Volume 1, Chapter 1

Introduction
CONTENTS

1. Introduction 1.1
   1.1 Introduction to this Preliminary Environmental Information Report (PEIR) 1.1
   Introduction 1.1
2. Overview of the DCO Project 1.3
   Overview 1.3
3. The need for an EIA 1.4
   Overview 1.4
4. The applicant and the EIA team 1.5
   Overview 1.5
5. Scoping and engagement 1.6
   Overview 1.6
   Technical engagement 1.7
6. Structure of this PEIR 1.9
   Overview 1.9

TABLE OF TABLES

Table 1.1: PEIR Volume 1 report structure 1.10

TABLE OF GRAPHICS

Graphic 1.1: EIA Process for the DCO Project 1.3
1. **INTRODUCTION**

1.1 **Introduction to this Preliminary Environmental Information Report (PEIR)**

Introduction

1.1.1 This Preliminary Environmental Information Report (PEIR) is the written output of the Environmental Impact Assessment (EIA) undertaken to date for the Heathrow Expansion Development Consent Order Project (herein the ‘DCO Project’). Although preliminary, the findings of the assessment are set out within this report to allow an informed view to be developed of the DCO Project that is being promoted, the assessment approach that has been undertaken, draw preliminary conclusions on the likely significant effects of the DCO Project and the environmental measures proposed.

1.1.2 The requirement to consult on Preliminary Environmental Information is set out in The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017, Regulation 12 (1) (b) (herein the ‘EIA Regulations’) which requires the applicant to set out in the statement of community consultation (SOCC) prepared under section 47 of the Planning Act 2008 (PA 2008), how it ‘intends to publicise and consult on preliminary environmental information’ (where the proposed development is ‘EIA development’). In accordance with section 47(7) of the Planning Act 2008, the applicant is required to carry out consultation in accordance with the SOCC.

1.1.3 Preliminary environmental information is defined in the EIA Regulations as:

> ‘information referred to in Part 1 of Schedule 4 (information for inclusion in environmental statements) which

> (a) has been compiled by the applicant

> (b) is reasonably required to assess the environmental effects of the development (and of any associated development.’

1.1.4 By providing a preliminary view of the assessment’s findings, the PEIR allows an informed view to be made of the likely significant effects of the DCO Project to support consultation. The PEIR has regard to the preliminary stage in the design process and has taken into account the target audiences, the complexities of the DCO Project and the receiving environment.

1.1.5 This PEIR has been prepared for the purposes of statutory consultation prior to submitting the application of development consent and associated Environmental Statement (ES). **Graphic 1.1** illustrates where in the EIA process the PEIR fits.
The purpose of this document is to enable members of the public, consultation bodies and other stakeholders to develop an informed view of the likely significant effects of the DCO Project and comment on particular aspects of interest. Feedback received will be used by Heathrow to inform the ongoing development of the DCO Project design and associated EIA.

1.1.6 The PEIR builds on the information presented in the Scoping Report (prepared and submitted to the Secretary of State for Housing, Communities and Local Government in May 20181, by describing the outcome of the baseline studies undertaken to date and how the assessment approach has been refined and developed in response to the PINS Scoping Opinion adopted by the Secretary of State on 2 July 2018. The findings of the preliminary assessment undertaken for the DCO Project are set out, drawing preliminary conclusions as to the likely significant effects of the DCO Project.

1.1.7 At this stage of the EIA, the DCO Project is still undergoing design development and is the subject of public consultation and ongoing stakeholder engagement. The design of the DCO Project and therefore the assessment of its effects will continue to evolve in response to consultation, as further baseline information becomes available, and as more detailed assessment is undertaken. As such, information on the likely significant effects (material to the decision-making process) may change as a result of design development in response to consultation or as baseline survey information that is still to be completed becomes available. However, the baseline information presented in the PEIR is considered to be sufficient to inform the preliminary assessment of the DCO Project and uses the judgement of specialists undertaking the environmental studies.

Further information on the legislative context for the DCO Project is provided in Chapter 2: Legislative and policy overview. Further information on the EIA process and the role of the PEIR is provided in Chapter 5: Approach to the EIA.

1.2 Overview of the DCO Project

Overview

1.2.1 Heathrow Airport Limited (‘Heathrow’) proposes to remodel and expand the current two runway (northern and southern), four terminal, Heathrow Airport (‘the Airport’). The expansion includes adding a North West Runway, additional passenger terminal facilities and a range of associated development.

1.2.2 The North West Runway will enable an increase in operating capability of at least 260,000 additional Air Traffic Movements (ATMs) per annum, increasing the Airport’s capacity from 480,000 ATMs per annum² to approximately 756,000 ATMs per annum, and from around 76 million passengers per annum (mppa) to around 142mppa.

The expansion of the Airport includes changes to the infrastructure and facilities surrounding the current operational Airport, as well as major changes to the M25 and the motorway junctions serving the Airport, replacing and re-routing local

² The limit of 480,000 ATMs per annum was imposed on the grant of the T5 planning permission.
roads such as the A4 and A3044 and alterations to the water environment in the Colne Valley. Other development to ensure the expanded Airport can operate successfully also forms part of the DCO Project, including supporting facilities and related development such as aircraft maintenance, aviation fuel storage and car parking.

1.2.3 The DCO Project is defined as a Nationally Significant Infrastructure Project (NSIP) under the terms of Section 22 (for works to the M25) and Section 23 (for the increased capability facilitated by the North West Runway and terminals) of the PA 2008.

1.3 The need for an EIA

Overview

1.3.1 EIA is a process required by UK law which brings together information about the likely significant effects of a development. The legal basis for EIA lies in European Community Directive 85/337/EEC3 (the EIA Directive). The EIA Directive is transposed into UK law through the Infrastructure Planning (EIA) Regulations 2017 which sets out the procedures to be followed in relation to EIAs undertaken for NSIPs in England and Wales.

1.3.2 Paragraph 7(1) of Schedule 1 to the EIA Regulations refers to:

‘Construction of lines for long distance railway traffic and of airports with a basic runway length of 2,100 metres or more’.

1.3.3 The DCO Project falls within paragraph 24 of Schedule 1 to the EIA Regulations, which refers to:

‘Any change to or extension of development listed in this Schedule where such a change or extension in itself meets the thresholds, if any, or description of development set out in this Schedule.’

1.3.4 The extension of the Airport with a North West Runway with a basic runway length of 2,100m or more meets the thresholds and description of development within this paragraph 7(1) and therefore falls within paragraph 24.

1.3.5 Other infrastructure elements which form part of the DCO Project would also, on their own, likely constitute development for which the requirement to undertake EIA would apply. For example, the proposed highway development is expected to fall within paragraph 7 (2) of Schedule 1 to the EIA Regulations, which refers to:

‘Construction of motorways and express roads’.
A change to or extension of the motorway meets the description of development in paragraph 7(2), and so meets the requirements of paragraph 24 of Schedule 1 to the EIA Regulations. As such, an EIA will be undertaken in respect of the DCO Project, in support of the application for development consent.

The Secretary of State has been notified in writing, pursuant to Regulation 8(1) (b) of the EIA Regulations that Heathrow proposes to make an application for development consent for the DCO Project and to provide an ES in respect of the DCO Project.

In accordance with Regulation 4 of the EIA Regulations, the Secretary of State must not make an order granting development consent for an application for EIA development unless an EIA has been carried out in respect of that application. Therefore, as the DCO Project is ‘EIA Development’, an EIA is required to be undertaken.

1.4 The applicant and the EIA team

Overview

Heathrow owns and is responsible for the operation of Heathrow Airport, the UK’s only hub airport. The Airport currently serves more than 200 destinations across 85 countries and is the busiest airport in Europe. As well as being the UK’s busiest airport for passengers, Heathrow is also the UK’s largest port by value for cargo, with over £100bn worth of imports and exports between the UK and non-EU countries travelling through Heathrow in 2018.

Regulation 14(4) of the EIA Regulations requires that an ES is prepared by ‘competent experts’ and that the ES is accompanied by a statement outlining the relevant expertise or qualifications of such experts.

This report and the EIA for the DCO Project are being undertaken by suitably qualified and experienced specialists (competent experts). This report has been produced and co-ordinated by environmental consultants who are members of the Institute of Environmental Management and Assessment’s (IEMA) EIA Quality Mark scheme. The Quality Mark requires its members to provide evidence of their EIA activities and adhere to certain commitments set out by IEMA. IEMA carry out an independent audit of those commitments each year by reviewing the ES’s produced by Quality Mark members.

Competent experts have also been responsible for preparing aspect specific chapters of this report and further details of their expertise and qualifications are provided in Appendix 1.1: Competent experts, Volume 3.
1.5 **Scoping and engagement**

**Overview**

1.5.1 Central to the delivery of the EIA has been and will continue to be the focus on engagement with consultation bodies\(^3\), additional consultees notified by the Secretary of State through the Scoping Opinion\(^4\), community stakeholders and other interested organisations.

1.5.2 Regulation 12(1) of the EIA Regulations sets out the requirement to consult on preliminary environmental information for EIA development. Regulation 12(2) of the EIA Regulations sets out the requirements for the PEIR. PINS Advice Note Seven provides additional non-statutory guidance. The applicant must have regard to the comments received from the consultation, which includes the PEIR, and this provides the opportunity for both the design of a development and the EIA to take into consideration any comments received. This PEIR forms part of that process.

1.5.3 Airport Expansion Consultation One (see Graphic 1.1) took place from January to March 2018. This consultation focused on providing stakeholders the opportunity to see and comment on Heathrow’s early proposals. The feedback from this consultation informed the ongoing development of the DCO Project.

1.5.4 A Scoping Report was submitted by Heathrow to the Planning Inspectorate on the 21 May 2018. A Scoping Opinion was subsequently adopted by the Secretary of State on 2 July 2018, and the responses to the Scoping Report from consultation bodies were also provided. Responses to the Scoping Opinion comments, detailing how they have been addressed within this PEIR are provided within each of the chapters, and a full list is presented in Appendix 5.1: Response to the Scoping Opinion, Volume 3. This Scoping Opinion, which was prepared in consultation with key consultation bodies, provided the Secretary of State’s view on the approach to the EIA in terms of methodologies and baseline information being used, along with views on the ‘scope’ (breadth) of the EIA in terms of aspects assessed and likely significant effects. Given the preliminary nature of the PEIR, any comments that are pending a full response are identified, next steps clarified, and actions to be concluded within the ES set out (see Appendix 5.1). It is noted that whilst the PEIR does not include responses to each of the comments raised in consultation bodies’ individual responses to the Secretary of State as part

---

\(^3\) Consultation bodies are those listed in Schedule 1 of the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009, local authorities listed in section 43 of the Planning Act 2008, and the Greater London Authority pursuant to regulation 3 of the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017, and as notified by the Secretary of State pursuant to regulation 11(1)(b) of the EIA Regulations.

\(^4\) Additional consultees are those notified pursuant to Regulation 11 (1)(c) of the EIA Regulations.
of the scoping exercise (attached to the Scoping Opinion itself), regard has been had to those responses in the preparation of the PEIR.

1.5.5 The Airspace and Future Operations Consultation (see Graphic 1.1) was a non-statutory consultation held from January 2019 – March 2019. It gave stakeholders the opportunity to see and comment on Heathrow’s proposals for airspace change for an expanded Airport, making better use of the existing northern and southern runways and the future operation for an expanded Airport.

1.5.6 A statutory consultation named Airport Expansion Consultation (June 2019) is now being undertaken to meet statutory notification and consultation obligations under the EIA Regulations and as required under Section 42, 47 and 48 of the PA 2008. This consultation is aimed at updating all consultees, and asking for their views on the DCO Project. This PEIR forms part of a suite of documents to support this consultation. The information presented in this PEIR, as part of the consultation process, is preliminary to enable feedback from consultees to inform the final design and EIA of the DCO Project and the associated ES.

**Technical engagement**

1.5.7 A programme of ongoing technical engagement is underway with key stakeholders including the Environment Agency, Natural England, Historic England, Highways England and local authorities (both bilaterally and via the Heathrow Strategic Planning Group) to influence the DCO Project at an early stage. Further details of this engagement are provided in Chapters 7 to 21. Several other stakeholder groups are also providing ongoing input for the purposes of engagement and assurance for the DCO Project.

1.5.8 Heathrow Strategic Planning Group (HSPG) formed in response to the DCO Project straddling a number of different administrative boundaries which lack a formal mechanism for strategic or ‘sub-regional’ planning and governance. The HSPG comprises 14 full members including local planning authorities and local enterprise partnerships. Current full members of the HSPG are as follows:

1. London Borough of Hounslow
2. London Borough of Ealing
3. Spelthorne Borough Council
4. Runnymede Borough Council
5. South Bucks District Council
6. Slough Borough Council
7. Thames Valley Berkshire Local Enterprise Partnership
8. Buckinghamshire Thames Valley Local Enterprise Partnership
9. Enterprise M3 Local Enterprise Partnership
10. Surrey County Council
11. Buckinghamshire County Council
12. Colne Valley Regional Park Community Interest Company
13. The Royal Borough of Windsor and Maidenhead

1.5.9 The London Borough of Hillingdon and the London Borough of Richmond upon Thames have been invited to join the HSPG. Heathrow has regularly invited London Borough of Hillingdon to engage on a similar level to those authorities participating in HSPG, either through the HSPG forum or bilaterally, notably in respect of EIA matters, scheme development and surface access, however their current position has been not to take up this offer.

1.5.10 HSPG also has ‘observers’ present – bodies with a stake or an interest in Heathrow through their geography and area of responsibility, and who want to be kept informed on the work of HSPG but do not want to contribute as full members. Observers are invited by HSPG to attend and observe meetings but are not signed up to the HSPG and do not receive DCO Project documentation circulated to full members. Observer members are as follows:

1. Government (Department for Transport)

1.5.11 In addition, the Heathrow Community Engagement Board (HCEB) is an independent body set up to meet the requirements of the Airports National Policy Statement (ANPS) June 2018 which states (paragraph 5.258):

"The applicant must engage constructively with the community engagement board throughout the planning process, with its membership (including an independent chair), and with any programme(s) of work the community engagement board agrees to take forward."

1.5.12 The purpose of the HCEB is to act as the key focal point for engagement with the local community which includes members of the public, local interest groups, local authorities in the vicinity of the Airport and passengers. It seeks to facilitate effective and constructive engagement with Heathrow to help ensure that local communities are able to contribute effectively to the delivery of the DCO Project, including to consultations and evidence gathering during the planning process. Heathrow has been engaging with HCEB on EIA matters.
1.5.13 The HCEB is required to continue the functions of the Airport Consultative Committee (HACC) to perform the role of the Airport Consultative Committee under section 35 of the Civil Aviation Act 1982.

1.5.14 In addition, two expert review groups have been established by Heathrow as part of the EIA process:

1. Air Quality Expert Review Group (AQERG) – a group consisting of experts from four UK universities to provide independent advice focussed on approach and methodology and preliminary consultation prior to wider stakeholder engagement

2. Noise Envelope Design Group (NEDG) – Heathrow has established an independently chaired noise envelope design group whose purpose is to help shape the proposals for a noise envelope. The group is made up of representatives from the local community, airlines and others with technical expertise

3. Noise Expert Review Group (NERG) – a group consisting of four experts from across academia, consultancy and industry to provide independent assurance regarding the scientific and policy robustness of the assessment and mitigation of noise (including vibration) effects, including effects on health and quality of life, associated with the DCO Project.

1.5.15 Further details of these groups are provided in Chapter 7: Air quality and odour and Chapter 17: Noise and vibration.

1.5.16 Details of the technical engagement undertaken for each of the environmental aspects assessed in this PEIR are provided in the individual aspect chapters (Chapters 7 to 21 of this document).

1.6 Structure of this PEIR

Overview

1.6.1 This PEIR is provided in three volumes:

1. Volume 1: Main text (chapter list shown in Table 1.1)

2. Volume 2: Figures

3. Volume 3: Appendices.

1.6.2 In addition, a separate stand-alone Non-Technical Summary is available which summarises the findings of the PEIR in 'plain English' without using overly technical language. The remainder of this volume, Volume 1, is structured as shown in Table 1.1.
<table>
<thead>
<tr>
<th>Chapter</th>
<th>Detail</th>
</tr>
</thead>
<tbody>
<tr>
<td>Chapter 1 Introduction</td>
<td>Sets out the purpose of this PEIR, an introduction to the DCO Project, the need for an EIA and summarises engagement and consultation undertaken to date</td>
</tr>
<tr>
<td>Chapter 2 Legislative and policy overview</td>
<td>An overview of the legislative context and policy background within which the DCO Project sits</td>
</tr>
<tr>
<td>Chapter 3 DCO Project alternatives</td>
<td>Provides a summary of the main alternatives considered in the evolution of the DCO project's design</td>
</tr>
<tr>
<td>Chapter 4 The site and surroundings</td>
<td>Describes the site and its current uses along with the surrounding land and land uses.</td>
</tr>
<tr>
<td>Chapter 5 Approach to the EIA</td>
<td>Summarises the approach to the EIA including the definition of the scope of the assessment, an introduction to the methods used and the approach to the assessment of cumulative, in-combination and transboundary effects. The chapter also reflects the ongoing response to the Scoping Opinion.</td>
</tr>
<tr>
<td>Chapter 6 DCO Project description</td>
<td>Describes the components of the DCO Project and the works proposed including construction phasing, DCO Project parameters and the Airport operations.</td>
</tr>
<tr>
<td>Chapters 7 to 21 aspect assessment chapters</td>
<td>Outlines the proposed scope of the assessment for each aspect, the baseline data collected, the approach to setting the study area and the proposed methodology for assessment and next steps. Documents the preliminary assessment of likely significant effects and environmental measures proposed to reduce the effects and any residual effects remaining at this point in the DCO Project’s development.</td>
</tr>
<tr>
<td>Chapter 22 In-combination effects</td>
<td>Provides a high-level preliminary assessment of in-combination effects.</td>
</tr>
<tr>
<td>Chapter 23 Bibliography</td>
<td>A summary of key references</td>
</tr>
</tbody>
</table>