because it can preserve organic materials such as wood, bone, and plant remains that would normally decay.
Physical effect	Any action or measure that would physically change a heritage asset, such as partial or complete demolition, ground disturbance that would partially or completely remove archaeological remains, or damage to the fabric (for example, brickwork) of a building.
Postholes	Small circular or oval cuts that once held wooden posts, representing structures such as buildings, fences, or enclosures.
Post-medieval	The period from approximately AD 1540 – 1901, following the medieval period. It includes major historical developments such as the Tudor, Stuart, Georgian, and Victorian eras and is associated with changes in farming, settlement and industry.
Public engagement	Public engagement is normally required as part of any mitigation strategy for the historic environment. The aim is to foster a sense of community identity and involvement, in addition to supporting the environmental measure objective of enhancing understanding and appreciation of heritage significance for affected heritage assets.
Registered parks and gardens	These are statutorily protected designed landscapes assessed to be of particular heritage significance.

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Term / Acronym	Definition
Remediation	In heritage context, remediation may involve excavation, preservation in situ, or other strategies to reduce effects on archaeological remains during development.
Ridge and furrow	Visible earthworks formed by medieval ploughing indicating historic agricultural practices.
Roman	The period of Roman occupation in Britain, dating from AD 43 – AD 410, it is marked by the development of towns, roads, and forts and the introduction of Roman building methods and material culture.
Scheduled monuments	Nationally important monuments and archaeological sites which have been identified and included in the 'Schedule' pursuant to the Ancient Monuments and Archaeological Areas Act 1979, and which are also listed in the National Heritage List for England. of These designated heritage assets can include standing stones, burial mounds and the remains of monastic buildings. They can be above or below ground and can consist of remains as well as structures that are still in use.
Setting	Defined in the ANPS as 'the surroundings in which it is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance, or may be neutral'.
Site strip	An archaeological environmental-measure mitigation technique where topsoil is carefully removed by machine under supervision to expose archaeological remains. These remains are then recorded, mapped, and excavated as needed before construction begins.
Townscape	In a heritage context, townscape refers to the overall character and appearance of an urban area, including its buildings, streets, spaces, and layout and the way these elements combine to form the historic identity, setting and experiential qualities of a place.
Trial trench	An archaeological trial trench is an intrusive method of archaeological evaluation. Trenches are typically 30 metres or 50 metres long, 1.8 metres wide and up to 1.0 metres deep (although can be deep with stepping and shoring). The aim is to clarify the presence, nature, date and heritage significance of any archaeological remains present.
World Heritage sites	Places, monuments or buildings which have been inscribed on the UNESCO World Heritage List for possessing outstanding universal value, (possessing significance at the highest possible level), and which are treated as designated heritage assets for the purposes of the planning system.

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Appendix A Figures

Figure 14A.1: Core Study Area and Wider Study Area

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490000
495000
500000
505000
510000
515000
520000
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185000
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170000
165000
Watford
Bushey
Rickmansworth
Moor Park
Northwood
Pinner
Stanmore
Edgware
Beaconsfield
Gerrards Cross
Ruislip
Kenton
Harrow
Wembley
Hillingdon
Uxbridge
Northolt
Greenford
Maidenhead
Slough
Eton
Windsor
Yiewsley
West Drayton
Hayes
Southall
Ealing
Acton
Chiswick
Brentford
Barnes
Hounslow
Isleworth
Richmond upon Thames
Twickenham
Feltham
Ashford
Egham
Teddington
Hampton
Sunbury-On-Thames
Kingston upon Thames
New Malden
Surbiton
Chertsey
Walton-On-Thames
Addlestone
Weybridge
Esher
Broomhall
London Heathrow Airport
M25
M40
M4
M3
A40
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Figure 14A.2: Designated heritage assets and locally listed buildings within the Core Study Area (southern half)

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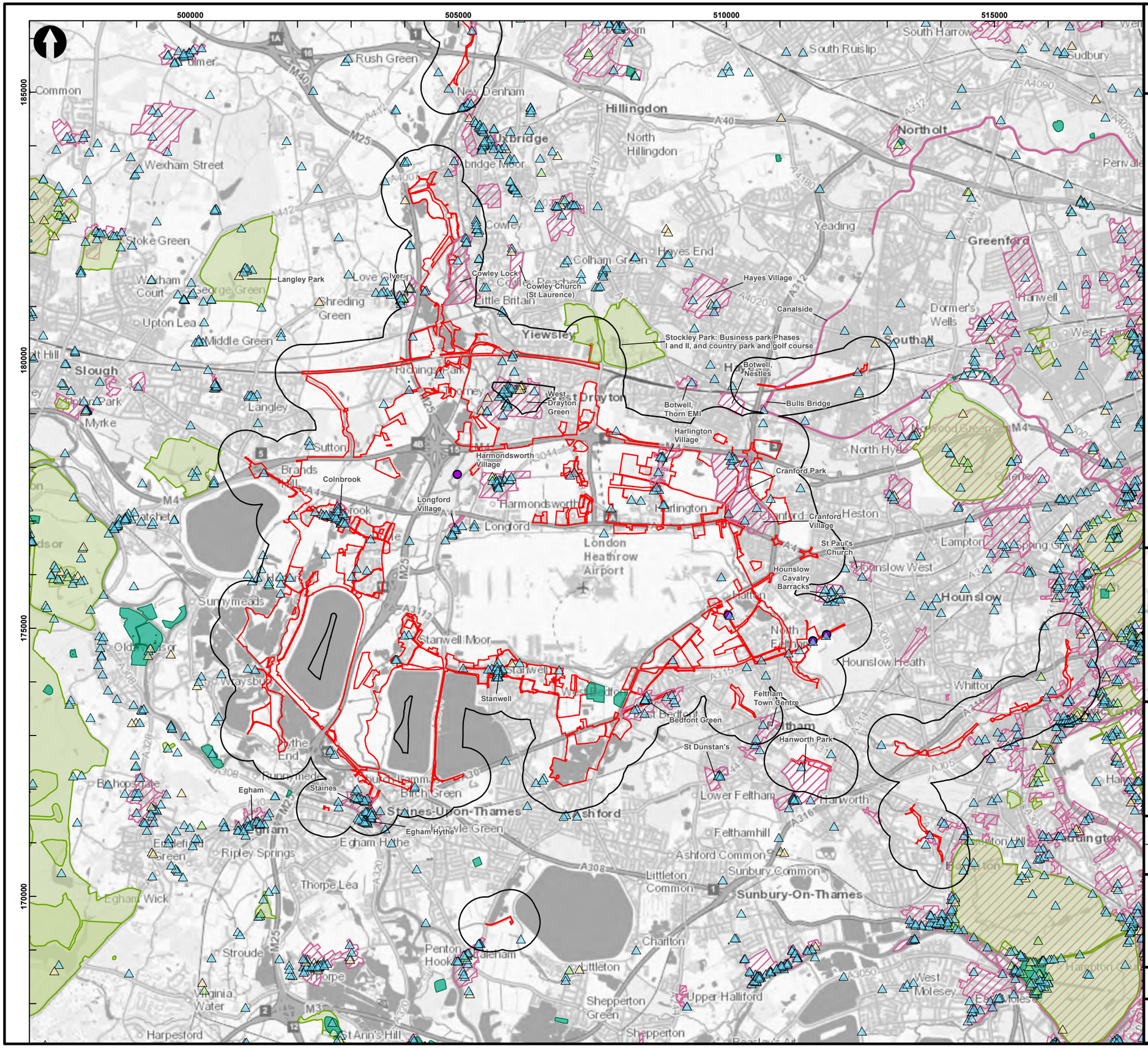

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- Draft DCO Order Limits
- Core Study Area (500 metres)
- Scheduled Monument
- Grade I Listed Buildings
- Grade II* Listed Buildings
- Grade II Listed Buildings
- Registered Parks and Garden
- Local Planning Authority Conservation Area
- Locally Listed Building (Point)

Scale 1:70,000

Heathrow

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Scale 1:70,000	
Project Name: Heathrow Expansion Project	Heathrow Project No.: 3R000

Title

Figure 14A.2: Designated heritage assets and locally listed buildings within the Core Study Area (southern half)

Company	Drawn By	Chk/Approved	Drawn Date	Status
WSP	LT	JC	02/06/2026	FINAL

Location-Level-Sub Series/System-Identifier	Version
3R000-XX-GA-XXX-100022	1.0

Source file: EH-WSP-EICR-008

Figure 14A.3: Designated heritage assets and locally listed buildings within the Core Study Area (northern half)

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- Draft DCO Order Limits
- Core Study Area (500 metres)
- Scheduled Monument
- Grade I Listed Buildings
- Grade II* Listed Buildings
- Grade II Listed Buildings
- Registered Parks and Garden
- Local Planning Authority Conservation Area

Note: Locally listed buildings within the Draft DCO Order Limits (Greater London and Buckinghamshire only)

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 14A.3: Designated heritage assets and locally listed buildings within the Core Study Area (northern half)

Company	Drawn By	Chk/Approved	Drawn Date	Status
WSP	LT	JC	02/06/2026	FINAL

Location-Level-Sub Series/System-Identifier	Version
3R000-XX-GA-XXX-100022	1.0

Source file: EH-WSP-EICR-008

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CONSULTATION 2026

Environmental Information Consultation Document (EICD)

Chapter 15: Landscape and visual

OCTOBER 2026

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15. Landscape and visual amenity

15.1 Introduction

15.1.1 As indicated within **Chapter 1: Setting the scene for consultation – environmental information**, 'landscape and visual amenity' is an environmental aspect for which environmental information is presented for 2026 public consultation.

15.1.2 This chapter is supported by **Figure 15A.1: Landscape and visual context plan, Figure 15A.2: Landscape and visual ZTV, Figure 15A.3: Site context photos**, and a glossary of terms.

15.1.3 This chapter should be read in conjunction with the following:

- **Chapter 4: People, place and Community Areas**: describes in more detail the study areas and baseline information that is referred to in this chapter.
- **Chapter 6: Community**: which sets out the changes to land and environment that affect people and homes, community facilities (including sport and leisure facilities) and public services.
- **Chapter 7: Recreation and amenity**: which considers effects on other outdoor public recreation facilities such as open space and play areas).
- **Chapter 8: Noise and vibration**: which considers environmental effects on noise-sensitive non-residential receptors which may affect their viability.
- **Chapter 12: Biodiversity** which considers effects on ecological receptors including habitats, designated sites and ecological networks.
- **Chapter 14: Historic environment** which considers effects on heritage assets, including historic buildings, conservation areas, historic landscapes and their settings.

15.2 What is meant by 'landscape and visual amenity'?

15.2.1 The Project may affect people and places through changes to the physical landscape and to views experienced by communities. Landscape change may arise from:

- New built infrastructure
- Earthworks and landform alterations
- Removal or introduction of vegetation
- New lighting infrastructure
- Changes to land use

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15.2.2 Visual change may occur where elements of the Project such as the Northwest Runway, terminal buildings and associated airport and surface access infrastructure are introduced into existing views, becoming newly visible and altering the composition or character of those views as experienced from residential properties, public rights of way (PRoW), roads, rail corridors and publicly accessible open spaces. Refer to **Chapter 7: Recreation and amenity** for more information regarding how public open spaces and PRoW are identified.

15.2.3 Some changes may be temporary and reversible, particularly during construction, others may be permanent and associated with the operation of the expanded airport as delivered by the Project.

15.2.4 Landscape is the combination of natural and built elements that make up the character of an area. It includes landform, vegetation, rivers and waterbodies, settlement pattern, roads, infrastructure and open spaces. These elements combine to create distinct landscape character areas (LCAs), each with their own sense of place. Landscape 'assessment' considers how these characteristics may change as a result of the Project and whether those changes will alter the overall character, quality or value of the landscape.

15.2.5 Landscape includes both rural and urban environments. In the more built-up areas surrounding Heathrow, the assessment considers townscape character, including the pattern, scale and form of buildings, streets, public spaces and movement corridors. The same principles of assessment apply in urban areas as in rural areas, but with greater emphasis on built-form, enclosure, street pattern and the experience of people within neighbourhoods and public spaces. Accordingly, the term 'landscape' is used to refer collectively to both rural and urban character and environments.

15.2.6 Landscape character also incorporates perceptual qualities such as openness, enclosure and tranquillity. In certain areas around Heathrow, and accounting for Air Traffic Movements (ATMs), also some areas some distance away, particularly along river corridors, open land at the urban-rural fringe and publicly accessible green spaces, tranquillity contributes to landscape value and sensitivity. The assessment therefore considers whether construction activities, new operational infrastructure, or increases in ATMs may influence these perceptual qualities, recognising that tranquillity is affected by a combination of visual, environmental and contextual factors.

15.2.7 Visual effects are concerned with how people experience change. This includes changes to the composition of views, the introduction of new built elements into existing views, and alterations to the scale, extent or prominence of infrastructure. The assessment considers who is experiencing the view, recognising that local residents are generally more sensitive to visual change than people travelling through an area. It also considers the nature of the view itself, including distance, existing screening, the extent of visibility and the character of the surrounding environment.

15.2.8 Landscape and visual effects are related but distinct. A development may alter the character of the landscape without necessarily giving rise to widespread visual effects and conversely may be visible from certain viewpoints without fundamentally changing landscape character. For this reason, the assessment considers landscape and visual matters separately, while recognising the relationship between them.

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15.2.9 Tranquillity is also an important component of how people experience landscape. It relates to the sense of calm, relative quiet and freedom from visual and environmental disturbance that can be perceived in a place. Tranquillity can be influenced by a combination of factors, including the presence of built development, movement, lighting and noise.

15.2.10 The influences which can affect tranquillity – presence of built development, movement of vehicles or planes, lighting and noise – may also influence the setting of an above-ground heritage asset, the use of a public open space or use of a community facilities such as schools.

15.3 Why landscape character and visual changes might occur

15.3.1 The potential for landscape character and visual change arises primarily from the scale and nature of the Project, and the way in which it interacts with the surrounding environment.

15.3.2 During construction, temporary changes may occur as a result of construction compounds, cranes, earthworks, material stockpiles, plant and lighting. These activities may alter the appearance of the landscape and may influence views experienced from nearby residential areas, public rights of way (PRoW), open spaces and transport routes. Although temporary and reversible, the construction period is anticipated to be undertaken in a phased approach with its overall duration expected to extend over approximately 25 years, meaning that some short- (zero to five years), medium- (five to 15 years) and long-term (15+ years) changes may be experienced in certain locations. This approach is consistent with Guidelines for Landscape and Visual Impact Assessment (GLVIA3), which recognises duration as a key component of the magnitude of change and advises that duration may be classified using broad categories such as short-, medium- and long-term, with the precise definitions informed by professional judgement and the nature, scale and programme of the proposed development. Such changes may be noticeable, particularly in areas close to works or where existing screening is limited.

15.3.3 During full operation, as indicated in **Chapter 2: Description of Project**, more permanent changes would arise from the introduction of new infrastructure, alterations to landform, additional aircraft movements, modifications to road layouts, and the creation of Blue and Green Infrastructure (B&GI) areas.[1] These changes may influence landscape character in both rural and urban locations depending on the location. In more urban areas, changes may affect the pattern and relationship of built form and infrastructure, while in more open or semi-rural areas they may alter the perception of openness, enclosure or separation between settlements. Given that only high-level construction sequencing is available at this stage, the assessment draws on the indicative order of works to identify where construction and operational activities are likely to overlap. While the precise duration and extent of these overlaps

[1] Green and blue infrastructure areas comprise landscape, planting, water features, drainage systems, habitat creation and BNG areas, and open spaces designed to integrate the Project into its surroundings and provide environmental and amenity benefits. Refer to **Blue and Green Infrastructure Environmental Measures Paper** for more information.

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cannot yet be confirmed, a reasonable worst case scenario has been applied in which concurrent construction and operational activity may occur in those locations. The assessment therefore considers combined effects on this basis to ensure a robust evaluation.

15.3.4 The visibility of new infrastructure will depend on its height, scale, location and design, together with the extent of existing or proposed vegetation and built form. In some areas, new elements such as Northwest Runway infrastructure, terminal buildings or surface access features may become more prominent within views. In others, reconfiguration of infrastructure or the introduction of planting and earthworks may reduce visibility or alter the composition of existing views.

15.3.5 The Project has the potential to influence tranquillity through changes to both the visual and perceptual qualities of the landscape. During construction, activities such as earthworks, concrete batching plants, prefabricated buildings, demolition, construction traffic and the presence of plant and machinery may introduce movement, activity and visual disturbance into areas that currently experience a greater degree of calm or separation from development.

15.3.6 During operation, the introduction of new infrastructure, including the Northwest Runway, terminal and surface access elements, would alter the visual context of surrounding areas through the presence of built form, lighting and activity. In addition, changes in aircraft movements, including frequency and distribution of overflight, could influence how tranquillity is perceived, through both the movement of aircraft within views and their contribution to the overall sense of activity.

15.3.7 These changes may affect factors commonly associated with tranquillity, including perceived openness, remoteness, and the degree of visual and aural disturbance experienced within a location.

15.4 Legislation, policy and guidance

15.4.1 In the UK, there is a wide variety of legislation, policy and guidance relevant to Landscape and Visual Amenity assessment, including but not limited to:

- The Planning Act 2008 [1]
- Environmental Impact Assessment (EIA) Regulations 2017 [2]
- Airports National Policy Statement (ANPS) [3]
- Draft Heathrow Expansion National Policy Statement (HENPS) [4]
- National Networks National Policy Statement (NNNPS) [5]
- The National Planning Policy Framework (NPPF) [6]
- Guidelines for Landscape and Visual Impact Assessment (GLVIA3) [7]
- Design Manual for Roads and Bridges (DMRB) LA107 [8]
- The Civil Aviation Authority's environmental assessment requirements and guidance for airspace change proposals (CAP1616) [9].

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- The Civil Aviation Authority's environmental assessment requirements and guidance for airspace change proposals (CAP1616i) [10, 9].; and
- The Chilterns Area of Outstanding Natural Beauty (AONB) Management Plan 2019 to 2024 (as extended and amended to 2025), which recognises tranquillity as one of the special qualities of the Chilterns national landscape (Chilterns Conservation Board, 2019; 2025) [11]

15.4.2 Other relevant Landscape Institute guidance has been used to inform this chapter.

15.4.3 The ANPS, as outlined in **Chapter 1**, requires that airport expansion proposals demonstrate appropriate consideration of landscape and visual effects, including Blue and Green Infrastructure (B&GI) areas and design integration. Refer to the B&GI environmental measures paper for more information.

15.4.4 The NPPF recognises the intrinsic character and beauty of the countryside and seeks to protect and enhance valued landscapes. It also promotes good design and the integration of new development into its surroundings.

15.4.5 Local planning authorities surrounding Heathrow identify landscape character areas, townscape character areas and, in some cases, locally valued landscapes within their development plans. These policies generally seek to:

- Protect landscape character
- Maintain separation between settlements
- Conserve heritage and river corridor settings
- Enhance green infrastructure networks
- Promote high-quality urban design

15.4.6 These policy objectives have informed the assessment of landscape value and receptor sensitivity.

15.4.7 GLVIA3 establishes the principles for assessing sensitivity, magnitude of change and significance of effects. DMRB LA 107 provides a structured approach for highways infrastructure schemes and informs reporting format which will be taken forward into the Environmental Statement (ES).

15.5 Assessment summary

15.5.1 This section explains the approach to the landscape and visual amenity assessment and how conclusions have been drawn in this chapter.

Study area

15.5.2 The study area has been informed by desktop analysis, review of the early-stage zone of theoretical visibility (ZTV), and targeted site walkovers. The early-stage ZTV is a typically high-level ZTV using simplified assumptions to give an initial indication of potential visibility. The preliminary ZTV, produced using light detection and ranging (LiDAR) digital surface modelling (DSM) data and appropriate maximum height

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parameters for all infrastructure and aircraft, provides an initial indication of where elements of the Project may be visible. The ZTV is used to inform rather than dictate the study area, receptor identification, with outputs verified through desk based review and field observation.

15.5.3 For the purposes of this Environmental Information Consultation Document (EICD), the study area nominally extends 5 kilometres beyond the revised draft Order Limits, reflecting the likely extent of perceptible landscape and visual effects associated with the Project. In certain locations, the study area extends beyond 5 kilometres to encompass elevated landforms and high points in the wider landscape, including Harefield, Richmond Hill, St Ann's Hill, and Kennedy Park at Lynch Hill, where visibility or perceptual effects may extend further.

15.5.4 Within this area, analysis of local landscape character types and areas has been undertaken to establish the baseline context. The study area provides a proportionate and robust framework for the EICD, ensuring that areas with potential for landscape or visual effects, whether arising from physical change, activity, lighting, or perceptual qualities such as tranquillity, are appropriately considered.

Baseline

15.5.5 The baseline has been informed by a combination of desktop analysis, analysis of current and historic aerial photography, published landscape and townscape character descriptions, and targeted site walkovers. A review of the preliminary ZTV has also supported the identification of areas where visibility and perceptual effects may arise.

15.5.6 Targeted site walkovers were undertaken in April 2026 across areas around the existing airport to verify baseline conditions and identify any localised changes in land use, vegetation maturity or access patterns since baseline information was identified in 2019. These site visits covered all of the draft DCO limits and focused particularly on locations closest to the existing airport (within a 4-kilometre radius) where the most substantial landscape and visual change is likely to occur as a result of the Project, providing field-based confirmation of the desk study findings and ensuring an up-to-date understanding of baseline conditions.

Assessment approach

15.5.7 The assessment has been undertaken in accordance with GLVIA3 and is based on the application of professional judgement. This involves the identification of receptor sensitivity, informed by considerations of value and susceptibility to change, and the assessment of the magnitude of change arising from the Project, taking account of the scale, extent, duration and reversibility of effects. These factors are brought together to determine the level and significance of landscape and visual effects. The study area was defined based on the scale of the Project, the potential extent of visibility, and the distribution of surrounding communities and character areas.

15.5.8 The assessment focuses on the types and locations of change most likely to influence landscape character, visual amenity and perceptual qualities. Effects

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across the whole of the study area are considered over the course of delivery of the Project, providing a clear temporal structure for assessing how the Project influences landscape and visual receptors over time. Construction activity occurs throughout delivery of the Project. The framework therefore enables the assessment to describe how the nature, extent and visibility of change evolve as different elements of the Project are introduced and progress towards operation, and how construction and operational effects may be experienced together.

15.5.9 In addition to the assessment within the Wider Study Area, effects are also assessed at a Community Area scale within a smaller, more focused area, reflecting the locations closer to the airport where significant effects are most likely to arise. The use of Community Areas, as defined in **Chapter 4: People, place and Community Areas**, provides a people focused spatial framework that aligns with patterns of settlement, movement and community identity, and therefore offers a more meaningful basis for understanding how landscape and visual change will be experienced. This approach is more appropriate for the landscape and visual impact assessment. In some cases, Community Areas are combined where geographical proximity, shared characteristics or the scale of the Project mean that effects are best understood collectively, ensuring the assessment remains proportionate while still identifying the communities most likely to experience significant effects.

15.5.10 Significance is expressed using a clear, narrative judgement, identifying whether effects are likely to be significant or not significant, rather than applying a detailed matrix or graded scale. This approach ensures that the assessment remains focused on the key issues relevant at this stage of the Project.

Zone of theoretical visibility

15.5.11 An early-stage ZTV mapping exercise has been undertaken to inform the identification of the study area. ZTVs are typically developed at an early stage of the assessment, using simplified inputs to inform study area definition and initial design considerations.

15.5.12 The early-stage ZTV has been generated using digital surface model (DSM) data to provide a realistic representation of landform and built form, supplemented where necessary to ensure full coverage of the study area. The modelling identifies areas from which the Project may theoretically be visible, based on the proposed parameters of the development. At this stage, a simplified representation of certain operational characteristics has been included, such as the assumed height of aircraft above runways and taxiways (24 metres), to reflect the likely maximum visibility of key components. The final ZTV produced for the Environmental Statement (ES) will be based on more detailed modelling and will provide a refined indication of theoretical visibility. Despite this increased level of detail, the early-stage ZTV remains an indicative tool and requires verification through fieldwork and the application of professional judgement.

15.5.13 The early-stage ZTV represents a reasonable worst-case theoretical visibility scenario and does not take account of all localised screening effects or detailed design elements that are not yet defined, such as lighting or minor infrastructure. It is

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therefore used as a tool to guide the extent of the assessment and the identification of potential receptors, with field survey and professional judgement applied to refine actual visibility and inform the assessment of effects. The early-stage ZTV has been prepared to review the appropriateness of the study area, as shown in **Figure 15A.2: Landscape and visual ZTV**, with further refinement of the visual envelope to be undertaken at ES stage where additional design information becomes available.

Tranquillity assessment

15.5.14 As indicated within **Chapter 3: The approach to assessment**, the design of airspace is currently being developed by the UK Airspace Design Service (UKADS). Proposed changes to airspace for other airports, including Gatwick and Luton, are also progressing through the Airspace Change Process (ACP) and are anticipated to be in place by the time the Project becomes fully operational. These changes therefore form part of the future baseline for the tranquillity assessment. On this basis, a proportionate, high-level approach has been undertaken to consider the likely effects of the Project on tranquillity as experienced by landscape and visual receptors. The assessment reflects the design information currently defined including the need to retain flexibility in certain parameters, most notably aircraft flight paths.

15.5.15 In the context of the Project, overflying aircraft are an established feature of the environment around Heathrow and can influence how landscapes are experienced. Changes in flight patterns, frequency or altitude can alter this experience, both through the movement of aircraft within views and their contribution to activity and perceived disturbance. These changes are relevant to how tranquillity is experienced, as well as to visual amenity more broadly. As tranquillity relates to the overall perceptual experience of a place, it is important to consider visual and aural influences together rather than separately.

15.5.16 Within the ACP, tranquillity is considered as part of the environmental assessment undertaken for airspace change. Although CAP1616i has been superseded, it remains available for reference and continues to outline how tranquillity should be considered qualitatively within that assessment. In the case of the ACP, tranquillity is defined as an aspect in its own right with a separate decision-making process supported by environmental assessment. For the Project, tranquillity relating to landscape and visual amenity has been considered at two spatial levels. Firstly, it is addressed as a component of landscape character within the study area, embedded within the wider landscape and visual amenity assessment on each community, recognising that tranquillity contributes to how different landscapes are experienced. Secondly, a high-level review has been undertaken of areas where tranquillity is likely to be a particularly important attribute, including designated landscapes such as national parks and national landscapes, as well as other areas identified at a local level as having relatively higher levels of tranquillity. This ensures that both the role of tranquillity in defining everyday landscape character and its importance in more valued or sensitive locations are appropriately captured.

15.5.17 Noise is recognised as an important contributor to tranquillity, but not a determinant in isolation. The assessment therefore considers outputs from the Project's noise

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assessment set out in **Chapter 8: Noise and vibration** alongside other factors such as movement of aircraft, built development, lighting and the degree of urban influence, which together influence the perception of tranquillity. At this stage, the use of noise information is subject to limitations as described in **Chapter 8**, as the Project requires flexibility in the definition of aircraft flight paths and airspace design.

15.5.18 The assessment presented is qualitative and identifies receptors where changes in tranquillity are most likely to arise, considering both construction and operational phases and the types of change that may influence perceptual qualities, such as increases in activity, movement, noise or lighting.

Environmental measures

15.5.19 Environmental measures for landscape character and visual amenity include a suite of good design principles that shape the form, appearance and integration of new infrastructure from the outset. These measures encompass the use of appropriate building materials, colours and finishes to reduce visual prominence; careful massing, height and orientation of buildings to break down scale; and the incorporation of landform, screening and layout strategies that respond to local character and key views. Alongside these architectural and spatial measures, the Project is informed by a strategy (as set out in the Blue and Green Infrastructure (B&GI) topic paper), which sets out a landscape led approach to structuring the site through green corridors, sustainable drainage systems (SuDS) networks, landform, planting and public realm treatments that reinforce local landscape character, improve legibility and provide visual integration of built form. These B&GI components also support wider environmental functions, including habitat connectivity but their primary role within the landscape and visual impact assessment (LVIA) is to establish a coherent landscape framework that softens development edges, filters views and strengthens the overall landscape structure.

15.5.20 For construction, environmental measures include a considered phasing approach that limits the extent of exposed works at any one time and maintains a coherent landscape structure where reasonably practicable as different areas progress through the construction sequence. Early establishment of structural planting and the use of SuDS features as temporary landscape elements help moderate visual exposure and provide interim filtering of views and management of water and habitat functions to maintain environmental performance. In parallel, construction-related measures focus on protecting retained landscape features, managing temporary works in response to local character, and implementing design measures as early as practicable. This includes safeguarding existing vegetation and soils, and ensuring that hoarding, fencing, lighting and temporary earthworks are well maintained and designed to limit visual disturbance. The use of hoarding, fencing and other temporary screening treatments is also employed to contain views of active works, manage visual clutter and maintain a consistent edge condition around construction areas. These measures collectively help reduce the prominence of plant and activity, support legibility during phased works, and maintain environmental performance throughout the construction period.

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15.5.21 For operation, environmental measures include a coordinated landscape framework that reinforces local character, integrates built infrastructure, and strengthens ecological and hydrological connections. This includes the use of planting, landform, visual integration walls, SuDS, and habitat networks to soften built form, filter views, and create a more resilient landscape.

15.5.22 Together, these environmental measures ensure that the Project incorporates screening, integration and landscape structure from the outset.

15.6 Assessment results - construction

15.6.1 Construction is anticipated to extend over approximately 25 years. While this represents a relatively long duration, construction activities will be temporary in nature and reversible and are not anticipated to occur uniformly across the study area for the full period. Instead, works will be phased and staggered, with activity taking place at different locations over time, including at Construction Support Sites (CSS). The specific work types and duration at specific CSS is yet to be determined. See **Chapter 2** for more information.

15.6.2 As a result, the duration of construction effects experienced at any given location will typically be shorter than the overall construction programme. However, in some areas, construction activity will transition directly into the establishment of permanent operational elements of the Project. In these locations, while the construction-related effects will cease once works are complete, the landscape and visual environment will continue to evolve as the permanent infrastructure becomes operational.

15.6.3 In this context, construction-related landscape and visual effects are considered to be temporary, although they may be experienced over the short-, medium-, or long-term depending on duration of works. Where construction areas form part of the permanent development footprint, the temporary construction effects will be followed by the separate, long-term operational effects associated with the completed infrastructure.

Early construction

15.6.4 During early construction following grant of the Development Consent Order, the principal landscape and visual effects will arise from construction activities associated with early works and initial infrastructure delivery, with early Air Traffic Movements (ATMs) representing only a small uplift on existing operations and contributing modestly to overall activity levels prior to Northwest Runway opening. This represents the period prior to Northwest Runway opening and includes an early peak in construction activity, such as major highways works (including the M25 and southern road tunnel), demolition, watercourse diversions, and the establishment of CSS. This period also marks the commencement of early structural and buffer planting in selected locations, meaning that some vegetation will begin to establish during this time, albeit at an early stage of growth.

15.6.5 Construction compounds, cranes, earthworks, material storage areas and temporary lighting will be present in locations close to the draft Order (and at CSS at various

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locations around the Project. These activities will introduce noticeable change in the immediate landscape and visual context in the short-term, particularly where existing vegetation screening is limited or where open land currently provides visual separation between settlement and existing airport infrastructure. Where early planting has been introduced, its contribution to screening will be limited initially but will begin to provide incremental visual filtering as it establishes over subsequent years.

15.6.6 In areas closest to construction activity, adverse visual effects are likely. These would arise from the introduction of large-scale plant and movement within views and from alterations to existing land use and landform during earthworks. Construction activity may also influence the perceived openness of land at the urban-rural fringe and perceptual qualities such as tranquillity through increased activity, noise and lighting. Operational effects during this time would be limited and transitional in nature, reflecting the interim position before full infrastructure build-out and operation.

15.6.7 A number of environmental measures will be implemented during this period to help limit the extent and visibility of works across both the Heathrow boundary and the wider network of CSS and freight forwarding sites. These include the use of temporary screening and hoarding, careful siting and management of compounds, and the application of lighting controls to reduce night-time spill. In addition, areas of buffer planting and structural vegetation will be introduced at key interface locations around the Project and associated support sites, providing progressive visual filtering of construction activity and helping to maintain a degree of separation between nearby communities and emerging infrastructure or construction activity. While such measures are not likely to remove construction activity from view, they will assist in reducing the prominence of plant, movement and lighting and help moderate localised landscape and visual effects during this phase.

15.6.8 Overall, the wider landscape structure beyond the immediate vicinity of construction activity will remain largely unchanged. With the implementation of environmental measures and construction controls, such as the use of temporary screening, hoarding and lighting controls, together with the management of construction compounds and working areas, significant adverse effects during early construction are expected to be localised rather than widespread. Operational effects during this phase would be limited and transitional in nature, reflecting the interim position prior to full infrastructure build-out and operation.

Further construction, early operation and full operation

15.6.9 Following the early construction activities, the Project enters a prolonged period in which construction activity and airport operations progress in parallel, gradually shifting from a transitional phase into full, established operation. At this time, peak construction continues across Heathrow and surrounding areas, including major surface access works, landform alteration and delivery of new airport infrastructure. These activities remain clearly perceptible in locations close to active works, where compounds, plant, earthworks and lighting continue to influence landscape character, views and perceptual qualities. During this period, early planting

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introduced in preceding years will continue to establish, beginning to provide more meaningful visual filtering in some locations, although its effectiveness will vary depending on species, location and proximity to receptors.

15.6.10 This phase will include early operational characteristics associated with the Project, including growth in ATMs and passenger activity . While the full operational infrastructure will not yet be in place, these movements have the potential to influence perceptual qualities, including tranquillity, particularly in relation to aircraft activity and associated changes in the acoustic environment.

15.6.11 At the same time, the opening of the Northwest Runway marks the introduction of more frequent aircraft activity. This results in changes to perceptual characteristics, particularly tranquillity, due to increased movement in the sky and alterations to the acoustic environment. These effects are most pronounced in areas that previously experienced a greater degree of separation from airport activity.

15.6.12 As further elements of the project become operational, more permanent changes to landscape character begin to emerge. New-built structures, reconfigured landform and modified surface access routes alter the character of areas immediately adjacent to airport. In some locations, particularly where infrastructure lies close to residential areas or where vegetation does not provide screening, these new elements become more apparent within views. At settlement edges, especially in open or semi-rural areas, the relationship between built form and open land shifts, reducing the sense of separation between communities and airport infrastructure. Within more urbanised areas, changes are experienced primarily through the introduction or reconfiguration of infrastructure within an already developed context. By this stage, early planting will have undergone several years of establishment, providing a more developed landscape structure that begins to moderate some visual effects, although its influence will remain partial until full maturity is reached.

15.6.13 Overall, while the combined further construction and early operation period results in substantial and lasting changes to the landscape and visual environment around the airport, the extent of likely significant adverse effects is expected to remain focused on areas closest to the boundary. Widespread likely significant effects across the wider study area are not anticipated.

15.6.14 As the Project moves beyond the initial operational years and into the longer-term operational period, the majority of infrastructure will be fully established, and Heathrow would continue to increase towards its maximum passenger and ATM capacity. Operational effects during this stage are more permanent in nature. Increased aircraft activity would continue to influence perceptual qualities, particularly in locations experiencing changes in overflight patterns or frequency.

15.6.15 Visually, the airport will remain a defining feature of areas immediately adjacent to the boundary, as illustrated in **Figure 15A.2: Landscape and visual ZTV**. However, structural planting and environmental embedded measures will begin to mature, progressively reducing the prominence of some infrastructure in views compared with earlier years. In certain locations, this maturing vegetation helps to restore a degree of visual containment at the settlement edge, although it would not remove the fundamental change in character.

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15.6.16 The landscape character in areas close to Heathrow will reflect its role as major infrastructure, with built form, movement and activity continuing to form dominant influences. Beyond the immediate boundary, the wider pattern of settlement, strategic transport corridors and urban development continues to shape the broader landscape context. In some locations, perceptual qualities such as openness and relative tranquillity will remain affected by the combined presence of visible infrastructure and increased operational activity, though these influences would be generally contained within areas closest to Heathrow and along key movement corridors.

15.6.17 Looking further ahead, once all structural and buffer planting introduced throughout the phased construction and operational period has fully established, by the design year 15 years beyond the point of maximum operational capacity, mitigation planting is expected to be well established (noting that some planting will have been planted well before 15 years before the point of maximum operational capacity). The maturing landscape framework will help integrate the Project into its surroundings and reduce the prominence of certain visual effects. Nonetheless, permanent and likely significant adverse effects to landscape and visual amenity will remain in proximity to Heathrow, reflecting the scale and nature of the infrastructure introduced.

15.7 Assessment results by Community Area

15.7.1 The study area for this Environmental Information Consultation Document (EICD) covers a broad and varied landscape context, extending across urban and suburban areas, transport corridors, open land, river corridors and areas of green belt. This wider context provides the environmental setting within which the Project may influence landscape character, perceptual qualities and views. However, for the purposes of the EICD, a more focused and proportionate assessment framework is required to understand how change may be experienced by the people and places most closely associated with Heathrow.

15.7.2 To achieve this, the assessment is structured around defined Community Areas. These reflect patterns of settlement, movement, local identity and the functional relationships between communities and their surrounding landscape. This approach aligns with the **Chapter 4** framework defined for the EICD, ensuring that the assessment is grounded in how the environment is actually experienced by those who live, work and travel within the area.

15.7.3 Using Community Areas provides a proportionate and targeted method for the EICD, enabling the assessment to focus on locations where landscape and visual change is most relevant to community experience. This represents a deliberate departure from the Environmental Statement (ES) methodology, which will apply a full landscape character assessment (LCA) and viewpoint based visual assessment across defined character areas and representative receptor locations.

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Harmondsworth and Sipson

15.7.4 The Harmondsworth and Sipson Community Areas lie immediately to the north of Heathrow and comprise the historic village core of Harmondsworth and Sipson, both designated as conservation areas, together with surrounding residential areas and areas of open land forming the wider setting to these communities. This includes Harmondsworth Moor, the green belt, agricultural land, field patterns and open space associated with the wider Hillingdon Borough and Colne Valley landscape, which currently provide a degree of physical and perceptual separation from Heathrow.

15.7.5 The baseline is characterised by a transition between the infrastructure-dominated environment of Heathrow and Bath Road to the south and the more varied settlement and semi-rural fringe to the north (**Figure 15A.3, Photo 12**). Harmondsworth retains a strong historic village character, while Sipson has a more linear and fragmented form influenced by modern development and proximity to major transport infrastructure.

15.7.6 Areas of open land surrounding the settlements contribute to local character and provide a physical and perceptual buffer from Heathrow, despite the presence of large-scale infrastructure in the wider context, including the M4 and M25 motorways and ongoing aircraft activity. Views from public rights of way (PRoW), local roads and settlement edges are variably filtered by vegetation and built form, with Heathrow infrastructure evident in some locations (**Figure 15A.3, Photo 9).**

15.7.7 While the baseline is influenced by urbanising elements, areas at the settlement edge and within adjacent open land retain perceptual qualities such as relative openness and, in places, a degree of tranquillity. Taking account of landscape character, heritage value and the role of open land in the setting of the settlements, and the absence of formal landscape designations, and considering their susceptibility to change arising from the Project, the Harmondsworth and Sipson Community Areas are assessed as having medium sensitivity to change.

15.7.8 Across the full duration of the Project, from initial construction through to long-term airport operation, the character of Harmondsworth and Sipson would undergo substantial and permanent transformation. The most significant driver of change is the loss and alteration of the land that currently forms the setting of both communities. This land, which includes settlements, agricultural fields, PRoW and remnants of the rural Colne Valley landscape structure, will be replaced by Northwest Runway infrastructure, associated facilities, and major highway and watercourse modifications. The reduction of open land and the introduction of new built form will diminish the sense of separation between Heathrow and surrounding communities. These works would represent a substantial change to the landscape framework that currently provides separation between the settlements and operational areas of the existing airport.

15.7.9 During the early years of construction, intensive activity will be visible and audible from across the Harmondsworth and Sipson Community Areas. Earthworks, landform alteration, construction compounds, large-scale plant, lighting and vehicle movements will erode existing perceptual qualities, particularly openness and any

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existing sense of tranquillity. Construction will also directly affect parts of the green belt and built settlements, including demolition of much of Harmondsworth village including its historic core along with areas of Sipson. These interventions would alter landscape character, including within and adjacent to the Harmondsworth conservation area. The reduction of open land and the introduction of new built form will diminish the sense of separation between Heathrow and Harmondsworth and Sipson.

15.7.10 As the Northwest Runway becomes operational, the relationship between the Community Areas and Heathrow would fundamentally shift. The reduction of undeveloped land between the settlements and airport infrastructure would make Heathrow a more immediate and dominant presence in views from residential streets, PRoW and settlement edges. Airport infrastructure would become a more immediate and defining feature within the surrounding landscape, particularly along the southern edges of both settlements. The commencement of early Air Traffic Movements (ATMs) prior to Northwest Runway opening would introduce a small uplift in aircraft activity, adding to the existing baseline of regular aircraft movements already characteristic of the community experience. While this uplift is modest relative to current operations, it would contribute to overall activity levels and may subtly influence perceptual qualities such as tranquillity, particularly in areas that currently experience greater separation from airport operations, such as Harmondsworth Moor. Within the built settlements, the loss of parts of Harmondsworth's historic core and changes to the setting of remaining heritage assets would have lasting implications for the landscape character. Sipson would also experience permanent alteration to its settlement pattern and relationship with surrounding open land.

15.7.11 The Green Loop will pass through the Harmondsworth High Street and parts of Harmondsworth Moor as part of the Project. There will also be the establishment of Harmondsworth Metropolitan Park and reprovision of allotments and recreation grounds (prior to the loss of existing), along with enhancements to Harmondsworth Moor and various pedestrian routes. However, these will offer only limited screening or integration at this stage.

15.7.12 In the longer term, as the Project moves toward maximum operational capacity, the landscape will continue to evolve. Hard landscape elements such as the 5-metre-high visual integration and noise wall and extensive Blue and Green Infrastructure (B&GI) including planted bunds, highways planting and structural planting will mature, providing some visual containment and helping to integrate elements of the new infrastructure into the wider landscape. Over time, this would soften certain visual effects and reduce the prominence of some features in views. However, environmental measures cannot reverse the fundamental transformation of the area. The open land that once formed the southern setting of Harmondsworth and Sipson would be permanently altered, and airport infrastructure and activity would remain a dominant and defining influence on the surrounding environment.

15.7.13 The built settlements would continue to reflect the loss of large areas of built form and the altered setting of those that remain, including the Harmondsworth conservation area. Aircraft activity would remain a prominent and characteristic

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feature of the environment, with operational ATMs at maximum capacity contributing to consistently high levels of aircraft movement. While this represents a continuation of existing conditions rather than a substantial uplift, aircraft activity would continue to influence perceptual qualities such as tranquillity. Even in the longer term, following a period of approximately 15 years from the point of maximum operational capacity when planting is expected to be well established, the proximity and scale of airport infrastructure would continue to shape the character and experience of the Harmondsworth and Sipson Community Areas.

15.7.14 Overall, the level of change associated with the Project during both construction and subsequent operation is sufficient to give rise to likely significant adverse effects within the Harmondsworth and Sipson Community Areas.

Longford and Poyle

15.7.15 The Longford and Poyle Community Areas lie to the north-west and west of Heathrow and comprise a varied landscape shaped by the interaction of historic settlement, major transport corridors and remaining areas of open land associated with the green belt and Colne Valley regional park. Longford retains a distinct historic village core, designated as a conservation area, where traditional building form, finer grain and its relationship to surrounding open land contribute to a strong sense of place. In contrast, Poyle is characterised by larger scale industrial and commercial development along with some residential areas, with a generally more utilitarian landscape and a close relationship to the M4, A4 and associated junctions.

15.7.16 Despite the strong influence of Heathrow and strategic road network, areas of open land and river corridors including the Colne Brook and associated channels provide localised landscape structure, vegetation cover and a degree of separation between built up areas and Heathrow. These areas contribute to perceptual qualities such as openness and, in places, relative tranquillity, although this is moderated by existing aircraft activity and road traffic. Taking account of the value associated with Longford's historic core, as well as the contribution of open land and river corridors to local character and considering the relatively lower susceptibility of more urbanised areas to the Project, the Longford and Poyle Community Areas are assessed as having medium sensitivity to change.

15.7.17 Across the full duration of the Project, the character of Longford and Poyle would undergo substantial and permanent transformation. During the early years of construction, large-scale demolition, clearance and enabling works will remove existing buildings, vegetation and areas of open land, including the green belt, that currently contribute to the landscape structure of the area. Environmental measures will be introduced at this stage including an active green network, re-provided public open space (prior to the loss of existing), planted bunds, and screen planting to the Project interface. However, construction compounds, earthworks, engineered landforms and the diversion of major infrastructure including sections of the M25, A4, and local roads will continue to introduce a more continuous presence of development and activity. River corridors will be diverted or realigned, resulting in changes to their alignment, character and setting.

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15.7.18 Construction activity would be clearly perceptible from residential areas in Poyle, local roads and publicly accessible spaces, particularly where open land currently provides separation or visual relief. In more sensitive locations, including areas associated with river corridors, the scale and nature of construction would contrast strongly with existing character. The commencement of early ATMs before the Northwest Runway opening would also introduce a small uplift in aircraft activity, intensifying an existing pattern of overflight already experienced within the communities, though the change would be modest relative to current operations. Although construction would move across the area over time, the cumulative effect would be a sustained period of change and disturbance. The combination of construction activity and the release of early ATMs prior to Northwest Runway opening would create a sustained period of perceptual change. Construction activity therefore represents the primary source of disturbance, with early ATMs contributing to overall activity levels rather than creating additional disruption.

15.7.19 As the Northwest Runway and associated airside development emerge, the physical effects on the landscape would become more pronounced. Engineered landforms, paved areas and new structural features would replace areas previously characterised by built up land, open land, vegetation and river corridors. The loss of Longford village and its conservation area would represent a permanent change to the historic landscape context. Realigned infrastructure would begin to influence movement patterns and the relationship between settlements and Heathrow, while diverted river corridors would appear more engineered until planting matures.

15.7.20 During the early operational years, construction activity would continue in some locations while permanent infrastructure becomes increasingly visible. The reduction of open land and the introduction of new built form would diminish the sense of separation between Heathrow and surrounding communities. Aircraft activity associated with the Northwest Runway would begin to influence perceptual qualities, contributing to a more active and dynamic environment

15.7.21 By the time the Project reaches established operation, the Longford and Poyle Community Areas would experience permanent changes arising from the presence of new and reconfigured airport infrastructure, surface access arrangements and associated operational activity. Large-scale built and engineered features would become defining elements of views, particularly around Poyle and along the M25 and A4 corridors. Increased aircraft movements would reinforce the perception of Heathrow as a dominant feature within the landscape.

15.7.22 Remaining areas of open land, including those connected to the Colne Valley, would continue to provide some landscape structure and visual variation. However, their relationship with Heathrow would be more immediate, and their contribution to perceived openness and tranquillity would be influenced by the proximity and activity of operational infrastructure.

15.7.23 Over time, maturing B&GI including structural planting, landform and environmental areas would help soften some visual effects and provide localised containment. However, these environmental measures cannot reverse the fundamental

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transformation of the area, and Heathrow would remain a dominant influence on the surrounding.

15.7.24 Overall, the scale and permanence of change associated with the Project would give rise to likely significant adverse effects during both construction and subsequent operation within the Longford and Poyle Community Areas. The influence of the Project on landscape character and views would generally diminish with increasing distance from the airport boundary.

Harlington, Cranford Cross and Cranford

15.7.25 The Harlington, Cranford Cross and Cranford Community Areas lie to the north and east of Heathrow and comprise a predominantly urban and suburban landscape interspersed with areas of open land associated with agricultural land, playing fields, and Cranford Park along with river corridors (**Figure 15A.3, Photo 11**). Harlington contains a historic village core designated as a conservation area, where traditional building form, finer grain and the relationship to surrounding open spaces contribute to a sense of place. Cranford also has a designated conservation area, although this has been degraded over time by modern development associated with Bath Road. Cranford Cross and parts of the wider suburban context are characterised by more modern residential development and proximity to major infrastructure including airport-related buildings and car parks.

15.7.26 The area is strongly influenced by the presence of Heathrow and major transport routes including the A4 Bath Road, M4 and The Parkway. Despite this, open land and river corridors particularly those associated with the green belt and River Crane provide localised landscape structure, vegetation and a degree of separation within the urban context. These areas contribute to perceptual qualities such as openness and, in some locations, relative tranquillity, although this is moderated by existing aircraft overflight and road traffic. Taking account of the historic value of Harlington's village core, together with the contribution of open spaces and river corridors to landscape character, and recognising the relatively reduced susceptibility of suburban and airport-related areas to the type of change proposed from the Developmental Consent Order (DCO) application, the Harlington, Cranford Cross and Cranford Community Areas are assessed as having medium sensitivity to change.

15.7.27 During the early years of construction, noticeable changes would occur, particularly in areas closest to the DCO limits and within remaining areas of open land including the green belt. Site clearance, earthworks, construction compounds and surface access works would introduce increased movement, activity and visual disturbance into views from residential properties, local roads and publicly accessible spaces.

15.7.28 As construction progresses, the emerging Northwest Runway and associated airside development to the west would begin to take more defined form. Although the main physical infrastructure lies outside the Harlington, Cranford Cross and Cranford community areas, its scale and proximity would make it a more prominent component of views, particularly from upper floors, open spaces and transport corridors. There would also be construction activity within the Harlington, Cranford

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Cross and Cranford Community Areas associated with the diverted A4, the group rapid transit (GRT)/mass rapid transit (MRT) routes, and development of the Northern Parkway on the area of land used for the London Concrete Quarry. Construction activity would contrast with the established character and finer grain of the landscape, while the reduction or alteration of open land, together with the presence of developing infrastructure, would diminish the sense of separation between Heathrow and surrounding communities.

15.7.29 During the early operational years, construction activity would continue in some locations, while permanent infrastructure becomes increasingly visible. The combination of ongoing construction and the introduction of early ATMs prior to Northwest Runway opening would result in a sustained period of perceptual change. Temporary works, plant and partially completed structures would remain evident, while the proximity of the Northwest Runway would begin to influence how the area is perceived. Aircraft movements would continue to contribute to the perception of activity and movement, influencing tranquillity and the overall experience of the area. There will also be the introduction of environmental measures including re-provided playing fields, re-provided public open space (prior to the loss of existing), and the green loop within the Harlington, Cranford Cross and Cranford Community Areas.

15.7.30 By the time the Project reaches established operation, the scale and proximity of the runway and associated infrastructure would result in an increased visual influence within the surrounding landscape. The reduction of open land and the introduction of new built form would diminish the sense of separation between Heathrow and surrounding communities. Increased aircraft activity would contribute to a more active and dynamic visual environment, particularly given the location of these communities to the east of the Northwest Runway. In areas of higher sensitivity, including the conservation areas at Harlington and Cranford, these changes would influence the setting of heritage assets and alter the relationship between historic landscape elements and the wider environment.

15.7.31 Open land and river corridors, including those associated with the River Crane, will continue to provide some landscape structure and visual variation. However, their contribution to perceived openness and tranquillity will be influenced by the proximity and activity of operational infrastructure. Over time, maturing B&GI will help integrate the Project into the surrounding landscape, filtering views and providing localised containment. However, these environmental measures would not remove the overall influence of Heathrow within the area.

15.7.32 Overall, the scale and permanence of change associated with the Project would give rise to noticeable and in some locations likely significant adverse effects on landscape and visual amenity during both construction and operation within the Harlington, Cranford Cross and Cranford Community Areas, particularly in areas closest to the Heathrow boundary and within or adjacent to conservation areas. Effects reduce progressively with distance from Heathrow, with the most pronounced change occurring in areas closest to the boundary.

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West Drayton and Hayes

15.7.33 The West Drayton and Hayes Community Areas lie to the north of Heathrow and comprise a predominantly urban and suburban landscape characteristic of interwar and later residential expansion. The areas include a mix of residential neighbourhoods, local centres, cemeteries, employment areas and transport infrastructure, with a relatively consistent urban grain defined by housing, streets and associated community uses. West Drayton retains elements of a historic core, including conservation designations and listed buildings along with West Drayton area of special character, while Hayes contains its own conservation area and a combination of residential neighbourhoods and more extensive commercial and industrial development.

15.7.34 Across much of the area, the landscape is influenced by major transport infrastructure, including the M4, rail corridors and associated road networks, contributing to a character shaped by movement and activity. Open spaces associated with the green belt, including parks such as The Closes and Bourne Farm Recreation Ground, playing fields and corridors such as the Grand Union Canal and local watercourses, provide important landscape features within the urban context. These areas offer visual relief, local amenity and, in some locations, a degree of separation from surrounding development. The influence of Heathrow remains evident through the presence of aircraft in the sky and the broader perception of proximity to a major transport hub. Taking account of the urban character of the area, including established residential neighbourhoods, pockets of historic character and valued open spaces, and considering the moderate susceptibility of these receptors to increased visual activity and changes in the wider skyline arising from the Project, the West Drayton and Hayes Community Areas are assessed as having medium sensitivity to change.

15.7.35 During the early years of construction, the West Drayton and Hayes community areas would experience changes primarily associated with the visibility of large-scale construction activity taking place closer to Heathrow, rather than extensive direct physical change within the areas themselves. Construction of the proposed runway and associated airside infrastructure (ASD) would introduce cranes, plant, earthworks and construction compounds into more distant views, particularly from upper floors of residential properties, open spaces and transport corridors. Localised works to utilities and infrastructure may occur within the West Drayton and Hayes community areas, although these would be limited in extent compared with areas closer to Heathrow.

15.7.36 The introduction of visible construction activity would alter the composition of views, particularly where existing views include open sky or more distant landscape. In locations associated with open spaces and canal or river corridors, where there is currently a degree of visual openness, construction activity may be more noticeable and influence the perception of these areas as places of relative separation from surrounding infrastructure. In more urbanised locations, including dense residential areas and along major roads, these changes would be experienced within an already active visual context.

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15.7.37 As the Project progresses into the early operational period, the presence of permanent infrastructure – including the Northwest Runway, airside development and associated buildings – would become more apparent within views from the West Drayton and Hayes Community Areas. These elements would alter the composition of more distant views, reducing the extent of open sky or undeveloped horizon in certain directions, albeit the extent of visible change is likely to be modest given the separation from Heathrow. Construction activity would continue in parts of the wider area, and the combination of ongoing works and emerging infrastructure would contribute to an increased perception of scale and activity associated with the Project. The combination of ongoing construction and the introduction of early ATMs prior to the Northwest Runway opening would result in a sustained period of perceptual change.

15.7.38 Within the West Drayton and Hayes Community Areas, localised infrastructure works and the early establishment of B&GI associated with flood attenuation, enhanced planting and re-provided public open space (before the loss of existing) begin to take place. However, these elements will be limited in extent, located mostly to the west of West Drayton and, where planting is introduced, will be at an early stage of establishment and will not yet provide meaningful screening. The increasing presence of infrastructure and activity will influence how the area is experienced, particularly in locations where existing views provide a degree of visual relief. While the fabric of the landscape will remain intact, the perception of separation from Heathrow will reduce as the scale and presence of development becomes more apparent. Aircraft movements would continue to contribute to the perception of activity and movement, influencing the overall visual and perceptual experience.

15.7.39 By the time the Project reaches established operation, the West Drayton and Hayes Community Areas would experience permanent changes associated primarily with the presence of the Northwest Runway and associated infrastructure within the wider landscape, together with changes in aircraft activity. The completed runway and airside development would form a new and discernible component of more distant views towards Heathrow, introducing additional built form, lighting and activity. This would alter the visual composition of the skyline and horizon in certain directions, particularly where existing views are relatively open.

15.7.40 A key aspect of change will be the increase in ATMs, resulting in a greater number of aircraft visible within the sky and an increase in the frequency of aircraft movement. These changes will be experienced across much of the West Drayton and Hayes Community Areas and will contribute to a more active and dynamic visual environment. In areas of higher sensitivity, including historic parts of West Drayton and Hayes and locations associated with open spaces and canal or river corridors, these changes will influence the setting and experience of these features. In more urbanised areas the changes will be experienced as an intensification of an already infrastructure-influenced environment.

15.7.41 Over time, maturing B&GI will contribute to the integration of the Project within the wider landscape, although their influence on views from this West Drayton and Hayes Community Areas will be limited due to distance and the intervening urban fabric.

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15.7.42 Overall, the scale and permanence of change associated with the Project during both construction and subsequent operation would give rise to noticeable but not significant adverse effects on landscape and visual amenity within the West Drayton and Hayes Community Areas, primarily associated with the increased presence of airport infrastructure in more distant views and the greater frequency of aircraft movement.

Heston and Hounslow

15.7.43 The Heston and Hounslow Community Areas lie to the east and south-east of the existing airport and comprise a predominantly urban landscape characterised by a mix of residential neighbourhoods, local centres, employment areas and transport infrastructure. The area includes the communities of Heston, Hounslow West, Hounslow Heath and central and southern parts of Hounslow. The landscape is defined by a relatively dense urban grain, with interwar and later residential development alongside more recent commercial and industrial uses (**Figure 15A.3, Photo 10**). Major transport corridors, including the A4 and other strategic and local routes, contribute to a character shaped by movement and connectivity. Aircraft overflight is an established component of the baseline, influencing how the area is experienced.

15.7.44 Areas of open space – including Hounslow Heath, Rectory Farm, Lapton Park, Inwood Park and other parks and recreational areas – provide important landscape features within the urban context. These areas offer visual relief and contribute to local amenity, as well as to perceptual qualities such as openness and, in places such as Hounslow Heath, relative tranquillity. River corridors and smaller scale green spaces also provide localised variation within the otherwise continuous urban fabric. Many of the open areas, particularly to the west of the Heston and Hounslow Community Areas are designated green belt land. Taking account of the value associated with Heston and Hounslow's historic areas, established residential fabric and open spaces, and recognising the relatively reduced susceptibility of more urbanised and infrastructure-influenced environments to the type of change proposed from the DCO application, the Heston and Hounslow Community Areas are assessed as having medium sensitivity to change.

15.7.45 During the early years of construction, the Heston and Hounslow Community Areas would experience changes largely arising from the visibility of construction activity around Heathrow, rather than from direct physical works within the communities themselves. While construction of the proposed runway will lie outside the immediate context of these communities, associated airport-related development and support infrastructure to Heathrow's eastern and southern boundary will introduce cranes, plant, earthworks and construction compounds into views, particularly from upper floors, key transport corridors and open spaces such as Hounslow Heath. Some localised works to roads, utilities or other infrastructure may occur within the areas including the location of some freight forwarding sites to the west of Heston, though these will be limited in scale and duration compared with locations closer to Heathrow.

15.7.46 The introduction of visible construction activity is likely to alter the composition of views, particularly where existing views include open sky or more distant horizons. In

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open spaces such as Hounslow Heath, where there is currently a greater sense of openness, construction activity may be more noticeable and influence the perception of these areas as places of relative separation from surrounding urban and infrastructure influences. In more enclosed urban areas, these changes will be less perceptible within the immediate landscape context. Increased movement and visible activity will also influence perceptual qualities, contributing to a reduction in perceived tranquillity in some locations.

15.7.47 As the Project progresses into the early operational period, the presence of permanent infrastructure including the Northwest Runway, airside development and associated buildings will become more apparent within views from the Heston and Hounslow Community Areas. These elements will alter the composition of more distant views, reducing the extent of open sky or undeveloped horizon in certain directions. Construction activity will continue in parts of the wider area, and the combination of ongoing works and emerging infrastructure will increase the perceived scale and presence of Heathrow within the surrounding landscape. The combination of ongoing construction and the introduction of early ATMs before the Northwest Runway opening would result in a sustained period of perceptual change.

15.7.48 Within the Heston and Hounslow Community Areas, some localised infrastructure works and early elements of B&GI will be introduced, although these will be limited in scale and would offer little visual containment or integration at this stage. While the wider construction programme along with early operation will increase the overall level of activity around Heathrow, the presence of intervening communities and existing urban form means that the way Heston and Hounslow are experienced will change only modestly, with effects largely confined to occasional distant views. As a result, the sense of separation from Heathrow will remain broadly intact, with only limited perceptual change arising during this phase. Aircraft movements would continue to contribute to the perception of activity and movement, influencing the visual and perceptual experience.

15.7.49 By the time the Project reaches established operation, the Heston and Hounslow Community Areas would experience permanent changes associated primarily with the presence of the Northwest Runway and associated infrastructure within the wider landscape, together with changes in aircraft activity. The completed runway and airside development would form a more prominent component of views towards Heathrow, introducing additional built form, lighting and activity. This would primarily alter the visual composition of the skyline and horizon in certain directions, particularly from more open or elevated locations.

15.7.50 A key component of change during this phase would be the increase in ATMs, resulting in a greater number of aircraft visible within the sky. Given the location of these communities relative to the runway, this would be experienced as a more continuous presence of aircraft movement, contributing to a more active and dynamic visual environment. In open spaces such as the green belt, these changes would influence the perception of openness and tranquillity, with the increased presence of aircraft and activity affecting how these areas are experienced. In more urbanised locations, the changes would be experienced as an intensification of an already infrastructure-influenced environment.

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15.7.51 Over time, maturing B&GI will contribute to the integration of the Project within the wider landscape. However, due to the distance and the intervening urban fabric, their influence on views from this Heston and Hounslow Community Areas will be limited.

15.7.52 Overall, while construction activity may give rise to noticeable and, in some locations, likely significant adverse effects, the operation is expected to result in only limited and largely nonsignificant adverse effects, with the main influence arising from increased aircraft overflight rather than visible airport infrastructure. Effects are expected to reduce progressively with distance from Heathrow, with the most pronounced change occurring in areas closest to the boundary.

Feltham North and Bedfont

15.7.53 The Feltham North and Bedfont Community Area lie to the south and south-east of Heathrow and comprises a mix of suburban residential neighbourhoods, local centres, employment areas and areas of open land, including Green Belt land. The area includes the northern extent of Feltham and the settlement of Bedfont, both of which retain elements of a historic village core alongside more modern residential development. The landscape is characterised by interwar and later housing, local roads and community infrastructure, together with more recent commercial and industrial development, particularly in areas influenced by transport routes (**Figure 15A.3, Photo 2**). Bedfont contains areas of historic character – including Bedfont Green conservation area and listed buildings – while Feltham North has the Feltham town centre and St Dunstan's conservation areas at its edges, where the scale and grain of development contribute to a higher sensitivity to change.

15.7.54 Open spaces, including Bedfont Recreation Ground (**Figure 15A.3, Photo 1**), Feltham Arenas Parklands, the green belt, Bedfont Lakes and associated parkland (**Figure 15A.3, Photo 5)**, together with smaller areas of green space, playing fields, PRoW and river corridors such as the River Crane and Duke of Northumberland's River, provide important landscape features within the area. These spaces contribute to visual amenity, recreational use and perceptual qualities such as openness and tranquillity. However, the influence of Heathrow is already evident, particularly through aircraft overflight and the presence of nearby infrastructure. Taking account of the value associated with the green belt, local open spaces and the historic fabric within the conservation areas, which together contribute to a strong sense of place, and recognising the relatively reduced susceptibility of areas influenced by transport routes and industrial uses to the type of change proposed by the Project, the Feltham North and Bedfont Community Areas are assessed as having medium sensitivity to change.

15.7.55 During the early years of construction, the Feltham North and Bedfont Community Areas would experience change arising from both visible construction activity within the wider airport setting and localised enabling and infrastructure works. Construction activity associated with the Project would introduce cranes, plant, compounds, stockpiling areas and earthworks into views, particularly from upper floors, PRoW, transport corridors and open spaces such as Bedfont Lakes. Within the Community Areas themselves, works associated with ASD, freight forwarding sites, the relocated immigration removal centre (IRC), public realm improvement proposals and road

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works would introduce temporary activity and disturbance, including the movement of plant and construction vehicles and the presence of compounds within existing green spaces and agricultural land.

15.7.56 In open spaces, green belt land, and along river corridors, construction activity would be more noticeable and may influence the perception of these areas as places of relative separation from surrounding development. The introduction of compounds, stockpiling and construction traffic within or adjacent to existing green spaces and agricultural land, including the green belt, would temporarily reduce their sense of openness and tranquillity. In more enclosed residential areas, visibility would be more limited and experienced primarily in distant views. Across the community areas, increased movement and visible activity would contribute to a reduction in perceived tranquillity, although effects would generally be temporary and confined to periods of active works.

15.7.57 As the Project progresses into the early operational period, the presence of new permanent infrastructure including ASD, the IRC and associated buildings will become more apparent within the community areas, diminishing the sense of separation between Heathrow and surrounding communities, particularly where these replace existing green spaces or agricultural land. In the wider setting, emerging airport-related development will alter the composition of more distant views, reducing the extent of open sky or undeveloped horizon in certain directions. Construction activity will continue in parts of the wider area, and the combination of ongoing works and emerging infrastructure will increase the perceived scale and influence of development within the surrounding landscape. Early ATMs prior to Northwest Runway opening will contribute to activity within the area, although the uplift represents only a small change relative to current operations. Taken together, these factors will result in a prolonged period of change in how the landscape is experienced.

15.7.58 Within the Community Areas, localised infrastructure works and the early establishment of B&GI will occur. These elements will be mostly limited in extent and will not yet provide meaningful visual containment or screening. At Mayfield Farm (**Figure 15A.3, Photo 4**) however, there is extensive B&GI proposed including reed beds, ponds, a community orchard and nursery, the Green Loop and a community farm, along with structural planting. The increasing presence of development and activity in the wider setting will reduce the sense of separation between Heathrow and surrounding communities, particularly in areas where open space, agricultural land and vegetation currently provide visual or perceptual relief. Changes in aircraft movements will also begin to be more noticeable during this phase, contributing to a more active sky and influencing perceptual qualities such as tranquillity.

15.7.59 By the time the Project reaches established operation, permanent changes will occur within the Feltham North and Bedfont community areas. These changes will be associated with the presence of new operational infrastructure within the Feltham North and Bedfont Community Areas and the wider landscape. Associated airside infrastructure and the relocated IRC proposals will form more apparent components of local views, particularly where they replace agricultural land or existing green

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spaces. In the wider setting, airport related development will remain visible in distant views, contributing to a more urbanised backdrop.

15.7.60 A key component of change during this phase will be the increase in ATMs, resulting in a greater number of aircraft visible within the sky and a higher frequency of overflight. In areas of higher sensitivity, including Bedfont village, Bedfont Lakes and remaining open spaces, these changes will influence perceptual qualities such as openness and tranquillity. In more urbanised parts of Feltham North, the changes will be experienced as an intensification of an already infrastructure-influenced context, reflecting the existing presence of industry, transport corridors and commercial development.

15.7.61 Over time, maturing B&GI will help integrate elements of the Project. While these environmental measures will soften some aspects of Heathrow's presence, the replacement of agricultural land and existing green spaces with ASD and the IRC proposals will result in a more urbanised landscape, and perceptual qualities such as tranquillity will remain reduced relative to baseline conditions, consistent with the year of maximum ATM capacity.

15.7.62 Overall, the scale and permanence of change associated with the Project would give rise to noticeable and likely significant adverse effects on landscape and visual amenity within the Feltham North and Bedfont Community Areas during both construction and operation, primarily associated with the increased presence of airport infrastructure in views and the greater frequency of aircraft movement. The prominence of airport-related change is greatest near the boundary and decreases with distance across the wider Community Areas.

Stanwell Moor and Stanwell

15.7.63 The Stanwell Moor and Stanwell Community Areas lie to the south and south-west of Heathrow and comprises a mixed landscape of rural, semi-rural and urban fringe character. Stanwell Moor is a small village set within a landscape of open land, reservoirs and river corridors associated with the Colne Valley, while Stanwell to the south has a more suburban character with residential areas, local centres and associated infrastructure. The area includes important landscape features such as reservoirs and water bodies associated with former gravel extraction (**Figure 15A.3, Photo 6**), open farmland and river corridors including the River Ash, Duke of Northumberland's River, and River Colne. These features contribute to a sense of openness and separation from surrounding urban and infrastructure influences, particularly in and around Stanwell Moor.

15.7.64 Stanwell Moor retains a distinct village character, with a relatively small scale of development and a close relationship to surrounding open land. Stanwell, while more urban in character, includes Stanwell conservation area (**Figure 15A.3, Photo 7**), residential areas and open spaces, such as within the green belt, that contribute to local amenity and perceptual qualities. Across the area, tranquillity is an important characteristic in locations away from major roads, although influenced by existing aircraft overflight and nearby transport infrastructure. Taking account of the value associated with conservation areas, open spaces, water bodies and river corridors,

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which contribute to local character, and recognising the relatively reduced susceptibility of more urbanised areas influenced by industrial, Airport and transport infrastructure to the type of change proposed by the Project, the Stanwell Moor and Stanwell Community Areas are assessed as having medium sensitivity to change.

15.7.65 In the early years of construction, the Stanwell Moor and Stanwell Community Areas would undergo direct and extensive physical transformation. Large areas of open land (including within the green belt), vegetation, former quarry landscapes and river corridor features would be cleared or reworked to accommodate the first stages of airside infrastructure. Construction Support Sites (CSS), haul routes, stockpiling areas and earthworks would be established immediately adjacent to residential areas, replacing the current mix of open land and semirural edges with a landscape influenced by construction activity.

15.7.66 A defining element of this phase would be the reconfiguration of local infrastructure, including the combined twin rivers, alterations to drainage systems and changes to the local road network along with the construction of the Southern Parkway. These interventions will reshape the physical structure of the area, altering alignments, removing familiar features and introducing engineered and built forms into places previously characterised by informal or naturalistic patterns. High levels of construction movement, cranes, plant and temporary works will be experienced at very close range from homes, footpaths and local roads.

15.7.67 As the Project moves into early operation, the emerging runway to the north of Heathrow, airside infrastructure and engineered landforms would become clearly apparent within the landscape. Land previously defined by open fields, quarry uses, and semi-rural character would be replaced by paved surfaces, earthworks, lighting columns and large-scale built elements. The reduction of open land and the introduction of new built form would diminish the sense of separation between Heathrow and surrounding communities. These changes would be particularly pronounced at the communities' northern extents, with the expanded airport edge forming a dominant and immediate presence. Realigned roads and diverted watercourses would be functioning but would still appear new, exposed and engineered, with limited vegetation cover.

15.7.68 Construction activity would continue in parts of the area, maintaining a high level of movement and visual disturbance. Early planting, B&GI and re-provided public open space (prior to the loss of existing) would begin to take shape. However, they would offer only limited screening or integration at this stage. The combination of emerging airport infrastructure and ongoing construction, together with the introduction of early ATMs before the Northwest Runway opening, would result in a sustained period of perceptual change, which would reinforce a more urbanised, infrastructure led character.

15.7.69 By the time the Project reaches established operation, the Stanwell Moor and Stanwell Community Areas would have undergone noticeable change. The new development would form dominant, permanent features, further urbanising the character of the area. The former pattern of open land and river corridors would have been reconfigured, resulting in a landscape shaped by large scale infrastructure,

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engineered landforms and continuous operational activity. Operational activity would strongly influence how the area is experienced. Frequent and prominent aircraft movements would be a defining feature of the sky, reflecting the Stanwell Moor and Stanwell Community Areas immediate proximity to the runway. For residents of Stanwell Moor and parts of Stanwell, the relationship between settlement and Heathrow would shift somewhat, with the sense of separation from major infrastructure reduced or removed.

15.7.70 Over time, maturing B&GI would contribute to the integration of the Project, including the re-establishment of landscape structure. However, while these elements would provide some visual and environmental benefits, they would not offset the overall change in character resulting from the introduction of large-scale infrastructure.

15.7.71 Overall, the scale and permanence of change associated with during both construction and operation of the Project would give rise to likely significant adverse effects on landscape and visual amenity within the Stanwell Moor and Stanwell Community Areas, reflecting the transformation of the landscape and the increased presence and activity at the expanded airport. Beyond the immediate vicinity of Heathrow, the degree of landscape and visual change lessens as distance from the airport increases.

Datchet and Horton

15.7.72 The Datchet and Horton Community Areas lie to the west of Heathrow and comprise a predominantly low-lying floodplain landscape associated with the River Thames and the wider Colne Valley. The area includes the historic village of Datchet, the smaller settlement of Horton, and surrounding areas of open agricultural land, together with elements of the urban edge of Slough. Datchet retains a strong historic character, with a designated conservation area, listed buildings and a close relationship to the River Thames and its floodplain. Horton is smaller in scale but similarly reflects a rural village character, with a close relationship to the surrounding lowland landscape.

15.7.73 The wider landscape is characterised by flat, open farmland, field patterns and river corridors, including the Thames and smaller tributaries within the Green Belt. These features contribute to a strong sense of openness and long-distance views across the floodplain. Despite the relative openness of the landscape, the influence of Heathrow is evident through aircraft overflight and distant infrastructure. However, the area retains perceptual qualities associated with openness and, in some locations, relative tranquillity, particularly away from major roads and built-up areas. Taking account of the landscape character and value associated with the open river valley setting, agricultural land and historic settlement pattern of Datchet and Horton and recognising the relatively reduced susceptibility of areas influenced by infrastructure, mineral extraction and airport-related activity to the type of change proposed from the DCO application, the Datchet and Horton Community Areas are assessed as having medium sensitivity to change.

15.7.74 During the early years of construction, the Datchet and Horton Community Areas will experience changes primarily associated with the visibility of large-scale construction

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activity within the wider setting, rather than direct physical change within the area itself. Construction of the proposed runway and ASD will introduce cranes, plant, earthworks and construction compounds into views across the open floodplain and beyond the communities of Cranford and Poyle. These elements will be visible over relatively long distances due to the flat and open nature of the landscape, particularly from elevated or open viewpoints within Datchet and Horton, as well as from PRoW and open spaces.

15.7.75 Construction activity associated with the Project will be visible in the wider landscape but will be filtered and moderated by the presence of intervening communities and existing development between Heathrow and the Datchet and Horton Community Areas. While some large scale engineered elements and increased movement may be perceptible in longer distance views, these will be experienced as part of a broader, already varied visual context rather than as prominent features. In more open areas associated with the River Thames and surrounding farmland, glimpses of distant construction activity may be noticeable, but effects will remain limited by distance and the presence of settlement edges, vegetation and infrastructure in the foreground. Any influence on perceptual qualities, including tranquillity, will be localised and modest.

15.7.76 As the Project moves into early operation, elements of new airport infrastructure may become discernible in distant views, particularly where the landscape is open and low-lying. However, the intervening communities, built form and vegetation between Heathrow and Datchet and Horton will continue to provide a substantial degree of visual filtering, meaning that new built form will appear as a distant component of the skyline rather than a defining feature. The extent of open sky may reduce slightly in certain directions, but the overall composition of views across the floodplain will remain broadly intact.

15.7.77 During this transitional period, some ongoing construction activity in the wider area may coincide with the emergence of new airport infrastructure. However, the separation created by other communities and intervening development will limit the perceived scale and influence of these changes. Views from Datchet and Horton across open farmland may include occasional distant elements of airport-related development, but these will sit within a layered landscape where settlement edges, infrastructure and vegetation already form part of the visual baseline. The combination of construction activity and the introduction of early ATMs before the Northwest Runway opening would result in a sustained period of perceptual change, where changes in aircraft movements may become more noticeable, but effects on tranquillity will be incremental rather than substantial.

15.7.78 By the time the Project reaches established operation, the Datchet and Horton Community Areas will experience some degree of change associated with the presence of new airport infrastructure in the wider landscape. However, these elements will remain distant and visually moderated by intervening communities, meaning they will not form a prominent or defining component of views. The predominantly open and rural character of the floodplain will remain the primary influence on the skyline and horizon, with airport related development appearing as a background feature rather than a dominant one.

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15.7.79 A key component of change during this phase will be the increase in ATMs, which will be perceptible across the Datchet and Horton Community Areas due to the openness of the surrounding floodplain. Although aircraft are already a familiar feature of the baseline environment, the higher frequency of movements will be experienced as a more noticeable and regular presence in the sky, particularly in locations with wider views. In more sensitive areas, including the historic cores of Datchet and Horton and parts of the rural setting, increased overflight will influence perceptual qualities such as tranquillity and the experience of the landscape, even though the intervening settlement and infrastructure between Heathrow and these communities will continue to moderate the overall scale of visual change.

15.7.80 Over time, maturing B&GI and re-provided public open space (prior to the loss of existing) associated with the Project will assist in integrating the new expanded airport elements into the wider landscape. From Datchet and Horton however, the influence of these environmental measures will be minimal, as the distance and intervening built form already provide the primary visual separation. As a result, the overall character and experience of the Datchet and Horton Community Areas will remain largely unchanged, with only modest, distant influences from Heathrow in the long term.

15.7.81 Overall, while some change during both construction and operation will be perceptible within the Datchet and Horton Community Areas, particularly in relation to increased aircraft movements, the combination of distance, intervening settlement and existing baseline influences means that effects on landscape and visual receptors are expected to be limited and not significant.

East Langley, Brands Hill and Colnbrook

15.7.82 The East Langley, Brands Hill and Colnbrook Community Areas lie to the north west of Heathrow and comprises a varied landscape at the interface between urban, industrial and rural environments. The area includes residential communities at Brands Hill and Colnbrook, together with employment and industrial areas associated with the Slough fringe, and areas of open land within the green belt extending towards the Colne Valley and surrounding lowlands. Colnbrook retains elements of a historic village core, including conservation designations and heritage assets, such as the Colnbrook conservation area, with a relatively fine grain and strong sense of place. In contrast, Brands Hill and East Langley are more strongly influenced by major transport infrastructure, including the M4, A4 and associated road networks, as well as nearby industrial and logistics uses.

15.7.83 The wider area includes open land and low-lying landscapes associated with the Colne Valley and Horton and Wraysbury lowlands. These areas provide visual relief from surrounding development and contribute to perceptual qualities such as openness and, in some locations, relative tranquillity. However, the influence of Heathrow and surrounding infrastructure is already evident across much of the area. Taking account of the urban character of the area, including residential areas, industrial land, transport corridors and pockets of open space, and recognising the relatively reduced susceptibility of areas influenced by existing airport-related activity

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to the type of change proposed by the DCO application, the East Langley, Brands Hill and Colnbrook Community Areas are assessed as having medium sensitivity to change.

15.7.84 During the early years of construction, the East Langley, Brands Hill and Colnbrook Community Areas would experience substantial changes associated with both direct physical alterations in parts of the area and the visibility of large-scale construction activity within the wider setting. Construction works associated with the proposed runway and airside infrastructure would extend into parts of the East Langley, Brands Hill and Colnbrook Community Areas, particularly where open land within the green belt and existing development are required for the Project. These works would include demolition, site clearance and earthworks, resulting in the loss or alteration of existing land uses, vegetation and landscape features.

15.7.85 The diversion and reconfiguration of infrastructure would also form a key component of change, including alterations to major and local road networks such as sections of the A4, as well as changes to utilities and drainage infrastructure. River corridors and drainage features within the lowland landscape would be diverted or modified, altering their alignment and relationship with surrounding land. Construction activity would introduce high levels of movement, activity and visual disturbance, including cranes, plant and temporary works. These effects would be experienced in close proximity from residential properties in Colnbrook and Brands Hill, as well as from local roads and public spaces.

15.7.86 In areas of higher sensitivity, particularly within the historic core of Colnbrook and in locations where open land currently provides a degree of separation from surrounding infrastructure, these changes would contrast strongly with the existing character. In more industrial and infrastructure influenced areas, construction activity would be experienced within an already active context. Increased movement and disturbance would also influence perceptual qualities, contributing to a reduction in tranquillity in areas where this is currently experienced.

15.7.87 As the Project progresses into the early operational period, the runway, airside development and associated structures would begin to take more defined form within the landscape. These elements would become increasingly prominent within views, particularly in areas close to Heathrow and along transport corridors. They will occupy land previously characterised by a mix of open space such as the green belt, residential development and industrial uses, resulting in a noticeable change in the composition and character of the area. The reduction of open land and the introduction of new built form would diminish the sense of separation between Heathrow and surrounding communities.

15.7.88 Realigned roads and modified river corridors would become more established, although at this stage they may appear engineered and less integrated, with limited vegetation establishment. The relationship between Colnbrook, Brands Hill and the surrounding landscape would be altered, with a reduced sense of separation from Heathrow and a stronger visual and physical connection to infrastructure. Construction activity would remain evident, with ongoing movement, plant and temporary works continuing to influence views and the experience of the area. Early

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elements of B&GI would begin to be introduced including The Hill, the active green network, and proposed structural planting for visual integration, although these would be in early stages of establishment and will provide limited screening.

15.7.89 The combination of emerging airport infrastructure and ongoing construction, together with the introduction of early ATMs before the Northwest Runway opening, would result in a sustained period of perceptual change, which would reinforce a more urbanised, infrastructure-led character. The increasing presence of infrastructure and activity would further influence perceptual qualities, including tranquillity, particularly in areas previously benefiting from some degree of separation from major infrastructure.

15.7.90 By the time the Project reaches established operation, the East Langley, Brands Hill and Colnbrook Community Areas would experience permanent changes associated with the presence and operation of the Northwest Runway and associated infrastructure. The completed runway and airside development would form prominent features within the landscape, increasing the visual influence of Heathrow across the area. This would be experienced in views as a greater presence of built form, lighting and activity, particularly in locations close to Heathrow and along transport corridors.

15.7.91 The increase in ATMs would result in a greater number of aircraft visible within the sky and an increase in the frequency of aircraft movement. Given the proximity of these Community Areas to the runway, these changes would be clearly perceptible and contribute to a more active and dynamic visual environment. In areas of higher sensitivity, including the historic core of Colnbrook and residential areas with views towards Heathrow, these changes would influence the setting and perception of the environment. In more industrial and infrastructure dominated areas, the changes would be experienced as an intensification of an already active and developed character.

15.7.92 Over time, maturing B&GI would contribute to the integration of the Project, including the establishment of planting and landscape features. However, while these elements would provide some visual containment, they would not remove the overall influence of Heathrow within the area.

15.7.93 Overall, the scale and permanence of change associated with the Project would likely give rise to likely significant adverse effects during both construction and operation on landscape and visual amenity within the East Langley, Brands Hill and Colnbrook Community Areas, reflecting both the physical transformation of parts of the area and the increased presence and activity of the expanded airport.

Wraysbury and Old Windsor

15.7.94 The Wraysbury and Old Windsor Community Areas lie to the south-west of Heathrow and comprise a landscape associated with the River Thames, historic settlements and the wider setting of Windsor. The area includes the village of Wraysbury and the settlement of Old Windsor, together with extensive areas of open land, parkland and estate landscapes. Wraysbury retains a village character with a close relationship to the surrounding floodplain and water bodies, including gravel lakes and the River

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Thames. Old Windsor includes a historic core with conservation designations, including the Old Windsor conservation area, and listed buildings and forms part of the wider setting of the Windsor estate landscapes (**Figure 15A.3, Photo 8**).

15.7.95 The wider landscape is characterised by flat or gently undulating floodplain, open farmland, parkland and river corridors, with strong visual connectivity across the area. These features contribute to a pronounced sense of openness and continuity, as well as perceptual qualities such as tranquillity and a degree of separation from more urbanised areas. While the influence of Heathrow is evident through aircraft overflight, the area retains a strong sense of place derived from its historic, landscape and ecological value. Taking account of the value associated with heritage assets, designated landscapes and the open floodplain character of the area, and recognising the relatively reduced susceptibility of areas influenced by transport corridors and commercial development to the type of change proposed by the DCO application, the Wraysbury and Old Windsor Community Areas are assessed as having medium sensitivity to change.

15.7.96 During the early years of construction, the Wraysbury and Old Windsor Community Areas would be largely unaffected by direct physical change, with any influence arising from distant visibility of construction activity within the wider airport setting. Given the substantial separation created by Stanwell Moor, Horton and other intervening development, construction elements such as cranes, plant and earthworks would appear as remote features on the horizon, visible only in longer distance views across the floodplain and parkland landscapes.

15.7.97 These distant changes may be perceptible from more open locations, including riverside paths, parkland and elevated viewpoints where long sightlines extend towards Heathrow. In these areas, construction activity may introduce small-scale movement or engineered forms into otherwise naturalistic or historic landscapes, though the distance involved means effects would be modest and filtered. Any influence on tranquillity would likely be limited and localised, with the underlying character of parkland and estate landscapes remaining the dominant experience.

15.7.98 As the Project moves into early operation, elements of new airport infrastructure may become discernible in very long-distance views, particularly where the landscape is open and low-lying. However, the multiple layers of settlement, vegetation and infrastructure between Heathrow and Wraysbury/Old Windsor would continue to provide substantial visual separation. New built form will therefore appear as a distant component of the skyline, with only minor influence on the overall composition of views.

15.7.99 Some ongoing construction activity may coincide with the emergence of new airport infrastructure, where the combination of construction activity and the release of early ATMs before the Northwest Runway opening would result in a sustained period of perceptual change. Even so, the significant distance and intervening communities would limit the perceived scale and influence of these changes. Views from parkland and riverside areas may include occasional distant elements of airport development, but these would sit within a broad, layered landscape where settlement edges and

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vegetation already form part of the visual baseline. Perceptual effects would therefore remain limited.

15.7.100 By the time the Project reaches established operation, the Wraysbury and Old Windsor Community Areas would experience only minor visual change associated with distant airport infrastructure. While some elements may be visible in certain directions due to the openness of the floodplain, they would remain far-reaching and visually moderated and would not form a defining component of the landscape. The rural, parkland and historic character of the area would remain the primary influence on views.

15.7.101 A key component of change during this phase would be the increase in ATMs, which will be perceptible across the Wraysbury and Old Windsor Community Areas due to the openness of the landscape. Although aircraft are already a familiar feature of the baseline environment, the higher frequency of movements would be experienced as a more noticeable and regular presence within the sky, particularly in open areas and in the historic cores of Wraysbury and Old Windsor. These changes would influence perceptual qualities such as tranquillity, even though the distance to Heathrow ensures that ground level infrastructure remains a minor visual influence.

15.7.102 Over time, B&GI associated with the Project will help integrate expanded airport elements into the wider landscape. From Wraysbury and Old Windsor, the primary moderating factor would continue to be the substantial distance and intervening settlement, meaning that long-term views would remain broadly similar to those experienced during early operation, with only distant expanded airport elements visible.

15.7.103 Overall, the Wraysbury and Old Windsor Community Areas would experience limited visual influence from construction and operational airport infrastructure due to its distance and separation by other communities. The most noticeable change would relate to increased aircraft movements, which would be perceptible across the open floodplain and parkland landscapes. While these changes would influence perceptual qualities in some locations, particularly in more sensitive historic and parkland settings, the overall effects on landscape and visual amenity would remain not significant during both construction and subsequent operation.

Iver and Richings Park

15.7.104 The Iver and Richings Park Community Areas lie to the north west of Heathrow and comprise a mix of suburban residential areas and adjacent parkland landscapes. The area includes the residential neighbourhood of Richings Park, together with parts of the eastern edge of Slough and areas of open land and parkland extending towards Iver to the north and the wider Colne Valley landscape. Richings Park is characterised by a coherent suburban form with tree lined streets, local open spaces and a strong residential character. Iver has a more varied character, combining elements of historic village form with more recent development and a close relationship to surrounding open land and transport infrastructure.

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15.7.105 The Iver and Richings Park Community Areas include residential neighbourhoods, open land north of the M4, and extensive areas of parkland, golf courses and woodland extending across the M25, including Thorney Country Park and land stretching north towards Huntsmoor Park. These landscapes contribute to the green belt, and together, with lowland farmland and major transport corridors such as the M25, M4 and nearby rail lines, provide a mix of visual containment and open outlooks. Although influenced by surrounding infrastructure and urban edges, the area retains a greater degree of separation from Heathrow than communities located closer to it. However, aircraft overflight is an established part of the baseline.

15.7.106 Taking account of the value associated with the suburban residential character of Richings Park, the presence of parkland, woodland and open land extending towards Iver and the wider Colne Valley landscape, the contribution of historic settlement patterns and open spaces to local character – and recognising the relatively reduced susceptibility of areas influenced by major transport infrastructure and existing aircraft overflight to the type of change proposed by the DCO application – the Iver and Richings Park Community Areas are assessed as having medium sensitivity to change.

15.7.107 During the early years of construction, the Iver and Richings Park Community Areas would experience change primarily through the visibility of construction activity south beyond the M4, rather than direct physical change. Construction of airport infrastructure would introduce cranes, plant, earthworks and compounds into views, particularly from more open areas north of the M4 and across the M25, including parts of Thorney Country Park. Localised works including the proposed utility building (northern grid supply point) and the development of large areas of wet woodland and flood storage areas would occur within the Iver and Richings Park Community Areas and within the green belt, but these would be limited in scale and duration.

15.7.108 Visible construction activity would alter the composition of longer-distance views, especially where open sky or distant horizons form part of the outlook. In areas with broader views such as the edges of Thorney Country Park and within land north of the M4 these changes may be more noticeable. In contrast, enclosed residential areas, including much of Richings Park and north towards Huntsmoor Park, would experience construction activity only in glimpsed or filtered views. Distant movement and activity may lead to a localised reduction in tranquillity, though the overall character of the area would remain largely unchanged.

15.7.109 As the Project moves into early operation, elements of new airport infrastructure may become more apparent in distant views, introducing additional built form into the skyline in certain directions. Construction activity would continue in the wider area and the combination of emerging infrastructure and ongoing works would slightly increase the perceived presence of Heathrow. The combination of construction activity and the release of early ATMs before the Northwest Runway opening would result in a sustained period of perceptual change. However, the distance, intervening infrastructure and extensive vegetation would continue to moderate the scale of visual change.

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15.7.110 Within the Iver and Richings Park Community Areas, extensive B&GI would be introduced, including re-provided public open space (prior to the loss of existing), new planting, habitat creation, water management features and landscape corridors extending across open land north of the M4 and within Thorney Country Park extending north towards Huntsmoor Park. Although these elements would be at an early stage of establishment, they would begin to strengthen landscape structure and provide new areas of visual relief, particularly where they reinforce existing vegetation or create new buffers along transport corridors. As airport-related activity increases, the presence of this new B&GI within the green belt would help to maintain a sense of separation in many locations, even as distant airport elements become more apparent. Increased aircraft movements would, however, be noticeable across the Community Area and would contribute to a more active sky, influencing perceptual qualities such as tranquillity.

15.7.111 By the time the Project reaches established operation, the Iver and Richings Park Community Area would experience some permanent change associated with the presence of new airport infrastructure in the wider landscape. These elements would be visible in certain directions, particularly from more open areas north of the M4 and across the M25, including Thorney Country Park. While these features would introduce additional built form and lighting into distant views, the local landscape structure, reinforced by extensive new B&GI, would remain the dominant influence on character and the overall experience of the area.

15.7.112 A key component of change during this phase would be the increase in ATMs, resulting in a greater number of aircraft visible within the sky and a higher frequency of overflight. These changes would be perceptible across much of the community area and contribute to a more active visual environment. In areas of higher sensitivity, such as residential parts of Richings Park and open spaces near Thorney Country Park and Huntsmoor Park, these changes would influence perceptual qualities, including tranquillity, even though ground level airport infrastructure remains distant and visually moderated.

15.7.113 Over time, the extensive B&GI proposed within the Community Area would mature, strengthening local landscape structure, enhancing habitat networks and providing new areas of visual relief. These environmental measures would play a substantial role in shaping the character and experience of the community area itself, reinforcing separation from surrounding infrastructure and improving local amenity.

15.7.114 Overall, the scale and permanence of change associated with the Project would give rise to perceptible and not significant adverse effects on landscape and visual amenity during both construction and operation within the Iver and Richings Park Community Area. These effects would be driven primarily by the increased presence of airport infrastructure in distant views and the greater frequency of aircraft movement, while the community's separation from Heathrow, combined with the maturing B&GI, would continue to limit the extent of visual change and maintain the area's underlying landscape character.

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15.8 Tranquillity assessment

Introduction

15.8.1 Tranquillity is an important part of how people experience certain landscapes. It relates to feelings of peace, calm and escape from the noise and activity of everyday life. Many people value this sense of quiet, especially when visiting countryside areas or protected landscapes. In the context of the Project, tranquillity is relevant not only close to Heathrow but also in more distant areas where aircraft may still be seen or heard. This section describes how the Project may influence tranquillity outside the main Landscape and Visual Impact Assessment (LVIA) study area, focusing on places where aircraft may fly below 5,000 feet above mean sea level and therefore have more potential to affect people's experience. Effects on tranquillity within the LVIA study area are addressed as part of landscape character within the assessment by Community Area above, which considers tranquillity as one of the perceptual qualities that contribute to overall character.

15.8.2 Paragraphs 5.213 and 5.219 of the Airport National Policy Statement (ANPS) a[3] require that tranquillity is considered in national parks and national landscapes (formerly Areas of Outstanding Natural Beauty) along with any local 'tranquil' areas that are identified through community engagement where aircraft may fly below 5,000 feet above mean sea level. Aircraft flying below this height are more likely to be noticeable, either visually or audibly.

15.8.3 Only one nationally protected landscape falls within this 5,000□foot area in relation to the Project: the Chilterns National Landscape. All locally identified areas of relative tranquillity raised through engagement to date, including Richmond Park, Windsor Great Park, Royal Botanic Gardens Kew, Harmondsworth Moor, Cranford Park, Bushy Park, Black Park, Langley Park and Thorney Country Park, fall within the LVIA study area and are considered through the assessment of landscape character. Their tranquillity is treated as a perceptual attribute contributing to landscape value and sensitivity, with associated effects also reflected in the assessment of heritage settings and recreational receptors where tranquillity forms part of their experiential qualities. CAP1616i, superseded by CAP1616 version 6 and its accompanying guidance documents (CAP1616j and CAP1616k), remains available for reference and continues to provide the relevant CAA guidance on how tranquillity should be considered for designated landscapes. Within this LVIA, these locally valued areas are assessed proportionately as part of the character and visual receptor evidence base. This tranquillity assessment therefore focuses on the Chilterns national landscape and whether the Project could change how tranquil it feels to people who live in or visit the area.

Baseline tranquillity

15.8.4 The Chilterns national landscape is a large area of countryside stretching across parts of Buckinghamshire, Oxfordshire, Hertfordshire and Bedfordshire. It is known for its rolling chalk hills, wooded ridges, quiet valleys, historic villages and extensive

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network of footpaths and bridleways. Many people visit the Chilterns to walk, cycle, watch wildlife or simply spend time in a place that feels different from the busy towns and cities nearby. Tranquillity is one of the qualities that makes the Chilterns special. The area's management plan 2019 to 2024 (and schedule of amendments, June 2025) [12] highlights that visitors actively seek peace and quiet, and that although the Chilterns is not a wilderness, it offers a level of calm and separation from urban life that is increasingly rare in the wider region.

15.8.5 The Chilterns is also highly sensitive to changes that could affect its tranquillity. As a nationally designated landscape, it matters at a national scale and represents one of a limited number of protected landscapes in England. Its tranquil qualities are increasingly uncommon in the South East of England, and while some aspects of tranquillity can be restored, they are not easily replaced once lost. The management plan includes policies that emphasise the need to conserve and restore tranquillity, reduce noise from transport networks, and resist activities that could damage the area's peaceful character. At the same time, the management plan acknowledges that tranquillity is already under pressure from built-up areas, major roads, railways and existing overflying from Heathrow, Luton and local airfields. These factors mean that although the Chilterns is valued for its tranquillity, it is also vulnerable to further change.

15.8.6 Looking ahead, the future baseline for the Chilterns will also reflect wider changes to the airspace system beyond Heathrow. Airspace-change proposals for other airports in the South East, including Gatwick and Luton, are progressing through the Airspace Change Process (ACP) and are anticipated to be implemented before the Project becomes fully operational. These changes may alter the pattern and distribution of aircraft movements over the region and therefore form part of the context in which future tranquillity within the Chilterns will be experienced. While the extent of any change will depend on the finalised airspace designs, recognising these wider system level modifications is important in understanding how the Chilterns' already pressured tranquillity may evolve over time.

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Approach

15.8.7 In assessing tranquillity effects linked to aircraft movements, the approach draws on CAP1616i, which recognises that tranquillity is difficult to measure and that no single agreed method exists. CAP1616i notes that WebTAG's landscape guidance [13] can provide a useful framework for understanding perceptual change, but it does not prescribe how the criteria should be applied. Although CAP1616 has since been updated to version 6, in the absence of a new tranquilly process in the current CAP, CAP1616i continues as a reference material for determining how tranquillity should be considered in designated landscapes. For this assessment, only the parts of the WebTAG criteria that are relevant to aircraft in the sky have been used. Many of the WebTAG criteria relate to physical changes on the ground, which are not affected by aircraft movements, so the assessment focuses instead on those criteria that relate to the setting of the landscape and how people experience it. This approach is supported by the noise information, including theextent of the lowest observed adverse effect level (LOAEL), which helps identify where aircraft may be perceptible and how this relates to the landscape's sensitivity.

15.8.8 Although the Chilterns is valued for its tranquillity, it is not completely free from modern influences. Several major roads, including the M40, M25, A413 and A404, run through or close to the area. There are railway lines, local roads and existing aircraft flying to and from Heathrow, Luton and smaller airfields. In some parts of the Chilterns, the sound of traffic or the sight of aircraft is already a familiar part of the background. In other parts, particularly in deeper valleys, wooded commons and more remote sections of the chalk escarpment, these influences are much less noticeable, and the sense of tranquillity is stronger. This variation means that while the Chilterns as a whole is sensitive to change, some areas are more exposed to existing disturbance and others remain relatively undisturbed. Taking into account these factors, overall sensitivity is considered to be high.

Assessment

15.8.9 The Project will involve aircraft linked to Heathrow flying at altitudes up to 5,000 feet over parts of the Chilterns, meaning that aircraft may be present across a broad area of the national landscape where they could potentially be seen or heard and could influence people's experience of the designated landscape. It is important to be clear about what this change does and does not mean. The modelling indicates that noise levels in the Chilterns remain low and below the point at which likely significant adverse effects are expected. The Project does not introduce very loud aircraft noise into an otherwise silent landscape. Instead, the changes relate mainly to how often aircraft may be present in the sky and how far across the Chilterns that presence might be perceptible.

15.8.10 Tranquillity is influenced by sound, so it is important to consider how the noise environment might change. Even when noise levels are low, the sound of an aircraft can still be noticeable in a quiet rural area, particularly at times of day when other background sounds are reduced. In the parts of the Chilterns already influenced by road traffic or existing aircraft, the additional aircraft movements associated with the

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Project is unlikely to stand out. In these areas, the sound of traffic and aircraft is already part of the everyday experience, and small changes in how often planes are heard are likely to blend into the existing pattern of noise. In quieter areas, such as more remote valleys or wooded ridges, people may notice aircraft occasionally, but the change is expected to be small. Aircraft noise will remain intermittent rather than constant, and there is no indication that the Project will create a continuous or dominant noise presence over the Chilterns.

15.8.11 What people see also matters for tranquillity. The sight of aircraft moving across the sky can affect how peaceful a place feels, especially in open landscapes or on hilltops where the sky occupies a large part of the view. The flight path information shows that aircraft may be visible across parts of the national landscape. However, aircraft at this height (5,000 feet) are relatively small and distant and often appear as small moving objects against the sky rather than as large, intrusive features. The Chilterns already experiences regular overflight today, so the presence of aircraft is not new or unexpected for most visitors. In many parts of the Chilterns, particularly in wooded areas and enclosed valleys, views of the sky are limited by trees and landform, which reduces the likelihood of aircraft being seen frequently or clearly. In more open areas, such as parts of the escarpment or higher farmland, aircraft may be more visible, but again the change is expected to be modest and set against an existing pattern of activity.

15.8.12 Because tranquillity is about the overall experience, sound and sight should be considered together rather than in isolation. In the Chilterns, both the sound and visibility of aircraft are expected to change only slightly as a result of the Project. The landscape already contains some noise and movement from roads, railways and existing aircraft, and the Project does not introduce new types of disturbance or major increases in activity. For most people visiting or living in the Chilterns, the overall experience of the area is expected to remain largely as it is today. They may occasionally notice aircraft, as they do now, but the sense of being in a largely rural, scenic and relatively peaceful landscape is not expected to be fundamentally altered by the Project.

15.8.13 In summary, the Chilterns National Landscape is a sensitive and valued area where tranquillity is an important part of people's experience. The Project does extend the area within which aircraft may be present at altitudes that could influence that experience, but the scale of change in both sound and visibility is expected to be small. The existing pattern of noise and movement within the Chilterns provides an established baseline context, within which aircraft are already a perceptible component in many locations. The Project is not expected to introduce a material change in that situation.

15.8.14 This conclusion will be revisited when the final noise information is available and as the design of airspace is developed in more detail. The Environmental Statement (ES) will include a more detailed assessment using the final modelling. Engagement with the Chilterns Conservation Board and other stakeholders will continue, so that local knowledge and concerns about tranquillity can be taken into account.

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15.8.15 On the basis of current information, the Project is not expected to give rise to a discernible change in overall tranquillity and would therefore result in a non-significant adverse effect. Despite this, tranquillity will remain an important consideration as the Project, and associated airspace proposals continue to be refined.

15.9 Summary of likely significant landscape and visual effects

15.9.1 Overall, the assessment demonstrates that the nature and extent of effects would vary across the successive construction phases of the Project, reflecting the progression from initial construction activities to the full implementation and operation of the Project. During early construction, the wider landscape structure beyond the immediate vicinity of construction activity would remain largely unchanged. With the implementation of environmental measures and construction controls, including temporary screening, hoarding, lighting controls and the management of construction compounds and working areas, any significant adverse effects would be localised rather than widespread. Effects during this phase would be temporary and transitional in nature, reflecting the interim position before full infrastructure delivery.

15.9.2 During further construction and early operation, more substantial and enduring changes to the landscape and visual environment would arise, particularly in areas close to the Project boundary. Despite this, the extent of significant adverse effects would remain largely contained to these areas, and widespread likely significant effects across the Wider Study Area are not anticipated. This reflects the retention of the broader landscape structure, together with the influence of embedded environmental measures and the concentration of more pronounced change within the immediate Project envelope.

15.9.3 A summary of the likely significant effects on Community Areas can be found within **Table 15.1**. The assessment identifies that significant adverse effects on landscape and visual receptors are likely to be limited to those Community Areas located immediately adjacent to the Project, where large scale physical change, landform alteration, and the introduction of Northwest Runway and airside infrastructure will directly affect landscape character and views. These include Harmondsworth, Sipson, Longford, Poyle, Harlington, Cranford Cross, Cranford, Feltham North, Bedfont, Stanwell Moor, Stanwell, East Langley, Brands Hill and Colnbrook where the scale, proximity and permanence of change give rise to likely significant adverse effects related to both construction and operation.

15.9.4 Within West Drayton, Hayes, Heston, Hounslow, Datchet, Horton, Wraysbury, Old Windsor and Iver and Richings Park Community Areas, the combination of distance from Heathrow, intervening settlement, vegetation, topography and the introduction of extensive Blue and Green Infrastructure (B&GI) means that effects on landscape character and visual amenity during both construction and operation will be modest and **not significant**. While construction activity may be perceptible in long-distance views from some locations (**Figure 15A.3, Photo 3**), these influences will be

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experienced within a layered and already infrastructure-influenced context and will not materially alter the underlying character of these areas.

15.9.5 During operation, the most widespread perceptual change across the study area will relate to increased aircraft movements, which will be noticeable in many locations due to the openness of the landscape and the established presence of overflight in the baseline. These changes will influence perceptual qualities such as tranquillity in some areas, particularly in open spaces, such as the green belt, parkland and historic village cores. However, outside the communities immediately next to Heathrow, these effects will not be sufficient to give rise to likely significant landscape or visual effects.

15.9.6 The extensive B&GI network proposed as part of the Project will play a meaningful role in strengthening local landscape structure, enhancing habitat networks, and providing new areas of visual relief. While this infrastructure will not screen distant airport development, it will contribute positively to the local character and amenity of many community areas and will help maintain a sense of separation from major infrastructure.

15.9.7 Overall, likely significant effects are limited to those locations where the Project directly alters the physical landscape or introduces large-scale infrastructure close to sensitive receptors. Elsewhere, effects are noticeable but not significant, with overflight representing the primary perceptual change.

Table 15.1: Summary of likely significant landscape and visual effects

Community area	Construction effects	Operational effects	Adverse effects
Harmondsworth	Direct physical change, loss of settlement fabric, major construction presence.	Dominant runway and airside infrastructure.	**Significant**
Sipson	Direct physical change, large scale construction activity.	Permanent loss of settlement and major infrastructure presence.	**Significant**
Longford	Direct physical change, major construction presence.	Dominant runway and airside infrastructure.	**Significant**
Poyle	Direct physical change, major construction presence.	Dominant runway and airside infrastructure.	**Significant**
Harlington	Direct physical change, major construction presence.	Dominant runway and airside infrastructure.	**Significant**
Cranford Cross	Construction activity within transport corridors and nearby open land.	Increased infrastructure presence, reduced separation from Heathrow, increased aircraft activity.	**Significant**

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Community area	Construction effects	Operational effects	Adverse effects
Cranford	Construction activity affecting open land and infrastructure, visible works from residential and community areas.	Increased infrastructure presence, reduced separation from Heathrow, increased aircraft activity.	**Significant**
Feltham North	Localised construction works, activity within open spaces and infrastructure corridors.	New operational infrastructure, increased aircraft activity, reduced separation.	**Significant**
Bedfont	Localised construction works, activity within open spaces and infrastructure corridors.	New operational infrastructure, increased aircraft activity, reduced separation.	**Significant**
Stanwell Moor	Large-scale construction adjacent to community, major landform and infrastructure change.	Dominant runway, airside activity, major perceptual change.	**Significant**
Stanwell	Large-scale construction adjacent to community.	Dominant runway and airside infrastructure.	**Significant**
East Langley	Direct physical change in parts of area, major construction activity,	Prominent runway and airside infrastructure, increased aircraft movement.	**Significant**
Brands Hill	Direct physical change and infrastructure reconfiguration, major construction presence.	Dominant airport infrastructure and activity.	**Significant**
Colnbrook	Direct physical change affecting settlement and Green Belt, major construction activity.	Prominent runway and airside infrastructure, increased aircraft movement.	**Significant**
All other community areas (including West Drayton, Hayes, Heston, Hounslow, Datchet, Horton, Wraysbury, Old Windsor, Iver and Richings Park)	Distant visibility of construction in some locations; moderated by intervening settlement, vegetation and topography.	Increased aircraft movements perceptible; distant airport infrastructure visible in some directions; extensive blue and green infrastructure strengthens local landscape structure.	**Not Significant**

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

15.10.1 The Environmental Statement (ES) will present a more detailed and technical level of landscape and visual amenity assessment. While this chapter has used community areas to provide a strategic overview of how change may be experienced across the study area, the ES will revert to a standard Landscape and Visual Impact Assessment (LVIA) structure, assessing effects on defined local landscape character areas (LCA) and specific visual receptors. Representative viewpoints will be selected at public rights of way (PRoW), open spaces, heritage settings and residential receptors, where appropriate (that is, where receptors have the potential to experience likely significant effects with regards to their sensitivity and the anticipated magnitude of change). This ensures that the ES is fully aligned with GLVIA3 and relevant infrastructure guidance, including Design Manual for Roads and Bridges (DMRB) LA107.

15.10.2 To support this, the baseline will be updated through a comprehensive programme of desktop analysis, site surveys and new photography captured in accordance with LI/TGN 06/19 [14]. The viewpoints identified in 2019 will be reviewed, refined and expanded where necessary, informed by updated visibility analysis, design evolution and stakeholder feedback. The zone of theoretical visibility (ZTV) will be updated using the design information presented for the Project application, incorporating landform, settlement massing, vegetation layers and proposed Blue and Green Infrastructure (B&GI). This will confirm the visual envelope for the ES and ensure that all relevant receptors are captured.

15.10.3 For selected viewpoints, the ES will include accurate visual representations (AVRs), including photomontages, prepared in accordance with LI/TGN 06/19. These will illustrate the appearance of key elements of the Project, including runway infrastructure, airside buildings, landform changes and the maturing B&GI network. Where relevant, night-time visualisations will also be prepared to support the assessment of lighting effects on night-time visual amenity.

15.10.4 The Landscape Character Assessment will be carried out using the updated baseline data, including changes in land use and vegetation maturity. The ES will also include a more granular assessment of the extensive B&GI proposals, considering their contribution to landscape structure, habitat connectivity, visual relief and long-term integration of the Project.

15.10.5 A night-time visual amenity assessment will be undertaken to consider the effects of construction and operational lighting on landscape character, visual receptors and perceptual qualities such as tranquillity. This assessment will follow the principles of GLVIA3 and the structured approach set out in DMRB LA107, supported by night-time baseline photography and, where appropriate, night-time visualisations. The lighting assessment will be presented within the ES.

15.10.6 Updated information on aircraft movements and indicative airspace will be incorporated to refine the assessment of overflight visibility, movement patterns and

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effects on perceptual qualities, including tranquillity. This will be coordinated with the Project's noise assessment to ensure consistency in how perceptual change is described across topics. Following engagement with Natural England and the Chilterns National Landscape Board, a Natural Beauty Assessment will also be prepared. This will provide a structured evaluation of the components of natural beauty relevant to the Chilterns National Landscape and how they may be influenced by the Project. The Natural Beauty Assessment will form a dedicated appendix to the ES and will be cross-referenced within the LVIA and tranquillity assessment to ensure a coherent and integrated approach.

15.10.7 All elements of the LVIA methodology for the ES, including the selection of representative viewpoints, the scope and parameters of the ZTV, the approach to AVRs and night-time assessment, and the treatment of B&GI, will be agreed through ongoing engagement with relevant stakeholders, including local planning authorities, statutory consultees, landscape officers and heritage specialists. This engagement will ensure the ES reflects shared expectations on method, coverage and presentation, and that the assessment is transparent, proportionate and robust.

15.10.8 The ES will therefore provide a receptor-based LVIA, supported by verified visualisations, refined ZTV analysis, updated baseline information and a detailed understanding of the evolving design. Final significance judgements will be made at ES stage, drawing on the updated baseline, environmental measures and the detailed design information available at that time.

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15.11 Glossary of terms

Term / acronym	Definition
Accurate visual representation (AVR)	A visualisation prepared in accordance with LI/TGN 06/19 that illustrates how the Project will appear in a view. AVRs may include wirelines, photomontages or rendered images depending on the required level of accuracy.
Air Traffic Movements (ATMs)	The total number of aircraft movements at Heathrow, comprising all take-offs and landings within a defined period.
Area of special character	A defined area recognised for its distinctive and coherent combination of landscape, townscape or visual qualities that set it apart from its surroundings. It is a designed area where particular attributes such as built form, materials, layout, vegetation structure, or historic pattern create a recognisable sense of place.
Baseline	The existing environmental state against which future changes and impacts are assessed.
Blue and Green Infrastructure (B&GI)	A network of natural and semi-natural features including planting, habitat areas, watercourses, sustainable drainage systems, open spaces and landscape corridors designed to provide environmental, visual and amenity benefits and to integrate development into its surroundings.
Community Area	Community Areas have been mapped to form the basis for understanding how baseline conditions vary between local communities and how effects may be experienced at a neighbourhood scale. These areas are comprised of administrative geographies such as wards and output areas for which 2021 Census and Office for National Statistics data is available. The Community Areas have been defined to reflect functional communities, patterns of connectivity and physical boundaries, while also having regard to local authority boundaries. They provide a consistent local geography through which variations in demographic profile, deprivation, health, labour market conditions and place characteristics can be described and compared.
Construction Support Site (CSS)	A temporary site used to accommodate construction activities, including compounds, storage, plant, welfare facilities and access routes.
Design Manual for Roads and Bridges (DMRB) LA107	National guidance for assessing landscape and visual effects of highways projects. LA107 provides a structured approach to defining receptors, assessing magnitude of change and reporting effects
Environmental Impact Assessment (EIA)	The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017. The EIA regulations require that the effects of a project, where these are likely to have a significant effect on the environment, are considered in the decision-making process for the project.
Environmental measures	Environmental measures proposed in an EIA are designed to limit or remove any significant adverse environmental effects of a development.
Environmental Statement (ES)	The written output presenting the full findings of the EIA.

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Term / acronym	Definition
Freight forwarding	The specialist logistics services that manage, coordinate and facilitate the movement of air cargo through the airport.
Green belt	A designation for land used in land use planning, to retain areas of undeveloped land surrounding urban areas, aimed to keep this land permanently open or largely undeveloped.
Green Loop	A continuous, predominantly recreational route within the active green network that connects communities, workplaces, public open spaces, biodiversity sites and cultural locations via a network of existing and new footpaths, cycleways and bridleways, enhancing connectivity around the airport while supporting active travel and mitigating green belt impacts.
Group rapid transit (GRT)	A type of automated public transport system that uses driverless vehicles to carry small groups of passengers on a dedicated guideway network.
Guidelines for Landscape and Visual Impact Assessment (GLVIA3)	The primary professional guidance for assessing landscape and visual effects. GLVIA3 sets out principles for defining sensitivity, magnitude of change and significance.
Landscape character	The distinct and recognisable pattern of elements, such as landform, vegetation, settlement and land use, that give an area its sense of place.
Landscape character area (LCA)	A distinct geographic area with a recognisable pattern of landscape elements, such as landform, land use, vegetation and settlement, which combine to create a particular sense of place.
Landscape and Visual Impact Assessment (LVIA)	A structured assessment of the likely effects of a development on landscape character and on views experienced by people.
Level of change	The scale, extent and nature of change expected to occur as a result of the Project, taking account of duration, reversibility and the degree of contrast with the baseline.
Mass rapid transit (MRT)	A high-capacity public transport system designed to move large numbers of people quickly and efficiently in urban areas, typically using rail-based modes such as metros or subways on dedicated routes.
Night-time visual amenity	The experience of landscape and views after dark, influenced by lighting, skyglow, contrast, visibility and perceptual qualities such as tranquillity.
Photomontage	A type of AVR that combines baseline photography with a rendered image of the Project to show how it will appear in the view.
Public rights of way (PRoW)	A right by which the public can pass along linear routes over land at all times. Although the land may be owned by a private individual, the public have a legal right across that land along a specific route.
Representative viewpoint	A location selected to illustrate typical views experienced by receptors within an area. Viewpoints are used to assess visual effects and may be supported by AVRs.
Significance (of effect)	A professional judgement on whether an effect is important in EIA terms, based on the sensitivity of the receptor and the level of change.

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Term / acronym	Definition
Study area	The geographical area within which landscape and visual effects are assessed. The study area is informed by ZTV analysis, baseline conditions and professional judgement.
Sustainable drainage systems (SuDS)	Sustainable drainage systems are a form of surface water management which mimics the natural drainage regime to attenuate, treat and discharge surface water runoff from a site. They are considered to be more sustainable than traditional piped approaches to surface water drainage.
Townscape character	Townscape character describes the distinct appearance and identity of built-up areas, resulting from the combination of streets, buildings, open spaces, land use and urban features that create a recognisable sense of place.
Tranquillity	An important component of how people experience landscape and townscape. It relates to the sense of calm, relative quiet and freedom from visual and environmental disturbance that can be perceived in a place. Tranquillity can be influenced by a combination of factors, including the presence of built development, movement, lighting and noise.
Visual amenity	The value and quality of views experienced by people, including the composition of the view, the presence of features and the perceptual experience.
Visual receptor	An individual or group of people who experience a view, such as residents, walkers, road users or visitors to open spaces.
WebTAG	Contains the Department for Transport's guidance on the conduct of transport studies.
Zone of theoretical visibility (ZTV)	A computer-generated map showing areas from which the Project may theoretically be visible, based on terrain and, where included, vegetation and built form.

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Appendix 15A Figures

Figure 15A.1: Landscape and visual context plan

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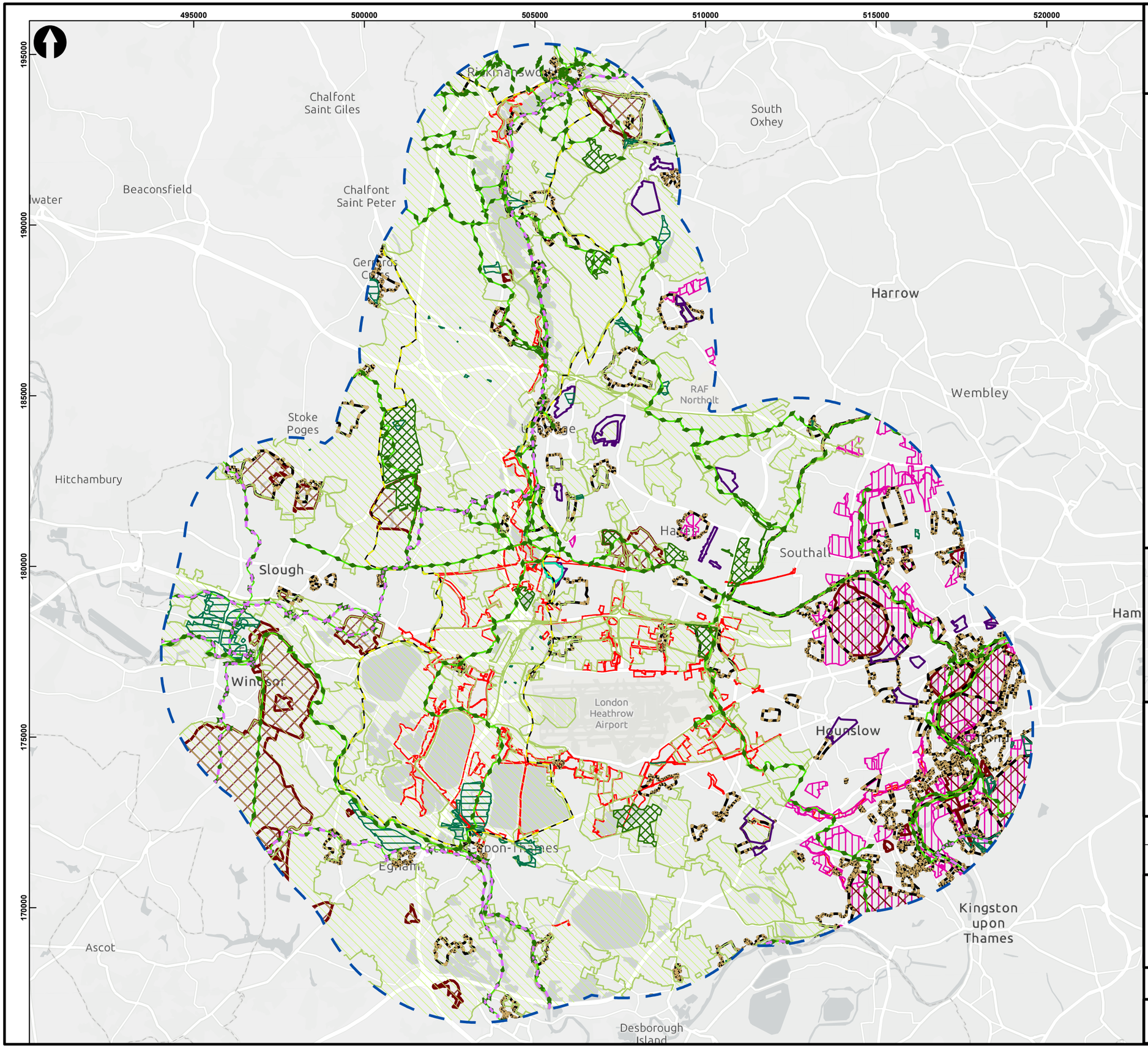

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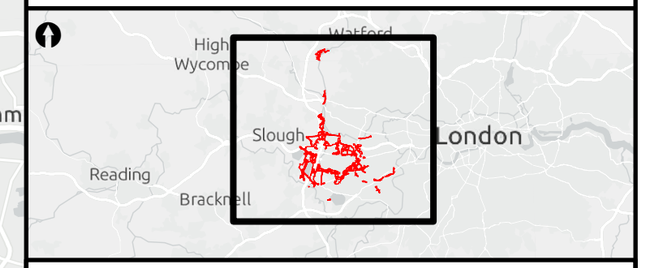
Service Layer Credits: Light Gray: Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS

- Draft DCO Order Limits
- Landscape and visual amenity study area
- National Trail / Recreational Route
- National Cycle Route
- Colne Valley Regional Park
- West Drayton Area of Special Local Character
- Area of Special Local Character
- Conservation Areas
- Registered Parks and Gardens
- Country Park
- Countryside and Rights of Way (CRoW) Act Open Access Land
- Green Belt
- Metropolitan Open Land

0 550 1,100 2,200 3,300 4,400 5,500 6,600
Metres

Scale 1:110,000



Heathrow

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Scale	1:110,000
Project Name	Heathrow Expansion Project
Heathrow Project No.	3R000

Title

Figure 15A.1: Landscape and Visual Context Plan

Company	Drawn By	Chk/Approved	Drawn Date	Status
WSP	LT	CC	21/05/2026	FINAL

Location-Level-Sub Series/System-Identifier	Version
3R000-XX-GA-XXX-100023	1.0

Source file: EH-WSP-EICR-009

Document Uncontrolled When Printed

Figure 15A.2: Landscape and visual ZTV

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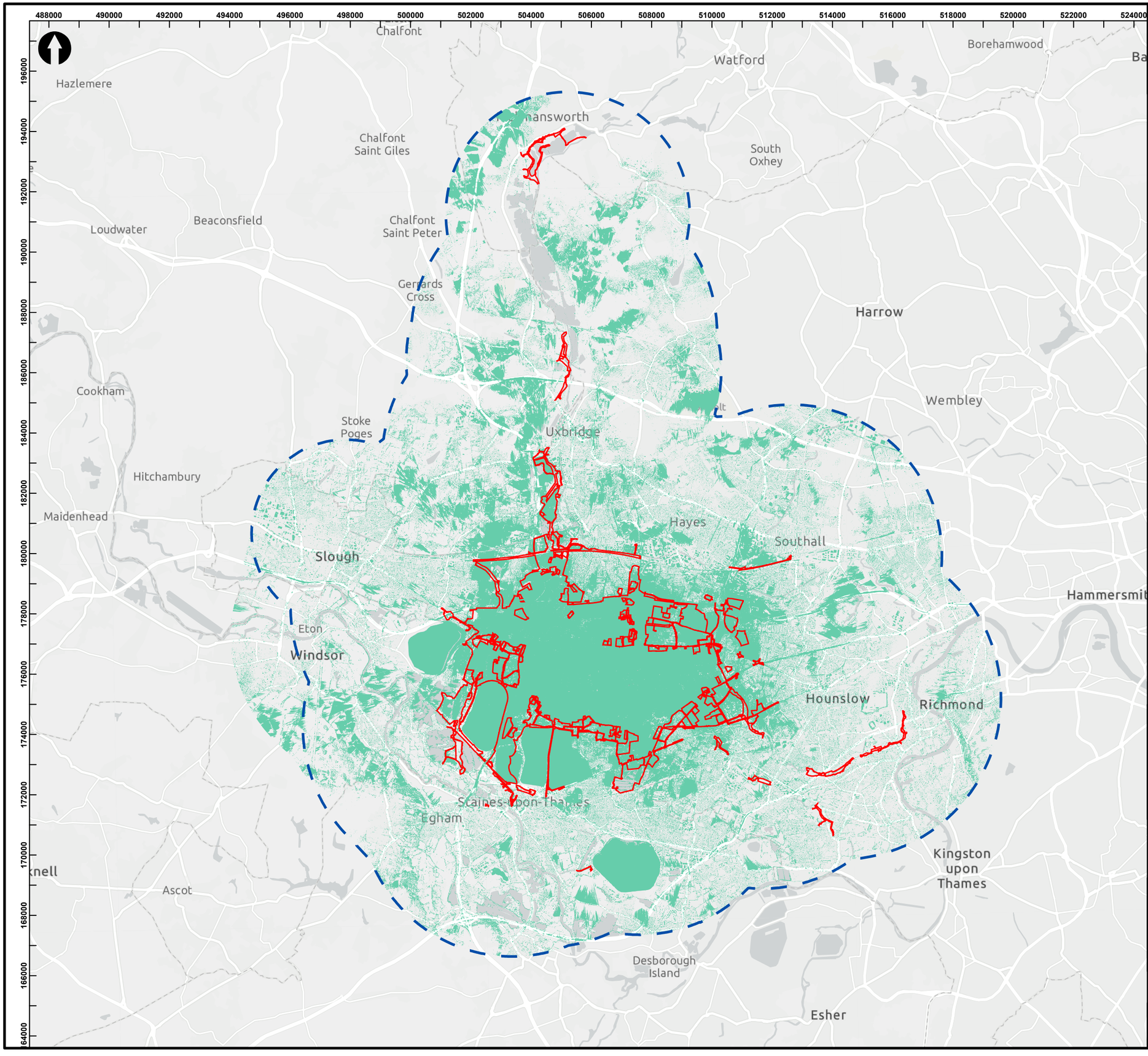

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Draft DCO Order Limits

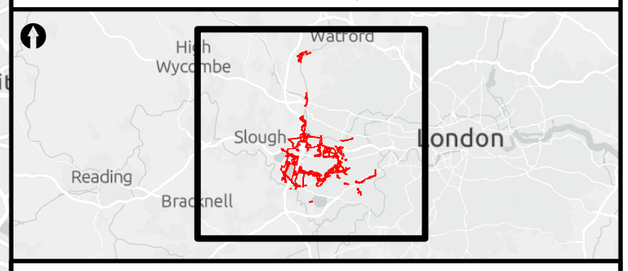
Landscape and visual amenity study area

Zone of Theoretical Visibility (ZTV)

ZTV modelling used LiDAR 2m DSM data © Environment Agency copyright and/or database right 2022.
For the purposes of ZTV modelling, planes using the airport have been taken into account through addition of a plane height of 24m to runways and taxiways.
For the purposes of ZTV modelling, it is assumed that surface elevations in flood risk areas would not increase.
ZTV modelling does not take into account lighting design elements at this stage, as the locations and heights o f these have yet to be defined.
The ZTV includes an adjustment that allows for the Curvature and Light Refraction of the Earth.

0 625 1,250 2,500 3,750 5,000 6,250 7,500
Metres

Scale 1:125,000



Heathrow

© Heathrow Airport Limited	Scale 1:125,000
Project Name: Heathrow Expansion Project	Heathrow Project No.: 3R000

Title

Figure 15A.2: Landscape and Visual Zone of Theoretical Visibility (ZTV)

Company	Drawn By	Chk/Approved	Drawn Date	Status
WSP	RE	CC	08/07/2026	FINAL

Location-Level-Sub Series/System-Identifier	Version
3R000-XX-GA-XXX-100024	1.0

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Source file: EH-WSP-EICR-010_V2

Figure 15A.3: Site context photos

Photo 1 North-West view from Bedfont recreation ground

Photo 2 North west view from Feltham station Lidl carpark

Photo 3 North east view from Saint Ann's Hill

Photo 4 Northern view from Great South-West Road

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Photo 5 Northern view from Bedfont Lakes Country Park

Photo 6 Northern view from Staines Miles public footpath near Staines Reservoir

Photo 7 Northern view from Stanwell High Street/Church Approach green

Photo 8 Eastern view from the Long Walk at Windsor estate

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Photo 9 Southern view from Harmondsworth field public right of way

Photo 10 South west view from Wellington Primary School sport ground, Hounslow West

Photo 11 Southern view from Cranford Country Park

Photo 12 Southern view from West Drayton, M4 footbridge near Saxon Lake

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Heathrow

EXPANSION
CONSULTATION 2026

Environmental Information Consultation Document (EICD)

Chapter 16: Land quality

OCTOBER 2026

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16. Land quality

16.1 Introduction

16.1.1 As indicated within **Chapter 1: Setting the scene for consultation – environmental information**, 'land quality' is an environmental aspect for which environmental information is presented for 2026 public consultation.

16.1.2 This chapter is supported by **Figure 16.1**, **Figure 16.2**, **Figure 16.3**, **Figure 16A.1**, and a glossary of terms.

16.2 What is meant by land quality?

16.2.1 Land quality is an umbrella term which is used to describe the following components:

- Land contamination
- Ground stability
- Agricultural land quality (including soils)
- Minerals safeguarding
- Geodiversity

16.2.2 Taken together, this chapter looks at the soils and materials that make up the ground beneath our feet and assesses how the expanded airport will interact with, manage and protect those soils and materials. That interaction is considered both from the perspective of the existing quality of the soils and materials and the quantity of soils and materials. For example, in terms of quality, this chapter considers contamination or ground instability that may be present naturally or as a result of historical activities such as landfilling of previously excavated quarries or the ability of the soils to support agriculture. With regard to quantity, consideration is given to, for example, the amount of agricultural land present or the availability of materials, such as sand and gravel, which could be extracted and used as construction materials.

16.3 Why land quality might change

16.3.1 The expanded airport may affect each of the individual components of land quality.

Land contamination and ground stability

16.3.2 Construction of the Project involves substantial excavation and movement of existing materials present within the ground. This excavation and movement have the potential to expose humans, ecological receptors, and water resources, such as a water course or a groundwater aquifer (all of which are types of 'receptors' in a land contamination assessment), to contamination already present within those materials.

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16.3.3 While there are strict regulatory frameworks that ensure people are not put at risk, this chapter assesses the potential for exposure of people (for example, those living near Heathrow, construction workers, and future users of Heathrow) to contamination that may be present. In addition, while there are strict controls to ensure that the design and construction of new infrastructure is built to appropriate design codes and is built on ground which is suitable for that infrastructure without causing structural failure, this chapter also assesses these elements.

16.3.4 Effects in respect of ecological receptors (for example, on habitats or fish) and effects in respect of water resources (such as groundwater levels, river flows, and groundwater abstractions) and flood risk are considered separately in the relevant aspect chapters (**Chapter 12: Biodiversity** and **Chapter 13: Water environment**). Where materials are excavated and are not reused within the construction of the Project, they may need to be taken for offsite management (including potential offsite disposal). The potential effects on waste management capacity are explained within **Chapter 17: Waste and materials**.

16.3.5 Construction plant and equipment will require refuelling and maintenance during the construction of the Project. The proposed increased number of flights will require associated refuelling and maintenance activities as part of the expanded airport operations. These construction activities and operational changes could affect land quality through an increased potential for accidental spillages and pollution incidents. Environmental measures are embedded as part of the Project design to avoid or mitigate such effects, which build upon Heathrow's existing control measures that are currently used at the existing airport and best practice measures that will be employed during construction. As indicated in **Chapter 1**, further details on environmental measures are included in the environmental measures topic paper documents. Those relevant to land quality specifically include the Environmentally Managed Growth Topic Paper, Blue and Green Infrastructure Environmental Measures Topic Paper, and draft Code of Construction Practice.

Agricultural land quality

16.3.6 As outlined in **Chapter 2: Description of the Project**, within the draft Order Limits, development on land which is currently in agricultural use or is currently undeveloped is proposed. This includes high-quality agricultural land (referred to as the best and most versatile (BMV) land). While the design of the Project has considered the presence of agricultural land (and in particular the best and most versatile (BMV) land) as an environmental constraint in the options evaluation process (refer to **Chapter 3: The approach to environmental assessment**), there will be a loss of agricultural land and associated soil resources and this is assessed in this chapter. Disturbance or removal of soils can affect ecological receptors, and this is explained in **Chapter 12: Biodiversity**. Loss of agricultural land can also affect farming businesses and their viability, and this will be considered in **Chapter 5: Socio-economics and employment**.

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Minerals safeguarding

16.3.7 Construction of the Project will require aggregate minerals (such as sand and gravel) to create a suitable platform upon which infrastructure, like the runway, can be built. These minerals could come either from land within the draft Order Limits or could be imported from quarrying sites outside the draft Order Limits. The Project may also interact with mineral resources designated for potential future extraction by local planning policy (known as minerals safeguarded sites).

16.3.8 This can affect the availability of aggregate minerals on the wider construction market or prevent materials from being extracted due to the presence of the Project (known as minerals sterilisation).

Geodiversity

16.3.9 While there are currently no designated geodiversity sites within the draft Order Limits, there are two sites (one on Sipson Lane which is within the draft Order Limits and one at Bedfont Lakes which is in proximity to the draft Order Limits) that have been proposed by the London Geodiversity Partnership as regionally important geodiversity sites (RIGS), or locally important geodiversity sites (LIGS). While the Project does not directly interact with the Bedfont Lakes proposed LIGS, the construction of the Project will interact with the Sipson Lane proposed RIGS, and will affect the physical geology in the study area and render the study area inaccessible in the future for access to view the geology.

16.4 Legislation, policy and guidance

16.4.1 In the UK, there is legislation, policy and guidance to manage land quality components and protect human health and environmental receptors (such as ecological receptors and the water environment), as summarised in this section.

16.4.2 At a national level, legislation and policy includes the Environmental Protection Act 1990 [1], the Environmental Permitting (England and Wales) Regulations 2016 [2], the Airports National Policy Statement (ANPS) [3], the National Networks National Policy Statement (NNNPS) [4] and the National Planning Policy Framework (NPPF) [5].

16.4.3 This legislation and policy seek to ensure that:

- Land for the development is suitable for the proposed uses and that risks from contamination which could cause harm to people, property and the environment are appropriately managed during design, construction and operation.
- Developers seek to use lower quality agricultural land over that of higher quality (that is, best and most versatile (BMV) land).
- Developments prevent unacceptable risks from land instability.
- Developers safeguard mineral resources as far as possible.

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16.4.4 Local and regional planning authorities are also required to have policies to manage land quality components within their administrative areas, including plans for the identification of contaminated land and plans for the sustainable use of mineral resources such as soils and minerals.

16.4.5 Guidance published by statutory and non-statutory bodies has been taken into account when preparing the land quality assessment and developing the environmental measures set out in the environmental measures documents. This includes:

- The assessment of risks from land contamination, known as Land contamination: risk management (LCRM) published by the Environment Agency [6].
- The approach to grading the quality of agricultural land published by Department for Environment, Food and Rural Affairs [7].
- The approach to assessing effects of developments on soils in environmental impact assessments published by the Institute of Environmental Management and Assessment (now known as the Institute of Sustainability and Environmental Professionals) [8].
- The management of surplus soil and aggregates from construction including the incorporation of materials and waste management strategies at the design stage of a project, published by the Construction Industry Research and Information Association [9].

16.5 Assessment summary

16.5.1 This section explains the approach to the land quality assessment and how conclusions have been drawn in this chapter.

Baseline

16.5.2 The baseline for the land quality assessment is informed by a substantial desk-based review including:

- Historical mapping
- Environmental data collected between 2017 and 2019 which has been checked and supplemented with updated online data accessed in 2026
- Agricultural land and soil mapping
- Detailed agricultural land classification (ALC) surveys available online in 2026 alongside surveys completed by Heathrow in 2018 and 2019
- Predicted ALC data available online in 2026 for where a detailed ALC survey is not available
- Local and regional planning authority minerals and waste plans which have been accessed in 2026

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The baseline has also been informed by technical engagement with relevant stakeholders.

16.5.3 Of particular note from this review, to the north and west of Heathrow decades of gravel extraction have left a pattern of restored sand and gravel pits. More than 60 of these former extraction sites were backfilled with a variety of landfill waste, often mounded above the original ground levels and in places over 10 metres deep. The Project will be required to excavate into these landfill sites to create the ground surface onto which new infrastructure will be constructed. In addition, active quarries and minerals processing sites are present within the draft Development Consent Order (DCO) limits, a number of which are coming to the end of their working life and have permission to be restored with landfill waste under an environmental permit granted by the Environment Agency. A summary of the landfill sites around Heathrow is shown on **Figure 16A.1**. Further work supplementing the existing baseline is ongoing to inform the development of the Project and assessment (discussed within **Section 16.8**), and this will be included in the Environmental Statement (ES).

Assessment approach

16.5.4 The assessment approach for land contamination and land stability involves considering:

- The potential sources of contamination or land instability (including both their location and extent – for example, waste material in existing landfills).
- The potential receptors that could be affected by that contamination or instability (such as the rivers around Heathrow or the groundwater bodies (known as aquifers) that are beneath Heathrow).
- The mechanisms by which that interaction of the sources and receptors occur (for example, contamination in existing landfill material traveling through groundwater in the soils and entering the river), referred to as pathways.

16.5.5 In line with land contamination guidance, a conceptual site model (CSM) will be used to illustrate these potential sources, pathways and receptors. An illustrative example of a CSM is shown in **Figure 16.1** with potential sources shown as orange circles, potential receptors as purple circles and the pathways between them as purple lines.

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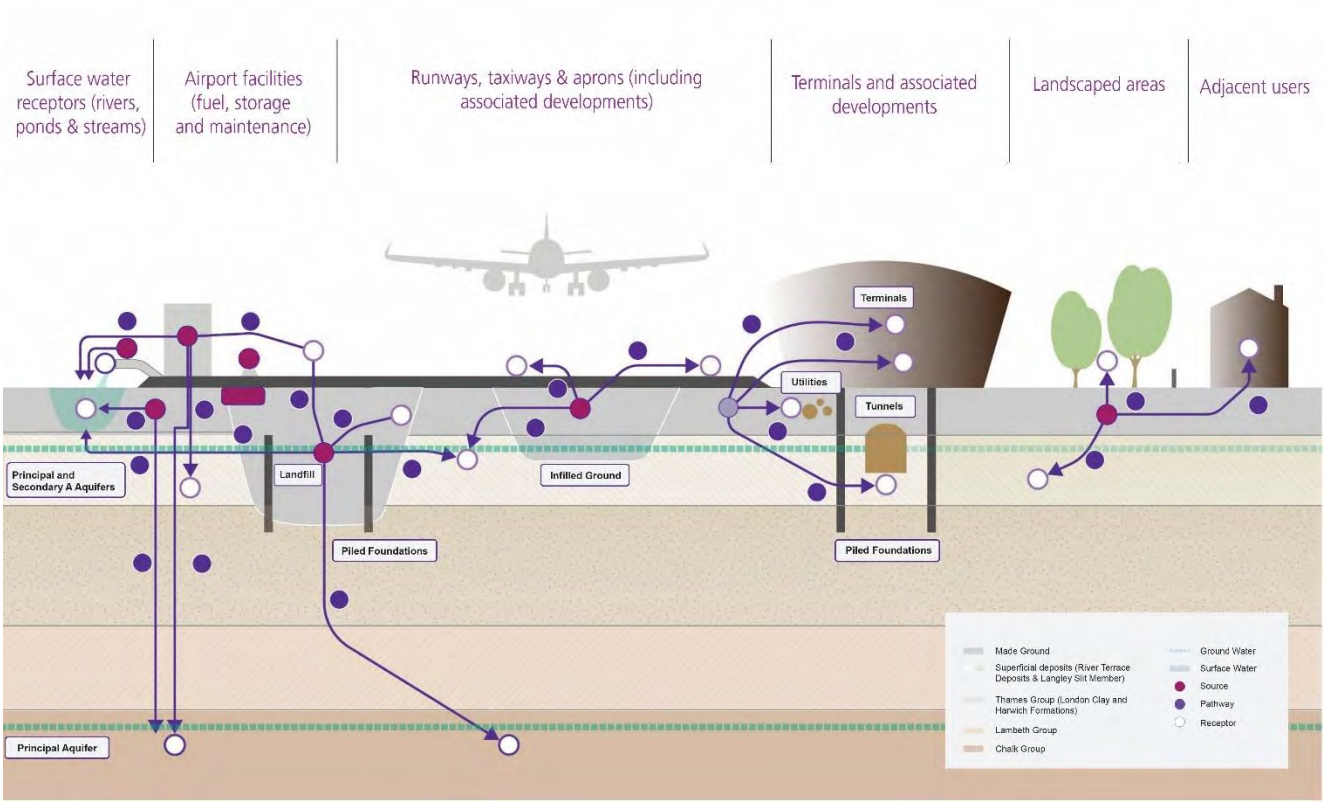
Figure 16.1: Illustration of a land contamination conceptual site model



16.5.6 The assessment has considered the level of risk from each of these interactions using a combination of the likelihood of an interaction occurring and the magnitude of harm that could be caused to the receptor. The assessment then looks at how these interactions change from the baseline through construction and into operation as the basis for determining the effect as a result of the Project. In accordance with guidance, professional judgement will be used to determine whether the level of effect is significant, considering factors such as:

- The amount of existing material in unlined landfills which is moved into areas of engineered containment and therefore no longer acts as a source of contamination.
- The length of river channels which are removed from being in continuity with existing contaminated groundwater and for which a pathway for existing contamination to enter the river is therefore no longer present.
- The controls and designs in place to prevent the spread of existing contamination during and following construction (for example, the design of new landfills or where new river channels are designed to not be in continuity with contaminated ground).
- The controls in place, including environmental design and safeguards to prevent leaks and spillages, for new potential sources of contamination (such as new fuel storage facilities).

16.5.7 For agriculture and soils, as set out in **Section 16.4**, the methodology for assessing the effects to agricultural land and soils is set out in the Institute of Environmental

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Management and Assessment's environmental impact assessment guidance. The assessment of effects considers the amount of best and most versatile (BMV) agricultural land that is lost to temporary or permanent development and considers the effects associated with the stripping, storage and handling of topsoil and subsoil, which takes place during construction of the Project.

16.5.8 The assessment uses quantitative metrics to determine the significance of the loss of BMV agricultural land, with significant effects occurring where more than 20 hectares of BMV land are permanently developed for non-agricultural uses. A semi-quantitative approach has been used to determine the significance of any effects on soil resources. Professional judgement has been used, taking into account the area over which the effects occur, the sensitivity of the soils to damage, or how reversible effects on soil structure are where temporary uses or movements have taken place. Significant effects will occur for example, where more than 20 hectares of soils with a high clay and silt fraction (and which are therefore highly sensitive to structural damage) are excavated, stockpiled and moved, resulting in loss of their soil function or volume.

16.5.9 For minerals safeguarding, the approach to the assessment involves identifying the existing mineral quarrying and processing sites within the draft Development Consent Order (DCO) limits, alongside areas of land within the draft Order Limits which the relevant minerals planning authority has either identified for possible future minerals extraction or safeguarded in case the minerals in that location are of value.

16.5.10 The assessment considers whether the Project directly sterilises mineral resources (for example, by building new infrastructure) or introduces infrastructure adjacent to a site which could make the extraction of the nearby mineral more difficult in the future. Professional judgement is then applied in accordance with the relevant guidance to determine the level of significance, taking into account factors such as the extent of mineral available for extraction (with all sites considered to be highly sensitive to change unless there are limited – less than 100,000 tonnes – reserves remaining), the proportion of the mineral reserves that will be subject to temporary or permanent sterilisation and the availability of other minerals in the local area using information from local minerals plans.

16.5.11 For geodiversity, the assessment approach considers whether the Project physically alters a geodiversity site (for example, by building new infrastructure) or introduces infrastructure which will prevent the geodiversity site from being accessible. Significant effects will occur where the Project permanently alters or prevents access to a designated geodiversity site (that is, a geological site of special scientific interest (SSSI), regionally important geodiversity sites (RIGS), or locally important geodiversity sites (LIGS).

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Environmental measures

16.5.12 As indicated in **Chapter 1**, further details on environmental measures to offset or manage potential effects of the Project are included in the environmental measures topic paper documents. including the draft Code of Construction Practice (CoCP). Implementation of the environmental measures described in these documents are taken into account when assessing the potential land quality effects of the Project.

16.6 Project-wide assessment results

Land contamination and ground stability

16.6.1 The largest land quality changes will occur during construction, particularly in the early stages, when most of the infrastructure (for example, the Northwest Runway and associated taxiways, M25 realignment and southern road tunnel) will be built.

16.6.2 As noted in **Chapter 2**, approximately 27.5 million cubic metres (m^3) of material needs to be moved during earthworks and ground preparation, including around 9.3 million m^3 of existing landfill material from 63 existing landfills. Major excavations are illustrated in **Figure 16.2** and the location of landfills surrounding the existing airport are shown on **Figure 16A.1**.

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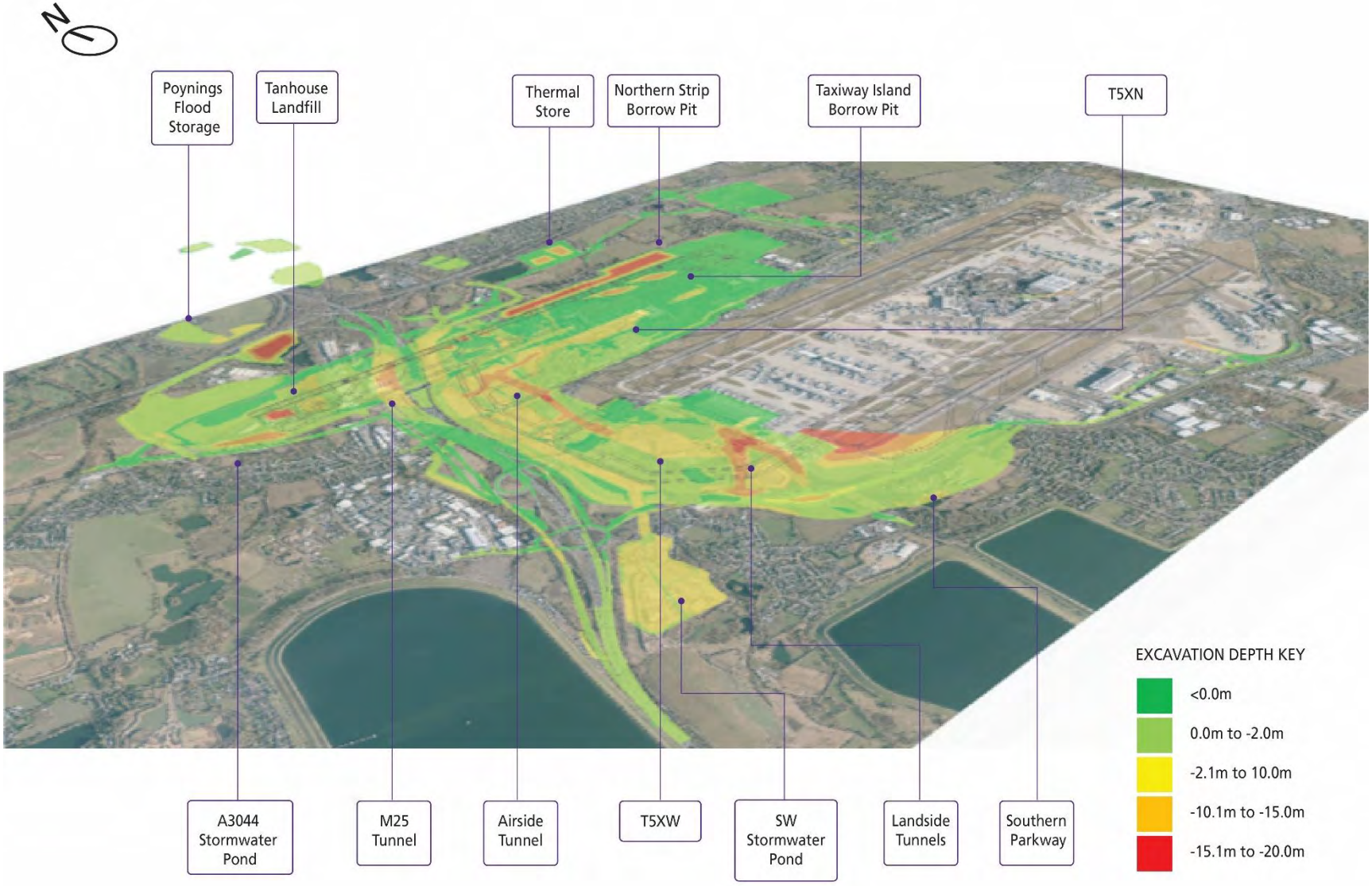
Figure 16.2: Illustration of major excavations required to construct the Project



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16.6.3 From a land contamination perspective, likely effects resulting from the Project are linked to the pathways between potential sources of contamination and environmental receptors (such as groundwater and surface water) or land-based receptors (for example, sand and gravel mineral resources and agricultural soils) and have been assessed by grouping together similar linkages that could occur at a number of locations within and/or outside the draft Order Limits.

16.6.4 Due to the scale of the earthworks and the extent of existing contamination in the landfills, there are potential effects which will result from the Project disturbing this material during Project construction activities (for example, the potential to mobilise existing contamination in the environment as excavations progress, where piling through existing landfill waste is undertaken, the potential to cause ground instability during excavations, or the potential to mobilise contamination during dewatering of excavations and discharge of that water).

16.6.5 In addition, as indicated in **Chapter 2**, there are multiple construction support sites (CSS) are required to facilitate the construction of the Project which temporarily introduces potential sources of contamination (for example, storage of fuel for machinery) and potential contaminant pathways (such as leaks and spillages during storage of fuel or refuelling of the machinery).

16.6.6 As detailed in the draft Code of Construction Practice (CoCP), a materials management strategy (MMS) will be submitted as part of the DCO application. The MMS sets out the framework for the management of the excavated earthworks and site clearance and demolition materials arising from construction of the Project, including the regulatory regimes which will be used to permit-monitor and control the earthworks. Good practice environmental measures to prevent likely negative land quality effects for people and environmental receptors during construction are also set out in the draft CoCP and will be implemented to control and monitor the construction activities associated with the Project, alongside measures for pollution control and environmental monitoring required as part of the environmental permitting processes. This includes, for example, appropriate storage of fuels in bunded containers away from watercourses, management of stockpiled materials and contingency plans in case of finding unexpected contamination.

16.6.7 Applying professional judgement to take into account implementation of these measures, it is considered that these effects are not at a level to be significant and therefore there will be **no significant** effect likely during construction.

16.6.8 Construction of the Project will result in the movement of a large volume of existing contamination, principally from excavation of historical landfill material (but also more recently landfilled material) that will be moved into new permitted landfills being created as part of the Project.

16.6.9 The creation of these new landfills introduces a new potential source of contamination. However, the new landfills will be designed, monitored and managed in line with best practice and the strict standards and controls set out by the Environment Agency under the environmental permitting regime to prevent pollution (for example, liners to isolate the material from the groundwater environment and treatment systems to collect and manage landfill leachate and gases where

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required). Applying professional judgement, it is considered the strict controls in place for the permitting and monitoring of new landfills are sufficient for there to likely be **no significant** effect from creation of the new landfills as part of the Project.

16.6.10 As noted above, as part of the construction of the Project, existing waste material will be excavated and placed into the new landfills which will have liners to isolate the material from the groundwater environment (which is not currently the case for many of the historical landfills). In addition, where rivers are diverted over existing land affected by contamination, the design of the new river channels (which will include impermeably lined bases) will prevent existing contamination in groundwater from entering the watercourse (which is currently not the case as the existing river channels are in continuity with the groundwater). Both of these actions are considered to result in a beneficial effect following construction as they remove existing contamination pathways.

16.6.11 The degree to which this beneficial effect is 'significant' is largely dependent on the amount of historical landfill material that is moved into new landfills, and the length of new river channels which are lined. Applying professional judgement, it is considered that the quantum involved is of a sufficient scale for a **likely significant** effect to arise following the construction of the Project.

16.6.12 For ground stability, **no likely significant** effect will arise on account of the embedded measures associated with the use of appropriate infrastructure design and construction techniques (for example, through the application of appropriate geotechnical design codes and standards and monitoring of ground stability during excavations).

Agriculture and soils

16.6.13 The predicted loss of the best and most versatile (BMV) agricultural land is based on a combination of detailed agricultural land classification (ALC) surveys and predicted ALC data where no detailed ALC data is currently available. It is noted that in 2019, the assessment was based on the use of provisional ALC data which did not distinguish between Grade 3a agricultural land (BMV) and Grade 3b (non- BMV) and as a result, a worst-case assessment had to be used whereby agricultural land which was shown as provisional Grade 3 was assumed to be Grade 3a (and therefore BMV land). As the predicted ALC data now distinguishes between Grade 3a and Grade 3b, the assessment will use this predicted data over the provisional data.

16.6.14 The Project will result in a permanent loss of approximately 960 hectares of BMV agricultural land, comprising approximately 660 hectares of Grade 1, 105 hectares of Grade 2 and 195 hectares of Grade 3a land. A permanent loss of approximately 110 hectares of agricultural land that is not considered to be BMV (80 hectares of Grade 3b and 30 hectares of Grade 4) will also occur as a result of the Project.

16.6.15 Temporary loss of agricultural land will only occur where land currently in agricultural use is used as part of the construction of the Project (for example, as a temporary construction compound) and then returned to its original agricultural use post-construction. At present, all of the land in agricultural use required for the

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construction of the Project is proposed to be developed either with permanent infrastructure or as part of the wider blue-green infrastructure strategy. Consequently, loss of this agricultural land is already considered as part of the assessment of permanent loss of agricultural land.

16.6.16 The Project will also require over approximately 2.3 million cubic metres of existing topsoil and subsoil to be stripped as part of the earthworks. Good practice environmental measures to prevent effects on soils during construction are set out in the draft CoCP (for example, around appropriate stripping and handling of soils). Subject to soils being suitable for the proposed use in line with the framework that will be set out in the MMS, they will, where possible, be reused as part of the wider green infrastructure strategy (for example, in landscaping, public open space and allotments).

16.6.17 Given the quantitative scale of permanent loss of agricultural land – and taking into account professional judgement in relation to the anticipated effects associated with the stripping of topsoil and subsoil and its handling and storage before reuse within the Project – there remains a substantial loss of BMV agricultural land and potential for damage to soil resources, therefore resulting in a likely **significant effect** for both BMV agricultural land and soil resources.

Minerals safeguarding

16.6.18 Sand and gravel minerals will be made directly inaccessible at a number of locations and/or those minerals will be extracted and used as part of the construction of the Project (as opposed to being available on the open market for other future developments). This includes undeveloped land to the west of Harmondsworth Quarry (which has an estimated yield of approximately 2.2 million tonnes of sand and gravel) and land beneath the current developments in Harmondsworth (where the Project proposes to extract approximately 2.9 million cubic metres of sand, gravel and clay).

16.6.19 Through the measures in the MMS, the design of the earthworks recognises that the best overall environmental solution for delivering the Project involves avoiding and/or limiting excavation into existing landfill, maximising re-use of excavated materials and minimising the requirement for offsite management of unusable or surplus material where possible.

16.6.20 From a minerals-safeguarding perspective, the earthworks construction proposals:

- Do not currently anticipate having to import sand and gravel aggregates to build the Project.
- Move material so as to be ‘self-reliant’ as far as reasonably practicable within the draft Order Limits, excavating clean sand and gravel aggregates and reusing soils and excavated landfill material where appropriate and feasible (including consideration of treatment where necessary under appropriate environmental permits).

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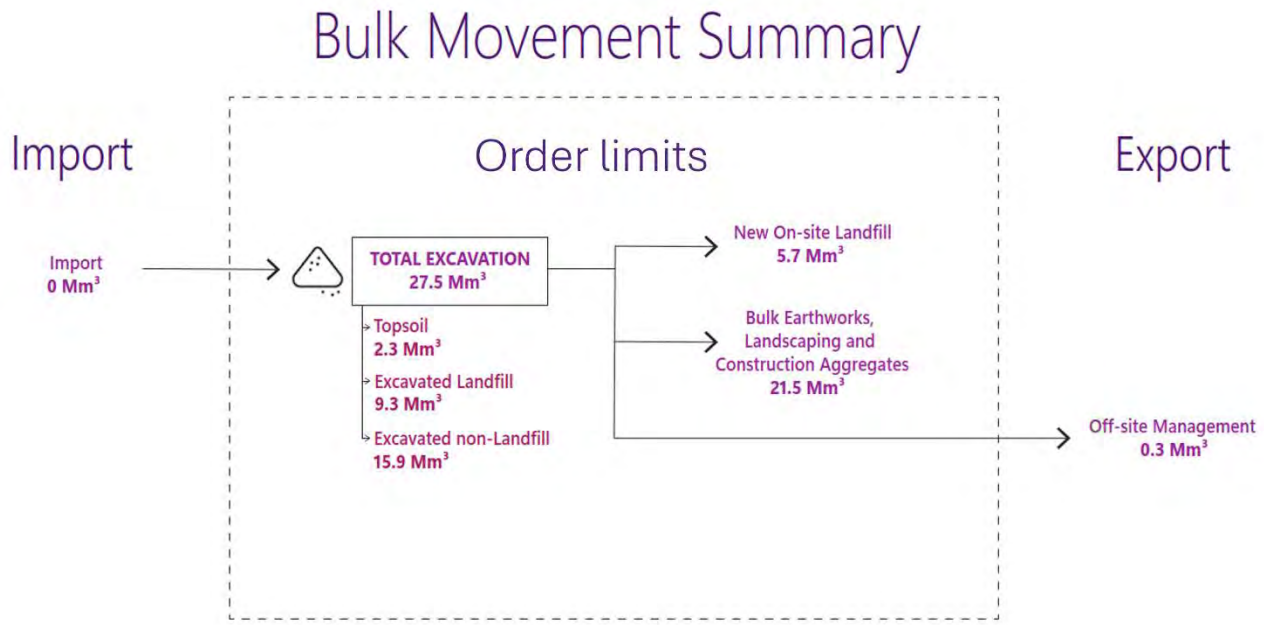
16.6.21 These proposals mean the Project will not negatively affect other local supplies of sand and gravel aggregates (which will result in greater minerals safeguarding effects).

16.6.22 This overall proposal for materials management is illustrated in **Figure 16.3**.

Figure 16.3: Illustration of current earthworks proposals



16.6.23 In addition, the assessment considers the loss of the current Hithermoor Quarry which is identified in Surrey County Council (SCC)'s minerals and waste plan as the preferred site to process approximately 3.4 million tonnes of sand proposed to be extracted from dredging of the King George VI Reservoir. The reservoir is a safeguarded minerals site in the SCC minerals and waste plan and while the reservoir itself is outside the draft Order Limits, loss of the preferred processing site at Hithermoor Quarry through the proposed development in the Project is a potential indirect minerals sterilisation effect.

16.6.24 Taking into account professional judgement as to the quantum of minerals which will either be directly sterilised by permanent infrastructure as part of the Project or extracted and used by the Project as part of the earthworks and the potential indirect effect from the loss of Hithermoor Quarry, there will be a likely **significant** effect in terms of mineral safeguarding.

Geodiversity

16.6.25 There are no nationally, regionally important geological sites (RIGS), and locally important geological sites (LIGS) which will be lost or damaged by the Project. Consequently, **no significant** effect is anticipated to geodiversity.

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16.6.26 It is noted that this conclusion will not change if the proposed Bedfont Lakes LIGS was to be taken forward as a designated site in the future, as the whole of the LIGS is outside the draft Order Limits and therefore there will be no loss or damage to the LIGS through construction and operation of the Project.

16.6.27 However, this conclusion will change if the proposed Sipson Lane RIGS was to be taken forward as a designated site in the future, as the whole of the RIGS is proposed to be subject to permanent development as part of the Project. In this scenario, a designation of Sipson Lane as a RIGS before the DCO application being granted will result in a likely significant effect on geodiversity. However, at the time of writing this consultation document, Sipson Lane was not being proposed for inclusion in the updated London Plan, the draft of which is due to be published by the Greater London Authority in 2026.

16.7 Summary of likely significant land quality effects

16.7.1 In summary, the predicted land quality effects as a result of the Project are as follows:

- Land contamination (during construction) – **no likely significant effect**.
- Land contamination (following construction) – **likely** (beneficial) **significant effect**.
- Ground stability (both during and following construction) – **no likely significant effect**.
- Agriculture and soils (both during and following construction) – **likely significant effect**.
- Minerals safeguarding (both during and following construction) – **likely significant effect**.
- Geodiversity (both during and following construction) – **no likely significant effect**.

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

16.8.1 Further baseline data collection, design, and assessment work will be undertaken to support the land quality assessment that will be reported within the Environmental Statement (ES). This includes:

- Review of additional environmental data which becomes available before the ES, for example, updated information published by bodies such as the Environment Agency and information requests issued to landowners and local planning authorities.

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- Agricultural land classification (ALC) surveys on land which is currently in agricultural use and is not covered by an existing detailed ALC surveys.

16.8.2 The ES produced for the Draft Consent Order (DCO) application will be accompanied by the following documents:

- Geo-environmental desk study – the desk study will be an appendix to the Land quality chapter of the ES, setting out the baseline conditions in line with land contamination guidance [1].
- Materials management strategy (MMS) – the MMS will set out the approach to reusing, recovering and disposing of materials (including landfill materials, natural soils and construction and demolition wastes), earthworks, minerals resources and landfill permitting.

16.8.3 Further technical engagement will be undertaken to inform the assessment and accompanying documents that will be presented within the ES. This will include engagement with the Environment Agency, local and regional planning authorities and Natural England on:

- The environmental measures embedded in the Project to ensure construction is managed appropriately to mitigate land contamination risks to people and prevent pollution of the environment.
- The land quality baseline to be used for assessment including the geo-environmental desk study.
- The MMS – including the approach to the earthworks construction, landfill permitting and sustainable reuse of materials (including how water containing existing contamination will be managed).

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16.9 Glossary of terms

Table 16.1: Glossary of terms

Term	Definition
Aggregate	Granular or particulate mineral materials used in construction, either on their own or mixed with a binder such as cement, lime or bitumen.
Agricultural land classification (ALC)	The official system used in England and Wales to classify agricultural land according to its quality and versatility for agricultural use, based on the extent to which natural physical or chemical characteristics impose limitations on agricultural use.
Agricultural land quality	Agricultural land quality is a term to capture the value of soils as an asset that provides important ecosystem services, including land which has the widest range and versatility for use including its for growing agricultural and horticultural crops.
Airports National Policy Statement (ANPS)	The ANPS – which is currently being consulted on – sets out the Government's policy on the need for new airport capacity in the South East of England, its preferred location and scheme to deliver new capacity and particular considerations relevant to a Development Consent Order application to which the ANPS relates.
Aquifer	A large body of underground rock, gravel, sand or silt that holds and allows the flow of groundwater through it.
Baseline	The existing environmental state against which future changes and impacts are assessed.
Best and most versatile (BMV) land	Land as classified by the Department for Environment Food & Rural Affairs (DEFRA, 2025) that is considered to be the highest quality under the agricultural land classification (ALC) system.
Biodiversity	All the habitats, plants, animals and associated ecosystems that could be affected by the construction and operation phases of development either negatively or positively.
Code of Construction Practice (CoCP)	Code which sets out the standards and procedures to which developers and contractors must adhere to when undertaking construction of major projects. This will assist with managing the environmental impacts and will identify the main responsibilities and requirements of developers and contractors in constructing their projects.
Construction plant	Construction plant includes all machinery, equipment and tools required to undertake demolition and construction works, such as excavators and cranes.
Construction support site	A temporary site used to accommodate construction activities, including compounds, storage, plant, welfare facilities and access routes.
Contamination	The presence of hazardous substances in or under the ground, or in water bodies. It occurs when human activities leave a legacy of pollution (for example, from old industrial sites, landfills, or chemical spills) that poses an unacceptable risk to health or the environment.

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Term	Definition
Draft Consent Order (DCO) application	An application for consent to undertake a nationally significant infrastructure project made to the Planning Inspectorate, which will consider the application and make a recommendation to the Secretary of State, who will decide on whether development consent should be granted for the Project.
Dewatering	The removal or control of surface water or groundwater from a site, excavation, or soil to primarily enable construction activities to take place.
Draft Order Limits	The boundary for planning purposes showing the horizontal limits of the works for the Project.
Effect	Term used to express the consequence of an impact (expressed as the 'significance of effect'), which is determined by correlating the magnitude of the impact to the importance, or sensitivity, of the receptor or resource in accordance with defined significance criteria. For example, land clearing during construction results in habitat loss (impact), the effect of which is the significance of the habitat loss on the ecological resource.
Engagement	Refers to targeted, continuous interactions with key stakeholders that are focused on specific environmental technical issues and can result in such stakeholders actively participating in directing Project outcomes.
Environment Agency	A public body with a remit to protect and improve the environment. It has broad statutory powers under the Environment Act 1995 to regulate industries, investigate offences and enforce environmental protections in England.
Environmental measures	Environmental measures proposed in an environmental impact assessment are designed to limit or remove any significant adverse environmental effects of a development.
Environmental Statement	The written output presenting the full findings of the environmental impact assessment.
Evaluation	A systematic review of environmental information, constraints, and alternatives used to guide how a project is designed and developed.
Flood risk	A combination of the probability and the potential consequences of flooding. Areas at risk of flooding are those at risk of flooding from any source, now or in the future. Sources include rivers and the sea, direct rainfall on the ground surface, rising groundwater, overwhelmed sewers and drainage systems, reservoirs, canals and lakes and other artificial sources.
Geodiversity	Geodiversity is the range of rocks, minerals, fossils, soils and landforms that underlie and determine the character of our natural landscape and environment. Locations in which important geodiversity is found are afforded protection against development and, outside of statutorily protected land such as sites of special scientific interest (SSSIs), are designated at a regional and local level (regionally important geological sites (RIGS), and locally important geological sites (LIGS)).

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Term	Definition
Greater London Authority	The strategic regional authority for Greater London was established in 2000 and is responsible for setting city-wide policies and strategies across key areas including planning, transport, air quality, climate change, housing and the environment.
Ground stability	This refers to the ability of the materials beneath the ground to resist movement under the presence of an applied load (either directly on a piece of ground or next to it) or the impact of chemicals (naturally occurring or otherwise) within the ground to impact the foundations of infrastructure. Where ground is unstable, this is commonly associated with subsidence or weakening of concrete occurring which can damage newly-built or existing infrastructure.
Groundwater	Water that is stored beneath the ground surface in the pores and fractures of soil, sand and rock formations.
Groundwater abstractions	Water that has been abstracted from the ground.
Institute of Environmental Management and Assessment (IEMA)	The professional body for environmental and sustainability practitioners, historically responsible for setting professional standards, guidance and best practice in areas such as environmental management, environmental assessment, sustainability and climate change. In July 2025, IEMA rebranded as the Institute of Sustainability and Environmental Professionals (ISEP). References to IEMA in this consultation document relate to the organisation's name at the time of cited publications.
Land contamination	A general term to describe substances which may have affected land, such as metals, oils and asbestos (as a result of its current or past uses), waste disposal or accidental leaks and spills.
Land quality	A term used to cover several different components including land contamination, ground stability, agricultural land quality (including soils)., minerals safeguarding and geodiversity.
Locally important geodiversity site (LIGS)	Non-statutory, locally designated sites that are recognised for their geological or geomorphological value at a local level.
Materials management strategy (MMS)	A document that sets out how excavated materials (such as soil and aggregates) will be managed, reused, treated or disposed of during construction, in a way that is environmentally sustainable and legally compliant. It includes an outline of the processes that will be used to classify material types and their suitability for reuse as part of a construction project and the regulatory frameworks under which that reuse would be controlled.
Minerals safeguarding	The process of protecting important non-renewable natural resources (such as sand and gravel, clay and building stones) from development which would prevent their current or future extraction and processing to be used in the construction industry.
Minerals safeguarded site	Mineral resources designated for potential future extraction in local planning documents.

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Term	Definition
Minerals sterilisation	The permanent or long-term loss of availability of a mineral resource, where non-mineral development prevents the resource from being extracted now or in the future.
National planning policy framework (NPPF)	The NPPF sets out the Government's planning policies for England and how these are expected to be applied. It provides a framework within which local plans can be developed which reflect the community's needs.
National policy statement (NPSs)	Produced by the Government, NPSs give reasons for the policy set out in the statement and must include an explanation of how the policy accounts for Government policy relating to the mitigation of, and adaptation to, climate change.
Natural England	The Government advisor for the natural environment in England.
Open space	All open space of public value, including not just land, but also areas of water (such as rivers, canals, lakes and reservoirs) which offer important opportunities for sport and recreation and can act as a visual amenity.
Pathway	The route by which the source can reach the receptor (definition provided by ISEP guidance).
Per- and polyfluoroalkyl substances (PFAS)	A group of man-made substances that share a common chemical makeup and properties which make them useful in a wide range of products, from non-stick pans to firefighting foams. Their extensive use over many decades, along with their persistence, means they are widely detected in the environment and there are potential concerns from their impact on people and the environment.
Preferred scheme document	The document setting out the design of the Project that is being consulted on.
Receptor	A component of the environment or a group of people that may be affected by the Project.
Regionally important geodiversity site (RIGS)	Non-statutory regionally designated sites recognised for their geological or geomorphological importance at a regional level.
Reservoir	A man-made surface waterbody designed to store water, typically created by constructing a dam or embankment across a river or valley, or by excavating and lining a basin.
River flow	The movement of water within a river channel, typically expressed as a rate of discharge over time.
Scenario	An identified, unplanned event, which is considered relevant to the development and has the potential to result in a major accident and/or disaster, subject to assessment of its potential to result in a significant adverse effect on an environmental receptor (definition provided by ISEP guidance).
Sensitivity	The vulnerability or value of an environmental receptor, which in combination with magnitude, determines whether an environmental effect is significant.

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Term	Definition
Setting	Defined in the ANPS as 'the surroundings in which it is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance, or may be neutral'.
Site of special scientific interest (SSSI)	A nationally designated site protected for its ecological or geological importance.
Source-pathway-receptor linkage	The mechanism by which a contaminant could cause harm, requiring a source of contamination, pathway by which the contaminant can move or be transmitted and a receptor that could be negatively affected. Only where all three elements are present and connected does a potential land contamination risk exist.
Surface water	Water that is present on the Earth's surface, either flowing or standing, and includes rivers, streams, ditches, lakes, ponds, reservoirs, canals and drainage systems.
The Project	The overarching Heathrow expansion. A structured, timebound programme of work designed to deliver specific planned improvements to Heathrow's capacity, infrastructure, and operational capability.
Watercourses	Natural and man-made channel through which water flows. It includes features such as rivers, streams, brooks, canals, ditches and similar channels, whether they are dry for part of the year or continuously flowing.

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16.10 References

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Appendix 16A Figures

Figure 16A.1: Existing landfills surrounding Heathrow

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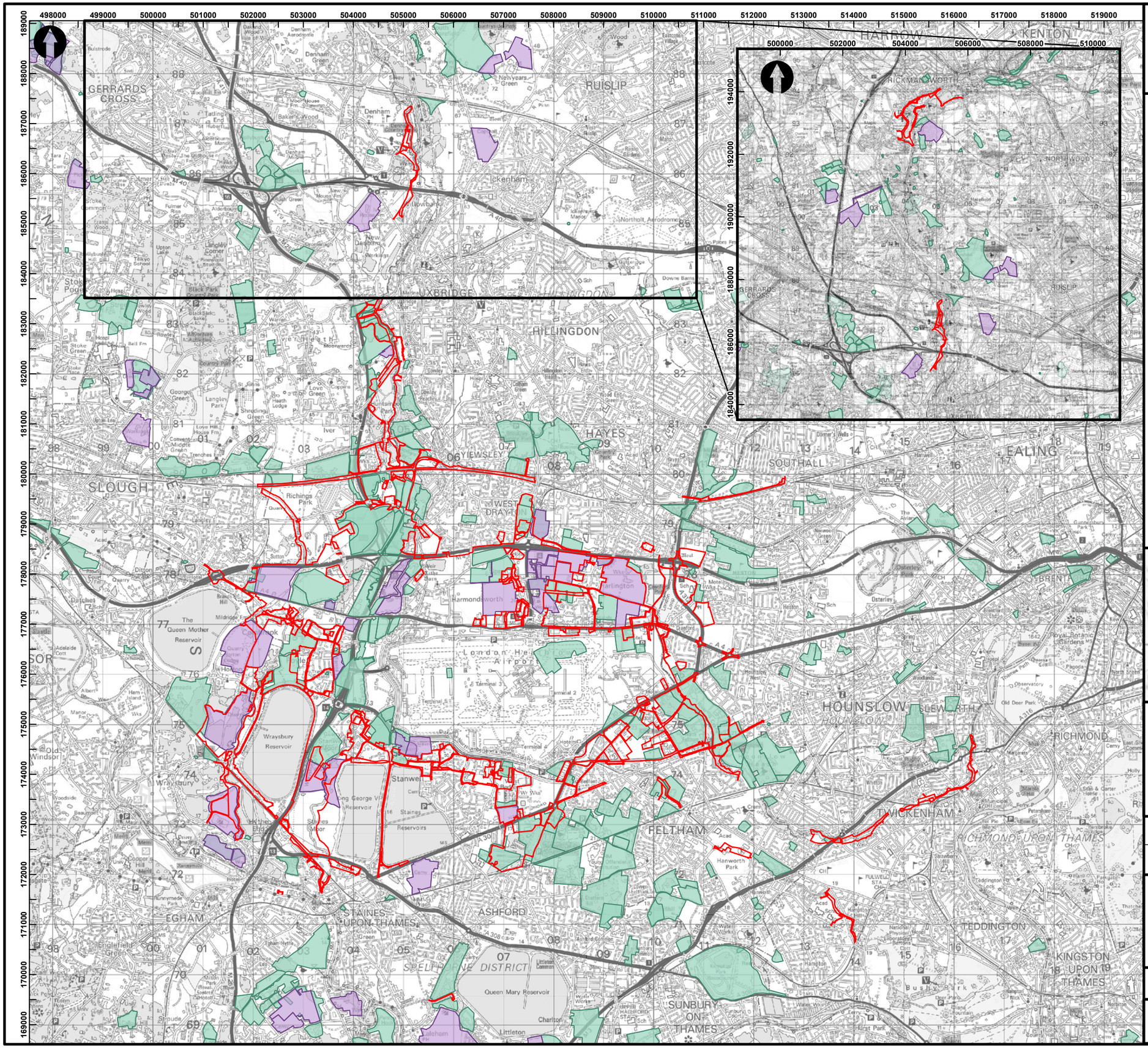

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OS Open Greyscale: Contains OS data © Crown Copyright and database right 2019

- Draft DCO Order Limits
- Authorised Landfill Sites
- Historic Landfill Sites

0 500 1,000 2,000 3,000 4,000 5,000 Metres

Scale 1:75,000

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Scale 1:75,000	
Project Name: Heathrow Expansion Project	Heathrow Project No.: 3R000

Title

Figure 16A.1: Existing landfills surrounding Heathrow

Company	Drawn By	Chk/Approved	Drawn Date	Status
WSP	LT	BR	06/05/2026	FINAL

Location-Level-Sub Series/System-Identifier	Version
3R000-XX-GA-XXX-100026	1.0

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Heathrow

EXPANSION
CONSULTATION 2026

Environmental Information Consultation Document (EICD)

Chapter 17: Waste and materials

OCTOBER 2026

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17. Waste and materials

17.1 Introduction

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

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

17.2 What is meant by waste?

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

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

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

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

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

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

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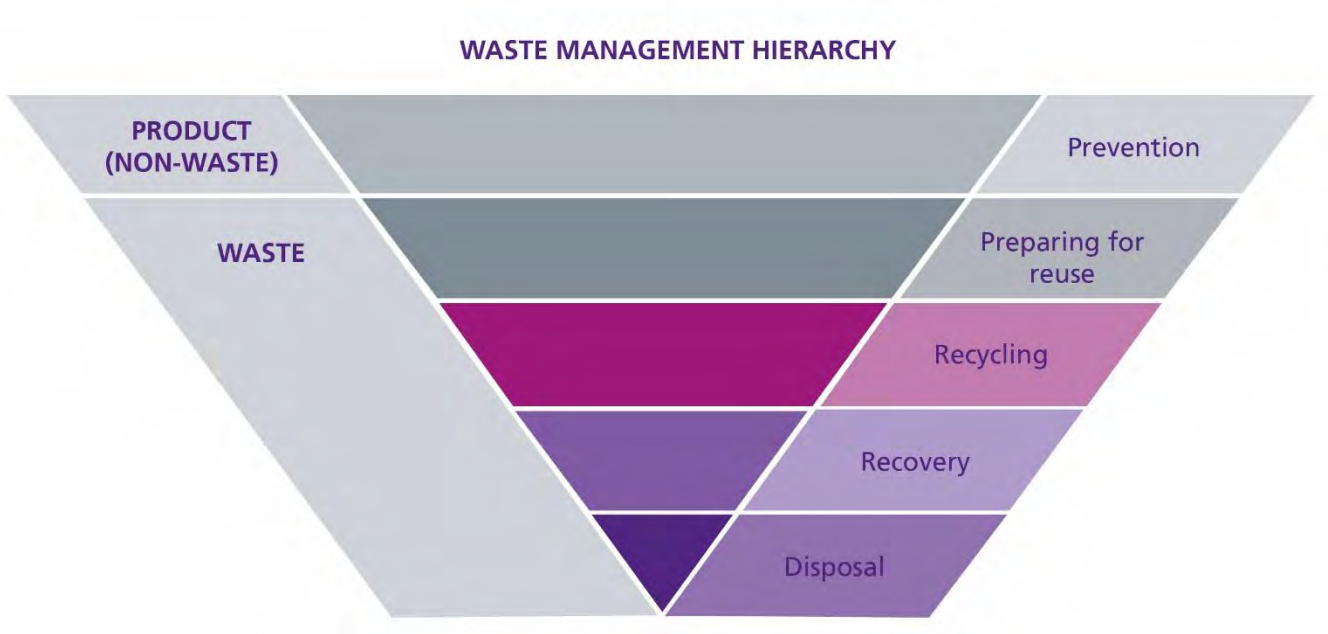
to landfill is the final (and least preferred) option for waste. This preferred order for managing waste is known as the waste hierarchy. The waste hierarchy is a principle that applies across all construction and operational activities.

Figure 17.1: The waste hierarchy



17.2.6 The handling and management of waste is also very tightly controlled and governed by strict regulations. Anyone transporting, storing, processing or disposing of waste must have an appropriate permit or licence, issued and enforced by the Environment Agency.

17.2.7 The existing airport currently manages all of its waste in compliance with relevant regulations and permitting requirements and will continue to do so both during construction and after the Project is fully operational.

17.3 Why waste quantities and management might change

17.3.1 The Project will generate additional waste during both its construction and operational activities, which will require continued responsible and careful management.

17.3.2 The focus of this chapter is on the extent to which the Project will generate additional waste requiring management.

17.3.3 There is also potential for environmental effects to arise from the generation and management of waste (for example, air quality or noise effects or effects on the local road network arising from the increased transportation of waste by road vehicle). These effects are not assessed within this chapter and are addressed in **Chapter 8: Noise and vibration**, and **Chapter 9: Air quality and odour**.

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

Construction

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

Operation

17.3.6 As new airport infrastructure becomes operational, the increase in passengers and flights will lead to an increase in waste, particularly non-hazardous waste from terminals, aircraft cabins and from associated commercial activities, such as hotels. There may also be small additional quantities of hazardous waste.

17.3.7 The existing airport's operational waste is currently managed by a selection of fully licensed, specialist waste management providers, treating waste through material recovery facilities, food waste treatment and energy from waste (EfW) plants. It is anticipated that similar arrangements will made for waste arising from the operation of the Project. However, as this type of waste is generally managed within an established and localised network of waste facilities – which typically serve defined catchments – an increase in waste generation during operation could increase pressure on existing landfill facilities. As with the construction waste, it is this additional burden on local, regional and sometimes national infrastructure that is considered in this chapter.

17.4 Legislation, policy and guidance

17.4.1 In the UK, there is a wide variety of legislation, policy and guidance, which underpins the sustainable management of waste.

17.4.2 In summary relevant legislation providing the framework for the management of waste includes:

- The Environmental Protection Act 1990 (as amended) [1].
- The Waste (England and Wales) Regulations 2011 (as amended) [2].
- The Waste Framework Directive (2008/98/EC) as retained and amended in UK law [3].
- The Hazardous Waste (England and Wales) Regulations 2005 (as amended) [4].
- The Environmental Permitting (England and Wales) Regulations 2016 (as amended) [5].
- The Animal Byproducts (Enforcement) (England) Regulations 2013 [6].

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- The Environment Act 2021 [7].

17.4.3 Collectively, this legislation provides a framework for the protection of human health and the environment in the context of waste management. They represent the rules against which all waste generated in England must be handled and managed.

17.4.4 National policy against which the Development Consent Order (DCO) application will be determined is set out in the following:

- Airports National Policy Statement (ANPS) [8].
- National Planning Policy Framework (NPPF) [9].
- National Networks National Policy Statement [10].

17.4.5 These policy documents contain provisions in respect of waste management, which must be addressed in the DCO application.

17.4.6 Other relevant national policy, which specifically relates to the management of waste, includes:

- National planning policy for waste [11].
- National waste management plan for England [12].
- Our waste, our resources: a strategy for England [13].

17.4.7 Together, this policy framework seeks to ensure that the management of waste is integrated into the design of a project and that projects protect human health and the environment by implementing the waste hierarchy (that is, producing less waste and by using it as a resource wherever possible). Where this is not possible, waste management legislation and policy ensure that waste is managed in a way that is least damaging to the environment and to human health. The ANPS (paragraphs 5.139, 5.142 and 5.144) also recognises that the expanded airport will involve the removal of the Lakeside Energy from Waste (EfW) facility and states that the effects of its removal upon capacity for the treatment of waste will require assessment.

17.4.8 Local and regional planning authorities are also required to have policies to manage waste within their administrative areas, including the identification of suitable sites for the development of waste infrastructure, as well as polices which protect existing waste management capacity. The London Plan [14] contains policies which seek to reduce waste and support the circular economy. The plan also makes provision for waste management capacity to support London in meeting its own waste management needs. This includes protecting existing waste management sites from redevelopment for other land uses.

17.4.9 Relevant guidance is set out in the Guide to Materials and Waste in Environmental Impact Assessment, published in 2020 by the Institute of Environmental Management and Assessment (IEMA) (now rebranded as the Institute of Sustainability and Environmental Professionals) [15].

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17.5 Assessment summary

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

Assessment methodology

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

Assessment of waste effects

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

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

17.5.5 The size of any effect is measured by comparing:

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

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

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

Sensitivity

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

Magnitude

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

Assessment of the loss of Lakeside EfW

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

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

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

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17.5.11 Considerations around sensitivity will not be applied to the loss of Lakeside EfW assessment as, unlike landfill void space, the use of EfW capacity does not represent a permanent loss of that capacity. In other words, EfW capacity is not forecast to reduce year on year in the same way as landfill void capacity does.

17.5.12 For the non-hazardous capacity provided by Lakeside EfW, a likely significant effect will be triggered where the loss of the waste throughput at Lakeside EfW equates to a reduction in the regional EfW throughput capability baseline by >6%.

17.5.13 For hazardous (clinical) capacity provided by Lakeside EfW, a likely significant effect will be triggered where the loss of the waste throughput at the site equates to a reduction in the national EfW throughput capability baseline by >0.5%.

17.5.14 Throughput rather than permitted capacity will be used as this presents a more robust assessment of a 'worst case' impact.

17.5.15 In addition to Lakeside EfW, the Project will result in the loss of:

- A construction, demolition and excavation (CD&E) waste recycling facility at Hithermoor Quarry, Surrey.
- An aggregates recycling facility at Stanwell Quarry, Surrey.

17.5.16 However, as noted above, the IEMA guide does not require the assessment of the loss of non-landfill waste facilities, and the ANPS does not require assessment of the loss of any waste management capacity other than the Lakeside EfW. In terms of the loss of non-landfill waste management capacity, the assessment of waste therefore only considers the loss of Lakeside EfW.

Environmental measures

17.5.17 A materials management strategy (MMS) will set out the approach to reusing, recovering and disposing of CD&E waste generated through site clearance, earthworks and construction. While the aim will be to manage as much waste on-site as reasonably practicable, some waste will still require off-site management.

17.5.18 Furthermore, a Resources and Waste Management Strategy will be developed, which will outline in detail how the Project will manage waste materials during operation. As with the MMS, the focus will be on managing as much material as possible on site and in accordance with the waste hierarchy.

The study area

17.5.19 The study areas applicable to the Project are, as defined in the IEMA guide:

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

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

Baseline

17.5.20 The collection and presentation of baseline data is an important 'benchmarking' exercise, from which to assess how the Project will affect the status quo. For waste, this requires establishing a clear understanding of how much landfill capacity is available to the Project and what type of landfill capacity is available to the Project (that is, inert, non-hazardous or hazardous capacity).

17.5.21 In the context of the loss of non-hazardous waste management capacity at Lakeside EfW, the baseline sets out existing and planned EfW throughput in the study area. However, for the more specialist hazardous (clinical) capacity, the national baseline position is considered.

17.5.22 This baseline information will then allow a judgement to be made on the likely effect that waste generated by the Project (resulting from both construction and operational activities) will have on existing landfill capacity and the impact of the loss of Lakeside EfW.

17.5.23 To further set the scene for this chapter, the remainder of this section sets out the current baseline for inert and non-hazardous landfill capacity in London, the South East and East of England regions, hazardous landfill capacity in England and EfW throughput in London, the South East and East of England regions.

Landfill

17.5.24 Data regarding available landfill capacity have been compiled using the most current sources accessible at the time of writing this chapter. The most recent data has been published in the dataset 'Remaining landfill capacity: England as at end 2024' [16].

17.5.25 At the end of 2024, 115 landfill sites in the study area (east of England, South East, and London regions) were recorded as having a total of 98.4 million cubic metres of remaining capacity, as shown in **Table 17.1**.

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

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

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17.5.26 Further to the regional data provided in **Table 17.1**, data in respect of national hazardous waste landfill capacity is required to allow assessment of the effects of the Project on hazardous waste landfill void space, which accords with the IEMA guide. Environment Agency data [16] indicates that at the end of 2024, England had a total of 9.1 million cubic metres of remaining landfill capacity for hazardous waste.

17.5.27 Future available landfill capacity has been projected forward for a nominal period of approximately 15 years (a typical period for planning for future waste management requirements), using statistical forecasting techniques to predict long-term available capacity up to 2039. This forecast has been based on a continuation of existing input trends and assumes an absence of new provision of landfill capacity, for each of the South East, London and East of England regions. This forecasting indicates that inert, non-hazardous and hazardous (national) landfill capacity is likely to become an increasingly sensitive receptor throughout the duration of the construction activities associated with the Project. In the absence of new future landfill provision, waste capacity in each region (and nationally for hazardous waste), is forecast to run out for all waste types within the next ten years. **Table 17.2** provides further information.

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

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

Energy from Waste

Non-Hazardous Waste

17.5.28 Data regarding available EfW throughputs have been compiled using the most current sources accessible at the time of writing this chapter. The most recent data has been published in the dataset ‘Environment Agency waste interrogator data for 2024’ [17].

17.5.29 At the end of 2024, 22 EfW facilities in the study area (east of England, South East, and London regions) were recorded as having a total annual throughput of 6.8 million tonnes per annum, as shown in **Table 17.3**.

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Table 17.3: Energy from waste annual throughput (2024)

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

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

Hazardous (clinical) waste

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

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

17.6 Project-wide assessment results

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

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

Construction

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

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17.6.4 For construction waste, it is only possible at this stage to provide an assessment in relation to the Project in its entirety. A detailed waste calculation exercise will be undertaken and reported in the Environmental Statement (ES) that will be submitted as part of the DCO application. This will break down how much waste is likely to require off-site disposal, by type, at certain points over the course of the Project construction.

17.6.5 However, at this stage, the total quantity of hazardous waste arising during the construction period that is expected to require disposal to off-site landfill is estimated to be round 600,000 tonnes. While the construction period is expected to take place over a 25-year period, hazardous waste requiring off-site disposal is ikely to occur within around the first ten years of the construction programme.

17.6.6 It must be acknowledged that the timing of construction activities is unlikely to be linear and actual waste arising rates will vary over time. Wastes expected to required offsite disposal to hazardous waste landfill will comprise hazardous excavation waste that cannot be recovered, as well as any hazardous materials originating from site clearance and demolition, construction waste and construction worker waste.

17.6.7 This hazardous waste will result in an equivalent overall reduction in hazardous landfill capacity within the assessment area, resulting from the Project. As explained in **Section 17.5**, nationally, hazardous waste landfill capacity is becoming an increasingly sensitive receptor and is due to run out in 2030. Whilst it is expected that the waste market will respond to this likely shortage and seek to develop new hazardous landfill void space to meet the demand for, at present, there is limited capacity headroom in place. With this in mind, it is considered that the Project is likely to have a **significant effect** on hazardous landfill capacity for construction activities.

17.6.8 Non-hazardous waste arisings from construction activities requiring offsite disposal to landfill are estimated to be around 350,000 tonnes in total. This will comprise materials originating from excavation, site clearance and demolition, construction waste and construction worker waste. In waste management terms, this quantum is not significant and while its deposit in regional landfill capacity would still use up finite void space, the magnitude of this impact is likely to give rise to **no significant effect**.

17.6.9 In terms of inert arisings, it is anticipated that inert materials generated from excavation works will be reused on-site during construction – subject to their suitability for reuse, and only once they have been excavated and tested.

17.6.10 The reuse of inert excavated arisings on-site will result in diversion of this material from landfill and will avoid adverse effects on inert landfill capacity.

17.6.11 As it is expected that inert arisings will be managed on-site, with no anticipated reliance on landfill to dispose of this material, it is considered that the Project is likely to have **no significant effect** on inert landfill capacity during construction.

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Operation

17.6.12 For all operational waste, the expanded airport will continue to prioritise waste prevention and recycling, supported by on site segregation, specialist handling of aircraft cabin waste and use of appropriate off-site treatment facilities. As such, current estimates are that approximately 15,000 tonnes of waste per annum will require off-site management. It is anticipated that most of this waste will be non-hazardous, with only a very small proportion being hazardous (and no inert waste is anticipated).

17.6.13 Of the approximately 15,000 tonnes of additional waste that will be sent off-site for further treatment and disposal each year, it is anticipated that only negligible quantities of operational waste (both hazardous and non-hazardous) may require final disposal to landfill. This is because the majority will be sent for onward recycling and recovery at existing facilities across the study area. In this regard, the Project is expected to give rise to **no significant effects** during its operational activities.

Loss of Lakeside Energy from Waste (EfW)

17.6.14 As noted in earlier sections of this chapter, the Project will result in the loss of both non-hazardous and hazardous (clinical) waste capacity at Lakeside Energy from Waste (EfW) facility. The displacement of this facility, which has a throughput of around 425,000 tonnes of non-hazardous waste and approximately 4,500 tonnes of hazardous (clinical) waste per year, may place additional pressure on regional and national waste management EfW capacity.

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

17.6.16 In terms of the hazardous (clinical) waste management capacity provided by Lakeside EfW, the Project would result in the loss of the approximately 4,500 tonnes of hazardous clinical waste incinerator capability currently provided by the Lakeside EfW. When considered against the baseline in terms of national clinical waste incinerator throughput in England, this loss represents more than 17% of total annual clinical waste incinerator throughput. This is a likely **significant**

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

17.7 Summary of likely significant waste effects

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

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

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

17.8.1 Baseline data referenced in this chapter will be kept under review and updated as required for inclusion in the ES to reflect the release of annual updates of publicly available information on remaining landfill capacity, both regionally and nationally. Detailed waste calculations will also be developed to more accurately define anticipated waste arisings at all stages of the Project – and the extent to which these arisings will require off-site disposal to landfill. This modelling will then underpin the assessments for each development phase and will be reported within the ES. Any future updates to guidance or legislation will be taken into account in the ES.

17.8.2 Further technical engagement will also be undertaken to inform the assessment and any accompanying documents that will be presented within the ES. This will include engagement with the Environment Agency and local authorities to discuss:

- The environmental measures to be implemented as part of the Project to ensure construction is managed appropriately to mitigate waste effects.
- The waste baseline to be used for assessment including the detailed modelling work.

17.8.3 Other future development proposals that are not part of the Project, which may have a cumulative effect in relation to waste will also be considered in the assessment.

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17.9 Glossary of terms

Table 17.4: Glossary of terms

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

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

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Environmental Information Consultation Document (EICD)

Chapter 18: Climate resilience and adaptation

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18. Climate resilience and adaptation

18.1 Introduction

18.1.1 As indicated within **Chapter 1: Setting the scene for consultation – environmental information**, 'climate resilience and adaptation' is an environmental aspect for which information is presented for consultation.

18.1.2 This chapter summarises the potential effects of climate change on the Project as presented for the 2026 Public Consultation. It also summarises how future climate conditions, such as increased temperature and extreme weather events, may be managed through design, construction and operation measures. In line with the Airports National Policy Statement (ANPS) and wider UK Government commitments to managing climate risks and achieving net zero emissions, it focuses on how the Project could be impacted by climate change and the measures employed to reduce these climate impacts, rather than the Project's contribution to climate change, which is considered separately in **Chapter 12: Carbon and Other Greenhouse Gases. Emissions** are also considered in the environmentally managed growth topic paper; however, this relates to emissions management rather than the effects of climate change.

18.1.3 The content of this chapter is underpinned by a technical assessment of climate change resilience and adaptation, using a standard methodological approach for development applications, which is summarised here for consultation. The technical assessment of climate resilience and adaptation will be presented in full as part of the Environmental Statement (ES).

18.1.4 **Chapter 3: Approach to environmental assessment** explains the overarching environmental assessment approach undertaken in this Environmental Information Consultation Document (EICD). This explains the typical assessment approach which will determine how the Project will affect a particular environmental aspect, such as biodiversity or air quality. This chapter on climate resilience and adaptation is different, as it focuses on how the environment may affect the Project, and on the measures embedded into its design and operation, rather than on the potential effects themselves.

18.1.5 This chapter should also be read in conjunction with **Chapter 2: Description of the project**, which describes the Project components, construction activities and operation of the expanded airport considered in the climate resilience and adaptation assessment.

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18.2 What do we mean by 'climate resilience and adaptation'?

18.2.1 Climate change, meaning the long-term shifts in average weather patterns observed over extended periods, is already affecting the UK and is expected to continue to do so over the coming decades.

18.2.2 Changes in climate conditions, such as high temperatures, seasonal precipitation, average wind speed and the frequency and intensity of extreme weather events, have the potential to cause disruption and damage.

18.2.3 In this context, climate change resilience (CCR) refers to the ability of the Project to continue to operate safely and effectively under current and future climate conditions. This includes its capacity to withstand, adapt to, and recover from climate hazards such as heatwaves, heavy rainfall, flooding, droughts or strong winds.

18.2.4 The potential for climate change to worsen or improve effects identified within other environmental aspects of the Project is known as in-combination climate change impact (ICCI). For example, new landscape planting may not cope well with rising temperatures and more frequent droughts, placing additional stress on survival if future temperatures and rainfall are not considered when selecting species. Similarly, heavier rainfall could potentially lead to localised flooding if not considered when determining drainage and storage capacities.

18.2.5 Climate adaptation describes the measures taken to respond to these changing climate conditions. Adaptation measures can incorporate existing design elements, construction practices and operational and regulatory processes (known as embedded environmental measures) which reduce the Project's vulnerability to climate-related effects, or the impact of those effects.

18.3 How climate change could influence the Project

18.3.1 Climate change may influence the Project in several ways. This depends on what is being impacted, such as buildings, runways, roads, the environment, employees, or neighbouring communities. These are known as receptors.

18.3.2 During construction, effects from climate change may arise from increased variability and severity of weather conditions. More frequent or intense rainfall events have the potential to disrupt construction activities, affect temporary drainage arrangements, and increase the risk of surface water flooding or the movement of sediments and pollutants. Prolonged dry or hot periods may increase dust, place additional stress on water resources, and affect the health and safety of construction workers. Storms and high wind speeds may affect lifting operations and temporary structures required to conduct construction activities, impacting the delivery programme.

18.3.3 During operation, longer term changes in climate may influence how the Project performs over time, unless appropriate measures are embedded into its design.

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Increasing summer temperatures and more frequent heatwaves may increase the risk of overheating in buildings and affect the performance and durability of infrastructure assets, including runways, taxiways and mechanical and electrical systems. Drier conditions can increase the risk of fire and result in damage or delays. Periods of heavy or prolonged rainfall may result in swelling, heaving and erosion leading to destabilisation of ground conditions.

18.3.4 Climate change also has the potential to exacerbate the Project's effects on the surrounding environment and communities. For example, increased rainfall could worsen potential Project-related effects on surface and groundwater, while drought could reduce the resilience of species and ecosystems in habitats that have been fragmented by the Project. Higher temperatures may increase the Project's effects on thermal comfort and human health.

18.3.5 However, the level of climate change that the Project will experience is uncertain and dependent on global efforts to transition to a low-carbon economy. As such, this assessment considers an unlikely, but plausible, range of future climate conditions.

18.4 Legislation, policy and guidance

18.4.1 In the UK, there is a wide variety of legislation, policy and guidance in place related to climate resilience and adaptation, as summarised in this chapter.

18.4.2 The legislation which sets targets for reducing the UK's impacts on climate change and establishes the need to prepare for managing climate risks is the UK Climate Change Act 2008 [1]. As required by the Act, the Third National Adaptation Programme (NAP3) [2] sets out the actions that government and others will take to adapt to the challenges of climate change in the UK for the five-year period between 2023 and 2028. Heathrow's Fourth Adaptation Progress Report [3] details the airport's activities in responding to the risks associated with climate change as required by the Act.

18.4.3 The Airports National Policy Statement (ANPS) [4] sets out how the effects of climate change must be considered in development consent applications and is a primary planning policy for the Project. The ANPS advises that new airport infrastructure will typically be a long-term investment which will need to remain operational over many decades in the face of a changing climate. As such, key components for assessment include the consideration of the latest climate projections, to understand potential risks, and the demonstration of resilience within a range of future climate scenarios for critical infrastructure. This reflects a risk-based approach to climate resilience, recognising the uncertainty inherent in climate projections and the potential for changes in the frequency and severity of extreme weather events over the lifetime of the infrastructure.

18.4.4 The National Planning Policy Framework [5] sets out the Government's Planning Policies for England. Policies related to improving resilience are set out in **Section 14: Meeting the Challenge of Climate Change**, Flooding and Coastal Change.

18.4.5 The Climate Adaptation Strategy for Transport 2025 [6] sets out the Department for Transport's vision for a climate-resilient transport system that underpins growth,

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keeps people and goods moving, and supports every part of the UK economy. This strategy has been considered as part of the wider policy context for the assessment.

18.4.6 Climate Change Adaptation: Policy Information 2022 [7] emphasises the role of climate adaptation to reduce negative consequences of climate change in the UK. It also gives a description of the initiatives by the UK government for building preparedness and improving resilience to climate change impacts. This guidance is relevant to this assessment as it sets out the UK policy context for climate change adaptation and resilience.

18.4.7 Local and regional planning authorities also have strategies to manage climate change adaptation and resilience within their administrative areas, for example the Strategic Climate Action Plan [8] which sets the Borough of Hillingdon's overarching plan to respond to climate change. These local plans and strategies have been used to support the determination of scope, hazards, vulnerability, potential impact and embedded environmental measures within the assessment.

18.4.8 Relevant industry best practice and guidance used to establish the methodology, determine impacts, establish embedded environmental mitigation and assess risks include:

- the Institute of Sustainability and Environmental Professionals' Environmental Impact Assessment (EIA) Guide to Climate Change Resilience and Adaptation [9];
- ISO 14090: Adaptation to climate change – Principles, requirements and guidelines [10];
- ISO 14091 Adaptation to climate change – Guidelines on vulnerability, impacts and risk assessment [11]
- ISO 14092 Climate change adaptation – Requirements and guidance on adaptation planning for local governments and communities [12]; and
- Planning Practice Guidance 2021 [13].

18.4.9 In addition, we are actively managing climate risks to the airport through our Climate Adaptation Strategy 2026 [4]. The strategy summarises headline findings from Heathrow's climate risk assessment and considers its current and future climate risks. From these findings, goals have been established that are underpinned by a set of actions and targets to modify the airport and inform its long-term planning. These include actions such as embedding climate risk assessment and management in business processes and procedures, updating engineering standards, and advancing modelling and research.

18.5 Assessment summary

18.5.1 This section summarises the approach taken in the technical assessment of climate resilience and adaptation and how conclusions have been drawn in this chapter.

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More details on the assessment approach of environmental aspects can be found in **Chapter 3**.

Climate baseline

18.5.2 The following current climate conditions for Heathrow are derived from historic Met Office data: [15, 16, 17]

- Observed climate conditions in West London are characterised by a clear seasonal pattern.
- Temperatures are typically highest in mid-summer and lowest in mid-winter. Extreme high and low temperatures have occurred with some of the highest UK temperatures recorded at Heathrow.
- Rainfall is generally greater during the autumn and winter months, with comparatively drier conditions through late winter, spring and summer. Extreme downpours have resulted in flooding.
- Significant snowfall and icy conditions are infrequent but can occur.
- Wind conditions are typically moderate, although stronger winds are more likely during the winter period. Disruptive high wind speeds and gusts have been experienced during storm events.
- Humidity remains relatively high throughout the year, with higher levels in winter and slightly lower levels in summer.

18.5.3 Future climate projections were determined using the latest UK Climate Projections (UKCP18) [18], in line with the requirements of the Airports National Policy Statement (ANPS). The projection data indicate how the climate could change in the short-, medium- and long-term future. These climate projections indicate that the Project location could experience:

- Consistent warming with average temperatures increasing throughout the years.
- Very hot temperatures and heatwaves increasing in frequency and duration.
- Shifting rainfall patterns, with drier summers and wetter winters, and more intense downpours.
- A reduction in snowfall and days below freezing.
- An increased frequency and intensity of storms and high winds.
- Lower humidity during summer months.

18.5.4 In line with best practice and standards, the climate projections were determined under a high emissions scenario considering modelling outputs at the 10th, 50th and 90th percentile. While these changes are considered unlikely, they are plausible and are important for stress-testing critical infrastructure. However, extreme events beyond these modelled conditions are possible. More extreme changes will be considered for safety critical infrastructure.

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Assessment approach

18.5.5 The assessment considers how future weather and climate conditions could affect the Project over time. It draws on climate projections and the considerations built into the Project's design and operational processes to help mitigate the impacts of climate change.

18.5.6 The technical assessment that underpins the summary presented in this chapter follows a standardised methodology for development consent applications.

18.5.7 The methodology structures the identification of specific receptors (e.g., buildings, taxiways, roads, employees and IT infrastructure), assessment of vulnerability and impacts related to climate hazards, determination and assessment of relevant embedded environmental measures, and assessment of risk to determine whether any potential impacts linked to future climate conditions could influence the Project or its surroundings using the concept of 'significance'. We have considered these factors qualitatively using professional judgement informed by relevant guidance, literature, available data, observations and experience of comparable projects. We also recognise the interdependencies between receptors and the wider systems within which the Project is situated, and how these may influence the interaction and overall risk profile of climate hazards.

18.5.8 Significance is established by evaluating the severity of climate-related impacts to the Project. An effect is considered significant where, in the context of baseline conditions and future climate scenarios, it would result in a noticeable or meaningful change to the Project.

18.5.9 The first step to assess climate resilience is to determine the likelihood of climate hazards occurring, rated on a 5-point scale, using the historic and climate projection data. Next, the vulnerability of receptors is determined using a 5-point scale of criticality. Vulnerability is determined using a matrix of these scores on a scale from 'very low' to 'very high'. Receptors rated 'moderate' or higher in a matrix of climate hazard and criticality are considered vulnerable and scoped into the risk assessment.

18.5.10 Then, potential impacts on vulnerable receptors from the climate hazards are identified. For the in-combination climate change impact (ICCI), due to the uncertainties involved, an assessment of 'likely' or 'unlikely' is applied to determine the climate impact. A rating of 'unlikely' was given if the climate impact was not expected to occur and/or there was a weak link between the climate and the effect on a receptor. Anything rated 'unlikely' is not scoped into the risk assessment.

18.5.11 To assess risk, likelihood and consequence of the identified impacts are assessed on five-point scales. Consequences are assessed using defined criteria covering safety, cost, passenger journey times, and public perception. Risk is determined using a matrix of these scores on a scale from 'very low' to 'very high'.

18.5.12 Significance is then assigned using the results of the risk matrix, where risks rated as 'medium', 'high' or 'very high' are considered to result in significant effects.

18.5.13 Any significant effects are addressed through embedded environmental mitigation to reduce the risks. If risk ranking is reduced to 'very low' or 'low', then the risk is

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considered not significant. If the risk remains significant, additional adaptations are recommended.

18.5.14 The assessment of climate resilience and adaptation focuses on two distinct aspects:

- A climate change resilience (CCR) assessment, which considers the resilience of the Project to future climate conditions over its lifetime.
- An ICCI assessment, which considers how projected changes in climate may influence or exacerbate the effects of the Project on other environmental aspects.

18.5.15 The work undertaken to date provides a robust basis for, and confidence in, the conclusions reached by this assessment. As would be expected for a topic of this importance, the assessment will continue to be reviewed and enhanced as the Project develops, with further work undertaken to refine and reinforce these conclusions where appropriate.

18.6 Assessment results

18.6.1 This section details the results of the climate change resilience (CCR) and in-combination climate change impact (ICCI) assessments related to (a) construction activities and (b) operation.

Construction

CCR Results

18.6.2 The CCR assessment for construction is primarily focused on risks associated with construction activities, machinery, equipment and temporary assets such as drainage.

18.6.3 The earlier years of the development programme is when most of the infrastructure (for example, the Northwest Runway, associated taxiways and M25 realignment) would be built. The construction approach, programme, Construction Support Sites and principal construction activities are described in **Section 2.4** of **Chapter 2: Description of the project**.

18.6.4 The assessment identifies increased vulnerability to short term weather variability during this timeframe, reflecting the exposure of construction activities, temporary drainage arrangements and construction site access routes.

18.6.5 Climate risks and mitigation during construction include the following:

- Delays and damage due to increased frequency and severity of extreme weather events. Following standard processes and procedures, a specific risk assessment of severe weather impacts on the construction process, equipment and workers will be produced by the main contractor to inform mitigations. The main contractors' Environmental Management System (EMS) should consider all measures deemed necessary and appropriate to manage severe weather events and should as a minimum cover training of personnel and prevention and

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monitoring arrangements. As appropriate, construction method statements should also consider severe weather events where risks have been identified.

- Increased frequency and intensity of heavy rainfall events which have the potential to disrupt construction activities, affect temporary drainage systems and increase the risk of surface water flooding on site and on local access routes. Embedded environmental measures to reduce this risk include using short-to-medium-range weather forecasting services from the Met Office to inform programme management, environmental control and impact mitigation measures. This will support proactive delivery by maximising good weather windows and providing opportunity to mitigate the impact of bad weather in advance. Additionally, contractors will register with the Environment Agency's flood warning service in areas of flood risk to help monitor risk levels.
- High wind events may affect construction plant, lifting operations and temporary structures leading to damage to machinery and delay in programme. Embedded environmental measures to reduce this risk include the use of monitoring and forecasting of weather trends to proactively identify high wind events, incorporation of wind loading and exposure into construction method statements, and establishment of processes and plans to restrict certain operations, cease working at height and secure materials during high wind and storm events.

18.6.6 Good practice design is employed across the Project as standard. With the application of embedded environmental measures, including construction management practices and health and safety controls, the effects from climate change during construction are deemed not significant.

ICCI Results

18.6.7 During construction, the ICCI assessment has considered whether projected changes in climate could exacerbate or otherwise influence the effects associated with construction activities, as identified within specific environmental aspects.

18.6.8 The ICCI identified that certain construction phase effects have the potential to interact with climate hazards, particularly in relation to increased rainfall intensity, periods of hot and dry weather, and more variable weather conditions impacting aspects such as health, air quality and water. For example, periods of prolonged hot or dry weather may influence worker welfare, increase dust generation and place additional pressure on water resources.

18.6.9 Climate risks and mitigations during construction include:

- Increased high temperatures and heatwaves could impact worker health through heat stress and result in disruptions to the construction programme. Embedded environmental mitigations include establishing processes and plans to increase breaks and alter delivery schedules and increase the provision of water and shading where appropriate. Worker wellbeing will be supported through the provision of tools and trainings that include sun-awareness and signs of heatstroke before and during hot weather events. Regular briefings and team communications on hydration and heat management will also be held.

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- Extended dry periods could increase dust generation and impact air quality. Embedded environmental mitigations include using standard construction practices and HSE guidance for minimising dust generation, as far as reasonably practicable, including deploying water suppression systems, using covering and containment barriers, and regularly cleaning roads and hard standing; and
- During dry periods, water resources can become stressed and the resulting limited or lack of water availability could lead to delays in the construction programme. Embedded environmental mitigations include employing practices to reduce demand, increase efficiency, reuse, recycle and manage discharge. The main contractors' Environmental Management System (EMS) should consider all measures deemed necessary and appropriate to manage water as a resource and minimise delays to the programme.

18.6.10 These interactions were considered in the context of the effects reported by each environmental aspect and the embedded environmental measures incorporated into the Project design and construction practices.

18.6.11 Following the ICCI assessment, it was determined that climate change does not materially alter the nature or significance of construction effects identified within other aspect chapters. Embedded environmental measures and established construction management practices are considered sufficient to manage potential climate impacts.

18.6.12 Thus, ICCI are deemed **not significant** for construction.

Operation

CCR Results

18.6.13 During operation, the focus of the CCR assessment shifts to the performance of permanent operational assets over their design life. The assessment of operation considers the resilience of the expanded airport infrastructure to longer term changes in climate.

18.6.14 Climate risks and mitigations during operation include:

- Increasing summer temperatures and more frequent heatwave conditions could impact built infrastructure and operations, causing damage and delay. For buildings and air infrastructure, such as terminals, runways and taxiways, baggage handling systems and IT infrastructure, high temperatures can trigger faults, alter the integrity of material and reduce operational performance. Embedded environmental measures to reduce this risk include designing airfield assets for the change in climate conditions projected at the end of their operational lifetime, considering materials used, cooling loads and requirement for ambient design temperatures. Operational and asset management processes and procedures, such as monitoring surface conditions on extreme temperature days, resurfacing and renewal plans, and using back-up energy generation, can proactively minimise disruption.

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- Wetter winters and more intense rainfall events may result in greater need for drainage capacity, water attenuation flood risk management and protection of critical infrastructure to reduce damage, delay and pollution incidents caused by flooding. Embedded environmental measures to reduce this risk include using detailed flood and drainage modelling to inform design, including overlaying flood model outputs with critical assets to identify potential risks, alongside the application of Environment Agency climate change allowances for increases in rainfall intensity in the design of drainage and flood retention infrastructure. Additionally, an allowance for climate change has been incorporated into the water treatment element and pollution capture assets of the airfield drainage strategy.
- Changes in groundwater levels and soil moisture may affect earthworks, buried infrastructure and foundations resulting in damage and disruption. Embedded environmental measures to reduce this risk include designing earthworks and built assets in accordance with the relevant standards.
- Extreme weather events, including storms and high winds, may disrupt operations and result in damage, disruption and increasing maintenance requirements. Embedded environmental measures to reduce this risk include incorporating operational resilience measures and back-up infrastructure within the Project design, such as the establishment of multiple surface access points and back-up power generation for critical infrastructure.

18.6.15 The CCR assessment is conducted with the understanding that good practice design is employed in the Project as standard.

18.6.16 It is also noted that in newly operational infrastructure, where system performance, maintenance regimes and monitoring processes are still being established, a greater degree of uncertainty can be introduced into the assessment. However, considerations of our current processes and procedures have aided in the understanding of impacts, assessment of risks and identification of embedded mitigation.

18.6.17 As time progresses and operations are more established, it is assumed that risks are addressed in the context of fully operational infrastructure supported by mature inspection, maintenance and adaptation regimes. While climate change effects may be more pronounced during this period, the assessment indicates that the risks remain ‘low’ or ‘very low’ due to the embedded environmental measures considered within design, asset management and operational processes, allowing climate-related effects to be identified and mitigated, such as through Heathrow’s Adaptation Strategy [14].

18.6.18 Overall, no significant adverse effects from climate change are anticipated during operation. Climate risks are therefore deemed not significant.

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ICCI Results

18.6.19 During operation, the ICCI assessment has focused on whether projected changes in climate could exacerbate the operational effects of the Project on environmental receptors, as reported within other environmental aspects.

18.6.20 Aspects with potential climate impacts that have been considered within the ICCI include:

- **Chapter 8: Noise and vibration**
- **Chapter 9: Air quality and odour**
- **Chapter 11: Health**
- **Chapter 13: Water environment**
- **Chapter 14: Historic environment**
- **Chapter 15: Landscape and visual**
- **Chapter 16: Land quality**
- **Chapter 17: Waste and materials**

18.6.21 The ICCI assessment identified that climate change has the potential to influence the context in which certain operational effects occur.

18.6.22 Example climate risks and mitigations from other environment aspects include:

- Climate change could exacerbate the effect the Project has on surrounding biodiversity, landscape and visual receptors as changes in average conditions and more frequent severe weather could reduce habitat health and bring about biodiversity loss. Embedded environmental measures include landscape planting that will consider climate change when selecting appropriate species for planting, adequate monitoring post-planting, and recognising the role Blue and Green Infrastructure (B&GI) has in increasing resilience to climate change within the landscape design. B&GI could include sustainable water systems, permeable surfacing, shading (of rivers, spaces and buildings) and/or maintenance of connectivity for species.
- Climate change could exacerbate the effect the Project has on health and the wider community as average temperature increase and heatwaves become more frequent. Embedded environmental measures include the use of appropriate landscaping, planting and building design, including planting large areas of the new airfield with grassland to mitigate the potential for Urban Heat Island effects. We will also manage overheating in replacement buildings by following the appropriate standards.
- Future changes in the precipitation regime can lead to changes in the groundwater level, which could result in potential damage to archaeological or paleoenvironmental remains. Embedded environmental measures include avoiding or minimising changes to groundwater flows and avoiding dewatering as far as practicable.

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18.6.23 While climate change will impact other environmental aspects, the impacts and interactions do not result in new significant effects, nor do they materially increase the significance of effects identified within the aspect assessments.

18.6.24 On this basis, ICCI are deemed not significant for operation.

18.7 Summary of likely significant climate resilience and adaptation effects

18.7.1 Through the technical assessment, which forms the basis of this chapter, no risks were rated as 'medium', 'high' or 'very high' in relation to climate change resilience and adaptation for the Project as presented for Consultation, and, as such, no significant effects were identified in the climate change resilience (CCR) or in-combination climate change impact ICCI assessment results during construction or operation. This conclusion reflects the incorporation of embedded environmental measures across the Project and the requirement to consider climate change within relevant processes and standards.

18.7.2 The assessment therefore indicates that effects from climate change to the construction and operation of the Project result in no noticeable or meaningful change to the Project.

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

18.8.1 The climate change resilience (CCR) and in-combination climate change impact (ICCI) assessment will be refined using further design detail, baseline information, supplementary survey data such as biodiversity, and updated modelling outputs such as flood risk.

18.8.2 The Environmental Statement (ES) will demonstrate how good design would help reduce adverse climate effects and how embedded environmental measures would be assessed and secured. A full technical assessment of the climate resilience and adaptation environment aspect will also be included.

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18.9 Glossary of terms

Term / Acronym	Definition
Climate adaptation	The measures taken to respond to changing climate conditions.
Climate change resilience	The capacity of systems and its component to anticipate and cope with a climate risk.
Climate hazard	The potential occurrence of a physical weather or climate event or trend that may cause negative impacts.
Climate impact	The effects on receptors from extreme weather, climate events and of climate change.
Significance	The severity of climate-related impacts to the Project and whether it is sufficiently material that it must be taken into account.
Vulnerability	Propensity or predisposition of a receptor to be adversely affected by a climate hazard.

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Environmental Information Consultation Document

Chapter 19: Next steps and preparation of the Environmental Statement

OCTOBER 2026

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

19.1 Introduction

19.1.1 As indicated in **Chapter 1: Setting the scene for consultation**, this Environmental Information Consultation Document (EICD) has been prepared to support the 2026 Public Consultation. The 2026 Public Consultation forms part of the Pre-Application stage of the Development Consent Order (DCO) process, which is required for the Project as it is a Nationally Significant Infrastructure Project (NSIP).

19.1.2 As part of this DCO process, Environmental Impact Assessment (EIA) is required. The environmental aspect chapters included within this EICD set out details of the next steps to be undertaken as part of the EIA and ultimately how this will support preparation of the Environmental Statement (ES), which will document the results of the EIA and which will be submitted as part of the DCO application.

19.1.3 Generally, these next steps relate to the: collection and analysis of further baseline data collection, including survey work, engagement activities that will be undertaken with stakeholders, support provided to the refinement of the Project proposals (based upon the assessment work undertaken to date, and to reflect feedback from the 2026 Public Consultation and engagement activities), development of further measures to reduce adverse effects and enable environmental enhancement where possible, and the final assessment that will be undertaken informed by, for example, detailed modelling and data analysis.

19.1.4 An In-combination and Cumulative Effects Assessment will also be undertaken as part of the EIA and presented within the ES. Further details are provided in **Section 3.9**.

19.1.5 Details of the final assessment undertaken, along with the Environmental Measures developed will be presented in the ES. The anticipated reporting structure of the ES is presented in **Section 19.2**.

19.2 Preparation of the Environmental Statement (ES)

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

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19.2.2 In June 2018, we prepared a Scoping Report to accompany a request for a formal Scoping Opinion from the Planning Inspectorate (PINS) to confirm the scope of the aspects and likely significant effects that must be assessed in the ES.

19.2.3 To maintain continuity of the EIA process as the Project advanced through further design development, in 2025 a Scoping Addendum Report was submitted to the Planning Inspectorate, and a further Scoping Opinion was published. The ES will address matters raised in both the 2018 and 2025 Scoping Opinions.

19.2.4 The ES will present the detailed prediction and evaluation of the likely significant environmental effects of the Project. The EIA process considers the extent to which baseline (or existing) environmental conditions will be changed by the Project, how those changes will affect environmental features, resources or users (receptors), and whether such changes affect receptors in a way that is likely to be significant (refer to **Chapter 3: The approach to environmental assessment** for further details).

19.2.5 The anticipated structure of the ES, and scope of the aspects to be considered, is set out in **Table 19.1**. A Non-Technical Summary of the ES will also be produced as a stand-alone document.

Table 19.1: Structure of the Environmental Statement

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

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

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

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

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

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

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

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

[1] In July 2025, IEMA rebranded as the Institute of Sustainability and Environmental Professionals (ISEP). References to IEMA in this consultation document relate to the organisation's name at the time of cited publications.

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19.3 References

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