Heathrow

Heathrow expansion:
our vision for the future

Consultation Summary Document

OCTOBER 2026

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We would like everyone to be able to take part in this consultation. If you need help accessing information, understanding the proposals, or sharing your views, support is available.

To discuss your needs or request support, please:

email
expansionconsultation@heathrow.com

or call
0800 307 7996

Our team will be happy to help and find the best way for you to take part.

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Foreword

As we look to the future, Heathrow expansion is not just about creating the additional airport capacity the UK needs to remain globally connected – it is also about maximising the positive legacy that expansion can create for local communities.

Expansion at Heathrow would provide increased education and employment opportunities, improved transport links and investment in the local supply chain, supporting the long-term prosperity of the local area.

Private investment in Heathrow expansion will see up to 91,000 jobs created both locally and across the UK through the supply chain and via increased trade. Apprenticeships will also play a significant role in building the skills Heathrow and its supply chain need for expansion, with Heathrow delivering 5,000 youth apprenticeships, traineeships, and other pathways for young people.

We know that living next to an airport has significant effects; some positive, some not. But for all of Heathrow's 80 years, our local communities have been essential to our success. We take our responsibilities as a neighbour seriously and that is why we are committed to engaging with our local communities, openly and constructively, to understand their concerns.

Following the government's renewed support for Heathrow expansion in January 2025, we have engaged with and listened to residents, local authorities, community groups, trade unions, airlines, schools, colleges and businesses across our local communities. This feedback, alongside responses to our previous consultations, has helped shape and develop our proposals.

This consultation is an opportunity for you to provide feedback to help refine our future plans ahead of the submission of our Development Consent Order (DCO) application for this nationally significant infrastructure project.

This consultation includes information on five key areas:

- Our proposed scheme for expansion
- Our construction proposals for expansion
- Our plans to operate the future airport
- Our plans to manage the environmental effects
- Our draft property policies

We are particularly interested in hearing your views on what has changed since 2019. I urge everyone to get involved, learn more about our proposal, and let us know what you think.

We are grateful for your time and look forward to hearing your feedback.



THOMAS WOLDBYE
CHIEF EXECUTIVE OFFICER, HEATHROW

1.0
Introduction



BACKGROUND

HEATHROW TODAY

Heathrow is the UK's only hub airport, with passengers, businesses and cargo flying to 230 destinations across more than 85 countries. In 2016, the government, after considering a number of options, confirmed that a Northwest Runway at Heathrow was the preferred scheme to deliver additional airport capacity in the South East of England. Since then, we have held three rounds of consultation on our plans. We paused the majority of our work during the COVID-19 pandemic, but following the government's renewed support in January 2025, we have resumed work on our expansion plans and we are preparing a Development Consent Order (DCO) application.



THE DEVELOPMENT CONSENT ORDER (DCO) PROCESS

A DCO is the means of obtaining permission for major infrastructure projects such as Heathrow expansion. DCO applications are submitted to the Planning Inspectorate (PINS), with decisions ultimately made by the Secretary of State (SoS). Following submission of our application, PINS will decide whether to accept it for examination. During the pre-examination period, the DCO application will be formally publicised and anyone can register as *Interested Parties (IPs)*. During examination, the *Examining Authority (ExA)* will take into account a range of considerations, including environmental effects, socio-economic and community benefits, feedback from stakeholders and how well the proposals accord with the relevant policies. The ExA submits a recommendation to the SoS who makes a final decision on the DCO application. We expect to receive a final decision around 2029. You can read more about this process on PINS' website https://www.gov.uk/guidance/planning-act-2008-guidance-on-preparing-an-application-part-1-pre-application-steps and https://www.gov.uk/guidance/nationally-significant-infrastructure-projects-the-stages-of-the-nsip-process-and-how-you-can-have-your-say.

AIRSPACE MODERNISATION

Changes to how we use our airspace would be required to support Heathrow expansion. However, airspace design is not part of our DCO application. Instead, the airspace change needed would be developed separately by the UK Airspace Design Service (UKADS), working in partnership with Heathrow. UKADS was established in May 2026 by the Department for Transport and the CAA as a single organisation to coordinate and sponsor future airspace changes across London and the southeast. Updated airspace designs will be decided through an independent process which includes separate public consultation, giving local communities and others the opportunity to share their views.

It is important to note that the use of the airspace, and in particular the design and location of flight paths, will have an influence on the location and level of noise that may arise due to our proposals. This is particularly important because Airspace Modernisation is a separate process to our DCO application, and, as noted above, has not yet been finalised.

Further details of UKADS and Airspace Modernisation can be found at: https://www.caa.co.uk/commercial-industry/airspace/airspace-modernisation/uk-airspace-design-service/uk-airspace-design-service-ukads/

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CONSULTATION

ABOUT THIS PUBLIC CONSULTATION

This 2026 Public Consultation is an opportunity for you to give us your feedback on our proposals for Heathrow expansion, as we continue to work towards the submission of our DCO application in 2027.

Hearing from people is an important part of developing major infrastructure projects like Heathrow expansion. We believe it is important that communities and stakeholders have the opportunity to share their views while proposals are still being developed. The feedback helps us refine our proposals before we submit our DCO application.

This 2026 Public Consultation builds on our earlier work, where key decisions about our expansion plans, such as the runway's location and length, were carefully considered by the Government and through previous consultations, therefore we are not consulting on these aspects. This consultation is also not about whether expansion is needed or where it should take place.

In particular - and in line with the focus of the consultation - we welcome comments on:

- Our proposed scheme, including the changes made since 2019 consultation;
- Our construction proposals and how we propose to manage construction effects;
- Our proposals for future runway operations and how we propose to manage their effects;
- Our proposals for surface access to and from an expanded Heathrow; and
- Our proposed measures to manage the effects of expansion, including our Community Compensation Fund, draft and interim Property Policies and Noise Insulation Policy.

Consultation materials:

This document is a summary of our latest proposals for Heathrow expansion. If you would like to read our proposals in more detail, you can find our full Consultation Document and the 10 'In Your Area' documents on our website at www.heathrow.com/expansion, at our in person events and at local Information Points. The areas covered by the In Your Area documents are as follows:

- Bedfont, Hatton and Feltham
- Colnbrook, Poyle and Brands Hill
- Cranford
- Harlington
- Harmondsworth
- Iver and Richings Park
- Longford
- Old Windsor, Datchet and Wraysbury
- Sipson
- Stanwell and Stanwell Moor

For those wishing to understand further detail, we have also provided supporting information on topics relating to the environment, surface transport, property policies and various strategies.

We are also seeking feedback on our Draft and interim property policies and the Community Fund. If you are affected by our proposals in this area you can find out more about our proposed compensation scheme in Chapter 7.0 of the Consultation Document, in the relevant 'In Your Area' document, and on page 44 of this document.

Consultation dates:

The consultation will run for eight weeks, between **27th October 2026 and 22nd December 2026**.

Once our consultation has closed, we will analyse all the responses we've received and consider your feedback as we finalise our proposals.

This 2026 Public Consultation is not the final opportunity to provide feedback on Heathrow expansion. Once we submit our DCO application, there will be opportunities to get involved during the DCO process and we'll continue to engage with stakeholders and local communities throughout the delivery of Heathrow expansion.



You can find all materials relating to this consultation on our website at **www.heathrow.com/expansion**



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2.0

Our proposals



DESIGN

The design of the scheme has been guided by our vision for the future of the airport. A key consideration from the outset has been to secure the operational and socio-economic benefits of an expanded Heathrow, and careful integration of environmental sustainability measures.

The proposals described here are the result of many years of work carried out by our team, building on proven expertise in developing and operating the most efficient airport in the world, working alongside a team of experienced architects, engineers, urban designers and aviation experts.

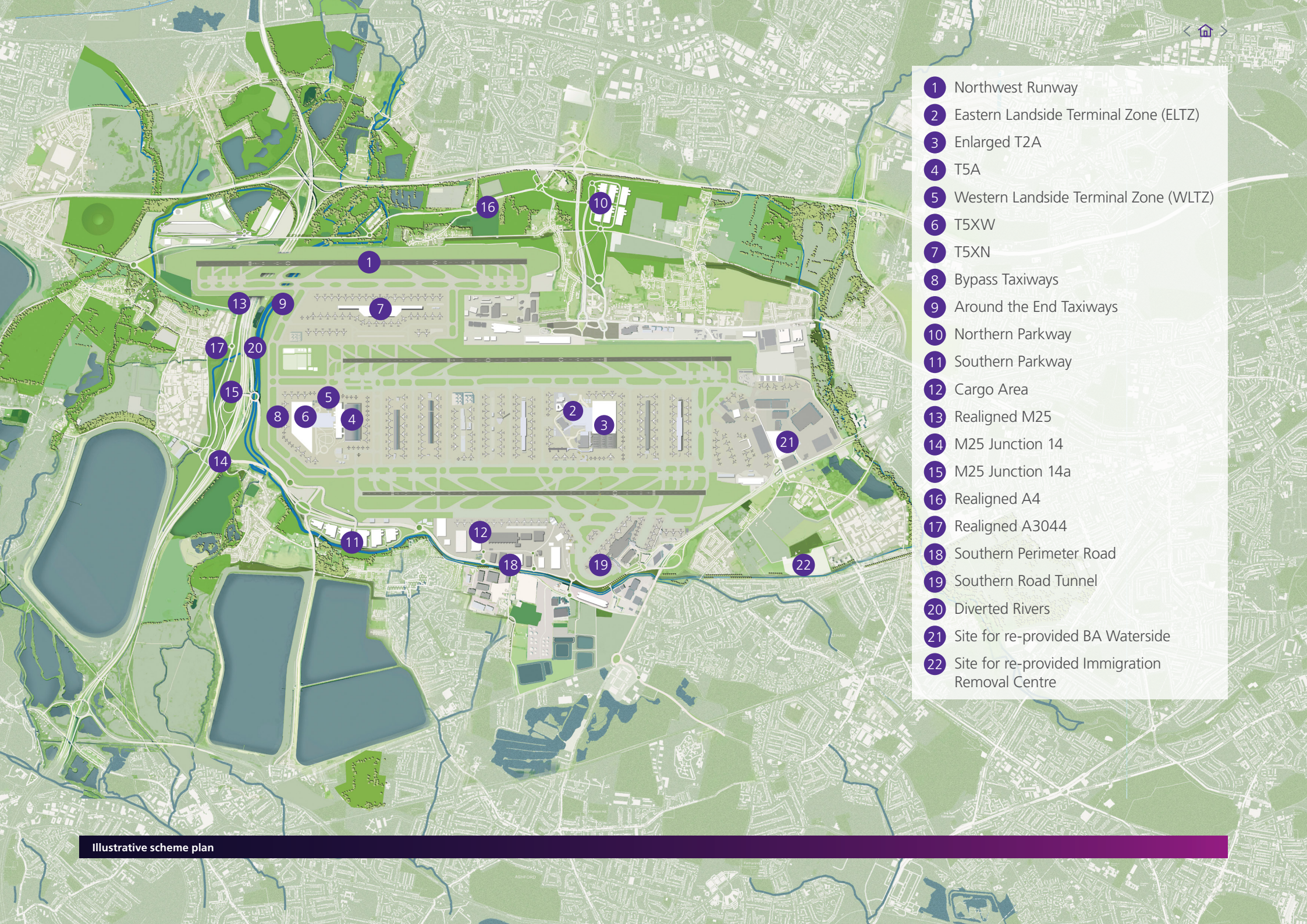
As part of the design process, we engaged with the Design Council, an independent charity and the UK's national advisors on design. This process is ongoing and will continue to inform the scheme.

Please refer to Section 3.2 of the Consultation Document for further information on the design of the scheme. Area specific information is also included in our 'In Your Area' documents.



Aerial visualisation of the eastern campus including an enlarged Terminal 2

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Illustrative scheme plan

OVERVIEW OF OUR PROPOSALS AND CHANGES SINCE 2019

This section explains the key elements of our proposals and the main changes made since the 2019 Airport Expansion Consultation.

Major element	Proposals	Changes since consultation in 2019
New runway and associated airfield	In line with government policy, we are proposing a new, up to 3,500m runway to the northwest of the existing airport. The new runway is at the minimum separation from the existing northern runway, and its northwest location mitigates noise and air quality effects on existing communities. We are considering changes to the position where aircraft land (the 'threshold') on the existing two runways in order to reduce noise levels for neighbouring communities.	*The runway and airfield proposals remain unchanged since 2019.*
New terminals, satellites and aprons	Our proposals for passenger and aircraft facilities are designed to make the most efficient use of land between the runways. New passenger terminal facilities will be located close to the existing Public Transport Interchanges (PTIs) and older facilities will be demolished.	*Our proposals remain largely unchanged since 2019, though we have moved the proposed T2D satellite building further east. We have also changed the proposed sequencing of construction of new terminal buildings.*
Car parking	New car parking facilities would be provided at two primary multi-storey car parking locations called "Parkways" located close to major junctions on the motorways with good links to passenger terminals. In addition to the two Parkways, we are proposing that other existing carparks would be intensified to maximise the use of existing airport land.	*In 2019 we heard concerns about the location, scale and effects of the Parkways. In response we have reduced the scale of the proposed Parkways, by relocating 12,500 spaces in existing parking areas.* *We have also refined our proposals for the transit connection route between the northern Parkway and Terminal 2 in response to ongoing engagement with stakeholders.*
M25 motorway realignment	The M25 motorway would be realigned horizontally and vertically, between Junctions 14 and 15, to allow the new runway and taxiways to be constructed above the motorway. The proposed design allows for the construction of the new alignment 'off-line', minimising disruption to drivers as much as possible.	*The proposed design for the M25 remains largely unchanged since 2019 but has been updated to include new stormwater drainage standards and to reflect revised highway guidance.*

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Major element	Proposals	Changes since consultation in 2019
Local roads	New routes are planned where the A4 and A3044 arterial roads will be severed by the new airfield. The re-provided routes will be designed with all users in mind and will be designed to create good connections for vehicles, while minimising effects on existing communities.	*Feedback from stakeholders in 2019 has led to a change to the design of the A3044 to integrate dedicated bus lanes. A section of the Southern Perimeter Road is proposed to be widened to help improve capacity and keep traffic moving.*
Bus and coach stations	The existing Central Terminal Area will be transformed into the Eastern Landside Terminal Zone (ELTZ). This will allow for new bus and coach routes from the south, serviced by an improved bus and coach station in the ELTZ. The Western Landside Terminal Zone (WLTZ) will also include an improved bus and coach station and interchange with rail services.	*Since 2019 we have made minor refinements to the design of roads and bus station layouts within the landside terminal zones to respond to revised guidance around safety and security at airports.*
Rail access	Our proposals continue to support and safeguard the introduction of additional Western and Southern rail schemes to directly serve the airport. The existing Colnbrook branch line would be realigned north of the proposed new runway to maintain aviation fuel supplies and enable the delivery of construction materials by rail, thereby reducing impact on local roads.	*Since 2019 we have made allowances in our proposals for a large underground facility to enable the delivery of future Western and Southern rail routes into the existing station at Terminal 5 in the event that the schemes are subsequently brought forward.*
Aircraft maintenance	Aircraft maintenance will continue in its current location in the eastern area of the airport. An additional aircraft maintenance area is proposed as part of the new northern apron to the south of the proposed new runway.	*Engagement with existing airline operators since 2019 has led to minor layout changes to the proposed maintenance base. The proposals now include additional hangars.*
Cargo	Our proposals continue to use the existing cargo area, where parts will be redeveloped to allow for growth in cargo volumes. New facilities would include additional aircraft stands and new transshipment areas. Our scheme also includes a cargo-related truck park northeast of Stanwell Moor.	*Engagement with cargo handling operators since 2019 has led to changes in the configuration of proposed new cargo facilities within the cargo area to improve efficiency and support future demand.*

Major element	Proposals	Changes since consultation in 2019
Airport operations and industrial	Our proposals include multiple operational and industrial facilities essential to maintaining the efficient operation of the airport. These have been planned to be located close to the aprons and terminals.	*Since 2019 we have engaged with existing landowners and operators in the railhead area.*
Aviation fuel	Aviation fuel is transported to the airport via underground pipelines and received at two fuel receipt facilities, one in the north and one in the south, before being distributed through the fuel system.	*Since 2019 the development of data centre proposals (by others) within the Poyle area has affected the intended diversion route of one of the fuel pipelines. We anticipate that it will still be located to west of the expanded airport and east of The Queen Mother Reservoir. All other elements of the aviation fuel proposals remain unchanged since 2019.*
Energy	As part of Heathrow expansion, we would provide new energy infrastructure to support future heating, cooling and electricity needs. Our proposals include an integrated heating and cooling network. 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.	*Since 2019 we have made minor changes to the number and location of electrical substations proposed to facilitate the upgrade of the 33kV electrical network to achieve better power resilience for the airport.*
Other supporting development	Heathrow also requires other essential facilities related to the airport. New hotels and offices would be consolidated around new public transport interchanges. Freight forwarding sites would reprovide existing facilities displaced by expansion and meet predictable needs in the early years of cargo growth.	*Since 2019 hotel and office proposals have been consolidated into fewer, more efficient locations on existing airport land. Proposals for freight forwarding now reflect changes in land availability due to new development and planning consents over recent years.*
Rivers	To accommodate the new runway and taxiway links, several existing rivers at the west of the airport would be diverted. These new river alignments would remain in neutralised, open channel where aquatic and terrestrial habitats are provided for ecological benefits.	*Our proposals for the river alignments remain unchanged since 2019.*

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Major element	Proposals	Changes since consultation in 2019
Flood Storage and Water	The expansion of the airfield would affect the existing floodplains in the catchment of the River Colne and Colne Brook. New compensatory flood storage areas are proposed to the east and west of the River Colne and to the north of the M4, upstream of where the floodplain loss occurs. Measures would also need to be taken to meet the requirements of the Water Environment (Water Framework Directive) (England and Wales) Regulations 2017. A number of sites have been identified for this purpose.	*Since 2019 we have increased the storage volume at our proposed flood storage areas in response to updated guidance to prevent any increase to flood risk. Where possible, these flood storage areas would be designed to allow for recreational use. We are continuing to work with the Environment Agency (EA) to identify additional opportunities to enhance rivers.*
Drainage and pollution control	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 water courses.	*Our proposals for drainage and pollution control remain unchanged since 2019, though we are aware of competing uses being proposed by others for the location west of Stanwell Moor identified for the southwest airfield treatment area. We will continue to engage with the landowner and relevant stakeholders to resolve this.*
Relocated community facilities	Some community facilities affected by expansion will need to be relocated. We have identified potential locations for some of these facilities and aim to find re-provision options for others with the help of ongoing engagement with relevant communities and stakeholders. We intend to facilitate the re-provision of these facilities in time to be in place before removal of the current facility.	*Since 2019 we have reviewed the schools' and early years' provision affected by Heathrow expansion to take account of changes to local education provision. Our proposals are for Harmondsworth Primary School to be relocated to Stockley Road. We continue to refine our understanding of other schools that may be affected by aircraft noise to develop appropriate mitigation.*
Other relocated facilities	While we have sought to minimise the land required, a number of other important facilities would be displaced by Heathrow's expansion. In each case we have identified potential locations for the reprovision of these displaced facilities.	*The proposals remain unchanged since 2019. We continue to engage with landowners, operators and other stakeholders in order to find the best solution to the re-provision of all relocated facilities.*
Heritage features	The expansion would result in physical effects on a number of heritage buildings and features, and non-physical effects on conservation areas and individual heritage assets close to the expanded airport. We are considering ways to avoid, mitigate, prevent, reduce, or if possible, offset harm to the historic environment in the historic villages that surround Heathrow and the wider locality.	*Following feedback received during the 2019 consultation, we have extended our draft boundary to include additional areas that may benefit from potential heritage mitigation measures that we continue to discuss with relevant stakeholders.*

Major element	Proposals	Changes since consultation in 2019
Active green network	Our proposals include a comprehensive 'Active Green Network' intended to enhance local connectivity to and from the airport. It would comprise a network of footpaths, cycleways and bridleways to better connect communities, workplaces, green open spaces and sites of cultural interest.	*In 2019 our emerging scheme showed indicative tunnelled active travel routes into the ELTZ. We now propose to focus on the provision of high-quality cycle hubs, allowing access to transit services and upgraded travel routes across the network. We have also made some changes to the route of the green loop to improve its amenity and accessibility.*
Existing habitat effects	Our proposals include environmental measures designed to avoid, mitigate, prevent, reduce, or if possible, offset effects on existing habitats and areas of importance for biodiversity. Where habitats would be lost due to expansion, we propose relocation to support their conservation status.	*Since 2019 our proposals for habitat mitigation remain largely unchanged, though we have included some additional land at Princes Lakes near Clockhouse Lane, most of which is already owned and managed by Heathrow, to enable habitat enhancement.*
Re-provided and enhanced open spaces	A number of public open spaces would be affected by Heathrow expansion and would be re-provided within required catchment areas to benefit neighbouring communities. Existing public open space close to Heathrow would be enhanced to create better access and connectivity.	*Our proposals for the reprovision and enhancement of public open space remain unchanged since 2019, and we will continue to engage with communities and stakeholders to ensure that these spaces best serve the needs of their communities.*
Other landscape features	Our proposals include general improvements to landscape, enhancements to the existing green infrastructure and the provision of improved accessibility to green space. This comprehensive approach to landscape improvement around the airport is intended to deliver multiple benefits to communities, wildlife and biodiversity.	*Since 2019 we have refined our approach to the landscape to support a long-term environmental legacy, including within the River Colne and Crane catchments, and a proposed east-west ecological corridor to connect these two areas.*

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3.0
Construction



This section sets out our proposed approach to the construction of Heathrow expansion, including phasing and site arrangements, for example the locations of temporary construction compounds. We recognise that construction activities would cause disruption to surrounding local communities and therefore we are committed to managing any effects.

OUR APPROACH TO CONSTRUCTION

Minimising disruption to local people and the local environment has been, and will continue to be, a central consideration throughout the development of the construction strategy.

We are proposing that construction of the scheme will be carried out through a series of clearly defined and managed stages, rather than all at once. This approach allows works to be carefully sequenced, making it easier to manage and reduce the effects of construction, including during peak periods. Building in stages also allows for mitigation measures to be planned and introduced early, ahead of the most intensive construction activities, helping to protect local communities and the environment.

Our proposed approach to construction and logistics management will involve:

- Planning construction activity to balance the need to deliver new airport infrastructure in time to meet the need for airport growth, with an appropriate approach to mitigating and compensating local people whose homes and business will be affected by expansion.
- Carrying out as much construction work as possible away from the immediate locality of Heathrow, making use of off-site manufacturing techniques and logistics hubs.
- Using rail for the transportation of as much construction material as possible, utilising a dedicated railhead for access to the airport.
- Carefully phasing the construction works with supporting traffic management plans that will control the use of local roads by construction traffic.
- Establishing a number of 'construction support sites' (CSS) to help facilitate the construction works and manage traffic via dedicated routes within the site.
- Locating 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, selecting locations and uses that carefully consider effects on neighbours, with appropriate mitigation to manage those effects.

MINIMISING DISRUPTION

By combining phased construction, the use of rail, the reuse of materials, off-site manufacturing, the use of logistics systems and well managed CSS, construction effects will be concentrated, controlled and reduced.

This approach will translate into fewer construction vehicles on local roads, better management of noise and dust, and more predictable construction activity, and this will be supported by clear communication and engagement with the community during construction.

To ensure the new runway is operational as soon as possible, where required, we are proposing 24-hour working, seven days a week, including on Bank Holidays, to support its construction. Where 24-hour working may cause unacceptable effects, we will consider reduced working hours, additional mitigation, or activity restrictions. These measures will be included as part of our DCO application.

Working hours may also vary by activity and between construction sites, depending on surrounding land uses and sensitive receptors. Shift times may be staggered to help reduce pressure on local transport services and the road network.

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PHASING AND KEY ELEMENTS OF CONSTRUCTION

CONSTRUCTION PHASES

We are proposing to deliver the project in the following phases:

PHASE 0

This period will predominantly be focused on establishing CSS, commencing and completing early mitigation works including works to provide replacement community facilities and environmental mitigation. It is expected to last three years from the grant of the DCO.

PHASE 1

This will be the most intense period of construction.

The vast majority of major highway and river diversions along with the first elements of the northern and southern parkways will be completed in this phase.

It is expected that all of the community facilities to be relocated will be operational during this phase and all property that needs to be vacated will do so during this phase.

The runway and cross-airport taxiways will be completed towards the end of this phase. We expect the western extension to Terminal 5 (T5XW) to complete at the end of this phase.

In total this phase is expected to last up to 10 years post grant.

PHASE 2

There will be a considerable reduction in activity to the north and west once the runway is completed and focus narrows to the CSS. Some CSS will demobilise during this period, and construction activity will move to focus on the demolition of Terminal 3 after the construction of a new satellite building for Terminal 2 (T2C).

This period is expected to take up to five years.

PHASE 3

Work will continue on the next Terminal 2 satellite building (T2D) and the major construction works on T5XN will commence.

Phase 3 will see the completion of the majority of the work at the Parkways. More CSS will demobilise and it is expected that in the late 2040s the majority of the works on the main airfield will have been delivered.

PHASE 4

This Phase sees the completion and opening of T5XN expected to be approximately 25 years after the grant of the DCO. As a part of this phase, CSS will continue to further demobilise.



CONSTRUCTION TRAFFIC

The use of CSS plays an important role in managing deliveries and vehicle movements. Instead of many individual vehicles travelling to multiple locations each day, materials and equipment can be delivered in bulk to nominated CSS.

This will reduce the number of HGVs using local roads, helping to minimise congestion, improve road safety and reduce disruption for residents and businesses. It also allows for the better prediction of and planning for site-based measures to receive construction traffic, including any improvements to the local road network.

USING RAIL

We are proposing to use rail as a foundation of our approach to moving construction materials, aiming to reduce the number of road movements to and around Heathrow. It would be used to transport materials into and waste away from the project wherever it is practical, through a dedicated railhead in the northwest area of the scheme that would allow bulk construction materials to be delivered efficiently.

OFF-SITE MANUFACTURING

We are proposing the use of off-site manufacturing and assembly of many components at specialist facilities across the UK to reduce the amount of construction activity taking place at and around the airport. These will be transported to site primarily by rail as they are needed.

LOGISTICS HUBS

The off-site manufacturing sites are called ‘logistics hubs’. They will be used to pre-build some parts of the project before transporting them in consolidated loads to the construction site.

The hubs will play a key role in helping to reduce the effects of construction on local communities, including reducing the number of vehicle trips that would otherwise be required.

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CONSTRUCTION SUPPORT SITES (CSS)

LOCATIONS

The proposed locations of CSS have been identified through detailed assessments to balance construction efficiency with the need to minimise local effects on communities and airport operations.

The selected locations for each CSS seek, wherever reasonably practicable, to contain construction activities within areas that will become permanent parts of the expanded airport. Where this approach is not feasible, we have sought to identify areas of existing industrial or previously developed land for CSS use.

SCALE AND LAYOUT

Each site has been developed to be large enough to carry out activities safely and includes space for environmental controls such as noise screening, dust suppression and monitoring.

Within each CSS we are aiming to locate the most impactful activities away from sensitive land uses. Where this is not possible (because of access requirements or space constraints), appropriate buffer zones and other mitigation measures are proposed to minimise effects on sensitive land uses, including residential properties, watercourses and biodiversity areas.

CHANGES SINCE 2019

Previous consultation feedback in 2019 highlighted concerns about proposed CSS facilities especially in relation to potential noise, dust, lighting, traffic movements, visual effects, workforce accommodation, and proximity to residential areas and other sensitive land uses.

In response, our construction proposals include a number of changes to the locations and design of the CSS. Poyle and Holloway Quarry CSS are no longer designated as construction support sites.
A4 Bath Road CSS and Hatton Cross CSS have changed their footprints. Brands Hill CSS has been amended to remove a clash with a proposal to use this site for a Park and Ride facility. CSS10, near the Southern Perimeter Road has been reduced at the eastern end to allow for re-provided public open space and Stanwell Moor CSS has a new buffer zone on the southern edge. A new site is proposed north of the Colnbrook Bypass to support the movement of construction materials.

EARTHWORKS

Earthworks, such as excavation and ground preparation, will form a key part of the construction works for Heathrow expansion. Concerns have previously been raised about dust, noise and odour from large-scale excavation, increased HGV movements, the handling of contaminated or landfill materials, visual effects of stockpiling, and potential risks to health, water quality and local communities.

In response to feedback, we have developed our construction strategy to focus on minimising material import and export, maximising reuse of excavated material, careful phasing to limit stockpiling, and using rail and internal haul routes to reduce road traffic, as well as dust and odour suppression, covered and managed stockpiles, monitoring of air quality and ground conditions, controlled handling of contaminated materials, compliance with environmental permits and management plans to reduce effects on people and the environment.

STRATEGIC AND LOCAL ROADS

Heathrow expansion will change how the surrounding transport network operates, both during construction of the expanded airport alongside ongoing airport operations, and once the expanded airport is in place.

Access to the construction site will change over time. At the start, access will be taken directly from the existing road network. As construction progresses, we will plan for construction traffic to be routed between CSS via temporary internal roads within the site.

During construction, changes will also be made to several surrounding roads, specifically the M25, A4, A3044, A3113 and the Southern Perimeter Road. During these road works, traffic will remain on existing roads until new roads are available, while closures, highway diversions and works on live roads will be required at times. As works to new highways are completed, traffic will be transitioned onto them as the current highways are closed and then removed.



For more information on our construction proposals, see Chapter 4 of the Consultation Document.



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MANAGING THE EFFECTS OF CONSTRUCTION

The construction activities have the potential to result in effects on recreational and public facilities, visual setting, air quality, noise, tranquillity, odour, local journeys, wildlife and habitats, land quality, water and archaeological and heritage assets.

All environmental measures that have been identified to avoid, reduce or mitigate the effects of construction would be secured through the requirements in the DCO or commitments in a Section 106 planning agreement. As we work to finalise our proposals and complete our community, environmental, transport, health, noise and other assessments, we expect the list of measures to grow. Where proposed measures dictate a standard of work, or contractor requirement, these will be captured in the Code of Construction Practice (CoCP). A draft CoCP has been published for comment as part of this consultation.

We have developed a series of construction management strategies (see table) to address potential community and environmental effects. These will be secured through the DCO process.



CONSTRUCTION CONSIDERATIONS

Demolition principles	Site clearance activities will follow requirements relating to the protection of biodiversity, the historic environment, air quality, odour and construction dust, noise and vibration, landscape, flood risk, surface water and groundwater quality, human health and the management of waste. Monitoring will also be implemented in relation to air quality, construction dust and airborne fibres, odour, noise and vibration, landscape and groundwater levels, where required.
Earthworks principles	The earthworks for Heathrow expansion have been planned and designed to maximise the reuse of materials across the project, removing the need for large quantities of earth to be taken off site for disposal.
River realignments	Early in construction there will be an extensive programme of temporary and permanent river diversions. The movement of these channels and their fish populations will be sensitive to the coarse fish breeding season and continuity of river flow will be retained at all times.
Worker conduct	All workers will be required to sign up to a Worker Code of Conduct that will be submitted as part of the DCO application. This will provide a shared set of principles that promote a positive, respectful and inclusive environment. Particular provisions will be included relating to construction workers using temporary workforce accommodation, car parking, use of local community and recreation facilities, anti-social behaviour and communicable diseases.
Worker accommodation	We are looking at opportunities to use existing buildings, including a number of hotels (until their demolition is required to create space for the new airfield), to provide accommodation for non-home based construction workers.

Construction traffic management plan	To address concerns about effects on communities and the environment, our proposals focus on reducing road use wherever possible by maximising rail for material deliveries and waste removal. We have also planned for the construction of internal haul roads across the project site to limit local traffic movements. A Framework Construction Transport Management Plan (FCTMP) will be prepared for the DCO application.
Construction worker travel	A Framework Construction Workforce Travel Plan (FCWTP) will be developed to manage the effects of worker travel associated with the construction of Heathrow expansion. This will focus on construction workforce travel to and from CSS and work locations and will consider journeys made by a range of modes including private vehicles, public transport, shuttle buses and active travel.
Construction lighting principles	The construction lighting principles will be designed to avoid or minimise light pollution on residents, local amenities, landscapes, wildlife and habitats.
Utilities management principles	Heathrow expansion will require the removal, diversion and protection of a significant number of utilities including fuel, electricity, gas, water, waste water and telecommunication networks. Multi-utility corridors will be created to generate working efficiencies, streamline works programmes, confine disruptive construction activity and concentrate maintenance provisions across a range of utilities services.
Worksite security	Heathrow and the main contractors will ensure that the security measures will include adequate and appropriately designed and maintained perimeter security facilities. This may take the form of fencing, barriers, ditches/ bunds or hoarding of suitable strength and dimensions.

TAKING OTHER PROJECTS INTO ACCOUNT

Heathrow expansion will take place at the same time as other projects in the surrounding area.

We have been reviewing the information available for these projects as part of our consideration of the potential effects and appropriate mitigation measures for Heathrow expansion construction. We will develop a holistic approach to managing the cumulative effects of construction activities of nearby projects in conjunction with those arising solely from this project.

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4.0
Operating an expanded airport



The proposed Heathrow expansion will require significant changes to the way we operate.

Our plans would increase the number of annual Heathrow flights from around 475,000 today to up to 756,000 flights once the expanded airport is fully operational. This additional capacity would improve connectivity across the UK and around the world, support economic growth, strengthen Heathrow's role as the UK's hub airport and create more opportunities for passengers, businesses, airlines and freight operators.

As Heathrow grows, we recognise the importance of managing impacts on local communities and the environment. Expansion is about managing the airport in a way that provides greater certainty, improved resilience and considers the needs of local communities and the environment.

This section explains how Heathrow would operate the proposed expansion, including how we would introduce early growth before the new runway opens, how aircraft operations would change, and how we would help passengers, colleagues and goods travel to and from Heathrow efficiently, sustainably and reliably.

EARLY GROWTH

While the new runway is a key part of our expansion plans, some of the benefits of expansion could be delivered before the new runway opens.

Heathrow has been operating close to its current annual cap of flights for many years and there is significant demand from airlines seeking to introduce new routes and expand services to existing destinations. Through improvements in navigation technology and further investment in airport facilities, we believe that Heathrow airport could accommodate up to 25,000 additional flights each year before the proposed new runway opens.

We will seek permission to remove the current annual cap of 480,000 flights and allow Heathrow to grow in advance of the new runway opening. We call this approach 'early growth'. This would help make better use of existing infrastructure, improve operational efficiency and enhance the experience for passengers travelling through the airport, particularly those making onward connections.

However, we recognise that growth must be carefully managed. For this reason, a number of important environmental measures could begin as soon as early growth starts.

To ensure that any effects of early growth are appropriately managed, a number of important environmental measures could begin as soon as early growth starts. Our latest thinking is that these could include some noise aspects of our Environmentally Managed Growth framework and our Noise Insulation Policy (see page 49 of this document for more details).

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AVIATION OPERATIONS

The introduction of a third runway at Heathrow would provide greater flexibility in the way the airport operates.

This additional flexibility creates opportunities to improve resilience, manage delays more effectively and provide more predictable periods of relief from aircraft noise for communities around the airport. Aircraft noise remains one of the issues that local communities care most about and has been a key consideration in the development of our proposals.

Our proposed approach to operating an expanded airport is designed around five key principles:

- Providing predictable periods of respite from aircraft noise.
- Introducing stronger controls on night flights.
- Limiting early morning aircraft activity.
- Using operational measures to reduce noise where possible.
- Providing flexibility to deliver additional respite when conditions allow.

Please see Section 5.2 of the Consultation Document for further information.

PROVIDING PREDICTABLE PERIODS OF RESPITE

Today, Heathrow's two runways usually operate in a way that allows one runway to be used for arrivals and the other for departures. The airport already alternates some runway operations to provide communities with breaks from aircraft noise. With three runways available, we would be able to introduce a more structured and predictable alternation system.

This would involve regularly changing how each runway is used so that communities receive planned periods when fewer aircraft pass overhead. The aim is to provide certainty, allowing local residents to know when they can expect quieter periods and ensuring the impacts of airport operations are shared more fairly.

We are considering two possible approaches:

- The first would involve changing runway operating patterns at 3pm and overnight, broadly reflecting our current approach to runway alternation. This option allows residents more frequent but shorter periods of respite.
- The second would involve changing runway operating patterns overnight only. This option would provide longer uninterrupted periods of respite and would allow communities to receive at least one full day of relief.

We are seeking views on both approaches as part of this consultation.

NIGHT FLIGHTS AND EARLY MORNING OPERATIONS

We recognise that aircraft operating at night can have a significant impact on local communities. We also understand the importance of providing periods when residents can reasonably expect aircraft noise to be reduced.

Today, Heathrow operates under restrictions that limit certain aircraft movements during the night, but there is no complete ban on scheduled night flights. **Our expansion proposals include support for the introduction of a scheduled night flight ban.**

We support the introduction of a scheduled night flight ban based on a six and a half hour break in scheduled flights, between 23:00 and 05:30. Together with the use of just one runway for early morning arrivals before 6:00, this will provide each local community with at least seven hours' respite between 22:00 and 07:00.

The proposed scheduled night flight ban would apply to scheduled flights. Heathrow would not close overnight entirely, meaning aircraft could still operate in exceptional circumstances, such as periods of significant disruption or if authorised by government.

In addition to this, we are proposing to shorten the airport's current recovery period, which allows delayed aircraft to operate later into the night. This would be midnight instead of 1am.



REDUCING AIRCRAFT NOISE THROUGH BETTER OPERATIONS

Alongside runway alternation and night flight controls, we are exploring a number of operational improvements designed to reduce aircraft noise. Advances in aircraft technology, navigation systems and airspace management provide opportunities to improve how aircraft arrive at and depart from Heathrow.

We are considering the following:

- The introduction of steeper approach paths. This would allow aircraft to remain higher for longer before landing, reducing the level of noise experienced on the ground.
- Exploring continuous descent operations, where aircraft descend smoothly rather than in a series of stepped stages. This can reduce both aircraft noise and fuel use.
- Exploring the ability for aircraft climbing continuously after take-off, helping them reach higher altitudes more quickly and reducing noise on the ground.
- The use of displaced runway thresholds, which would mean aircraft land further along the runway. This would keep aircraft higher above communities during the final stages of approach and help reduce noise levels close to the airport.
- A more flexible approach to runway operating direction when weather conditions allow. This could help avoid communities experiencing extended periods of aircraft activity in the same direction and provide additional opportunities for respite.

These measures are intended to support our wider commitment to reducing and managing aircraft noise as the airport grows.

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SURFACE ACCESS

As Heathrow expands, more people and goods will need to travel to and from the airport. The proposed Heathrow expansion would ensure that the transport network becomes more sustainable, accessible and resilient.

Our vision is to support an integrated, sustainable and accessible transport system that provides easy access to Heathrow while continuing to make public transport the first choice for passengers and colleagues.

A key part of our approach is encouraging more journeys by public transport. New passenger terminal facilities will be located close to the existing public transport interchanges, upgraded to accommodate increased services and passenger numbers. We are also safeguarding space that could support future rail links to the west and south if these projects are developed in the future.

Improved public transport interchanges, clearer travel information and easier connections between different forms of transport would help make sustainable travel more convenient and attractive.

SUPPORTING WALKING AND CYCLING

Expansion also provides opportunities to improve active travel.

We are proposing new and upgraded walking and cycling routes around the airport, better links between Heathrow and neighbouring communities, high-quality cycle hubs and the creation of a Green Loop connecting open spaces, community facilities and recreation routes around the airport.

These improvements would help make walking and cycling to Heathrow safer and more accessible, particularly for people who work at Heathrow and communities located close to the airport.

MANAGING ROAD TRAFFIC

Cars, taxis and private hire vehicles will continue to play an important role for many airport users.

However, we intend to manage demand through a combination of improved public transport and targeted measures designed to encourage more sustainable travel choices. These measures could include managing parking provision, maintaining charges such as the Terminal Drop-Off Charge and considering additional controls if they are needed in future.

We are also proposing improvements to taxi and private hire vehicle facilities and expanded charging infrastructure to support the transition to electric vehicles.

SUPPORTING FREIGHT

Heathrow is the UK's largest airport for air freight. Expansion will enable the airport to handle growing volumes of cargo while maintaining efficient operations.

Our proposals include improved freight facilities, more efficient logistics operations, additional vehicle holding areas and the use of new digital systems to help manage freight activity. We are also proposing additional electric vehicle charging facilities for freight operators.

MONITORING AND MANAGING FUTURE IMPACTS

Expansion is a long-term programme that will take place over several decades. We recognise that travel patterns, technology and environmental requirements will continue to change during that time.

To ensure we remain accountable, our proposals include ongoing monitoring and management arrangements. These include our Environmentally Managed Growth framework, which is designed to monitor impacts relating to aircraft noise, surface access (transport), air quality and carbon emissions to ensure growth remains within agreed limits.

If monitoring shows that impacts are approaching agreed thresholds, additional measures and investment could be required to ensure we continue to operate within agreed environmental limits as the airport grows.

We are also developing a Traffic Related Impacts Monitoring and Mitigation Strategy, which would monitor traffic conditions and enable targeted action to be taken if unforeseen transport impacts arise as the airport grows.

Together, these measures are intended to ensure Heathrow can adapt over time while continuing to balance growth with the needs of communities, passengers and the environment.

To view all of our consultation documents, please visit our website - **www.heathrow.com/expansion**

More information on Surface Access is available in Section 5.2 of the Consultation Document.



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5.0
Managing environmental effects



Our ambitious proposals for growth are matched by our commitment to reduce and manage environmental effects.

Environmental considerations have been central to the development of our proposals. Since our previous consultation in 2019, we have refined the design of the proposed expansion, undertaken further technical assessments and incorporated stakeholder feedback to reduce environmental effects wherever possible. Our approach combines infrastructure design, operational measures, management plans and long-term monitoring to ensure growth is managed responsibly.

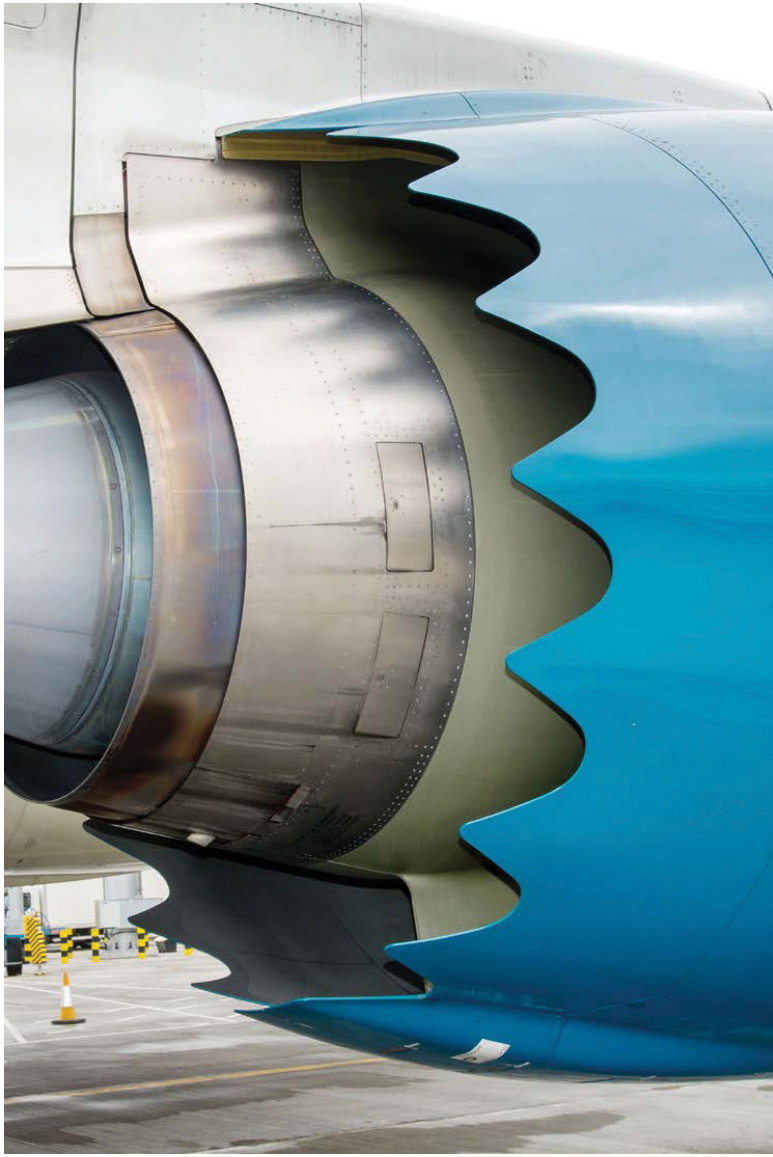
This section explains how we intend to manage potential environmental effects associated with expansion, including:

- Noise
- Air quality
- Carbon emissions
- Biodiversity
- Historic environment
- Health

It also outlines the measures we are proposing to reduce effects and monitor environmental performance over time.

We use the term 'Environmental Measures' to describe the actions taken to avoid, reduce or mitigate environmental effects. These measures may include physical infrastructure, operational controls, management plans, monitoring programmes or community support initiatives. Environmental Measures have been embedded throughout the design, construction and operation of the proposed expansion.

For more information on managing environmental effects please see Section 6 of the Consultation Document.



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NOISE

We know that noise remains one of the most important issues for communities around Heathrow so reducing and managing noise has been a key consideration in developing our proposals. Our noise management approach builds on existing commitments set out within the Heathrow Noise Action Plan and long-established programmes to reduce and manage aircraft noise.

Noise around Heathrow can come from a number of sources, including:

- Aircraft taking off and landing.
- Aircraft taxiing around the airfield.
- Vehicles travelling to and from the airport.
- Rail services.
- Airport buildings and operations.
- Construction activity.

Over recent decades Heathrow's noise footprint has reduced significantly, with over 200,000 fewer people experiencing aircraft noise within the airport's principal noise contour compared with 2006. Despite this progress, we recognise that further action is required as the airport grows.

CONSTRUCTION NOISE

Construction activity would generate temporary noise and vibration, particularly during the delivery of the new runway and associated infrastructure. Communities closest to major construction areas are likely to experience the greatest effects. Construction effects will reduce as major works are completed.

Areas most likely to be impacted by noise during the construction phase are listed below.

Bedfont	Brands Hill
Colnbrook	Cranford
Cranford Cross	Feltham North
Harlington	Harmondsworth
Hatton/Feltham West	Hayes
Heston	Horton
Iver and Richings Park	Poyle
Sipson	Stanwell
Stanwell Moor	West Drayton
Wraysbury	

Further information on our construction proposals near to settlements around Heathrow can be found in our series of 'In Your Area' documents.

We have also made available, as supporting information, our draft Code of Construction Practice to show our intended construction proposals, practices and management arrangements.



OPERATIONAL NOISE

Our early growth proposals are not expected to result in significant additional noise effects.

Once the new runway opens, aircraft noise will be redistributed as Heathrow transitions from a two-runway airport to a three-runway airport. The location and extent of noise effects will depend on a range of factors, including flight paths, runway operations and aircraft technology.

NOISE INSULATION SCHEME

The Noise Insulation Policy outlines our proposed schemes designed to provide noise insulation measures to address noise from aircraft movements (both in the air and on the ground), as well as road, rail and construction noise associated with expansion. The policy also addresses vortex impact and prevention measures.

More information on the noise insulation proposals can be found in section 6 of this document or section 6.1 of the Consultation Document

NOISE MITIGATION MEASURES

A hierarchy of measures has been considered to address noise effects.

We are considering a series of measures to reduce noise and vibration where possible, including:

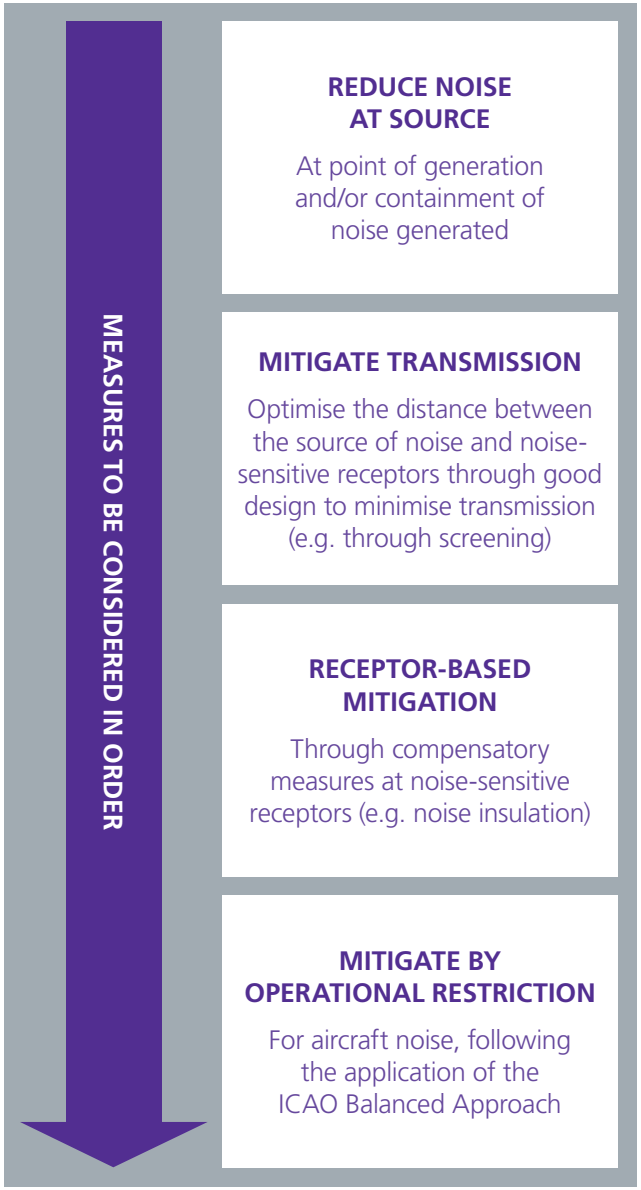
- A legally enforceable Noise Envelope within the Environmentally Managed Growth framework setting clear limits to manage aircraft noise.

This is available to view in greater detail on our website - **www.heathrow.com/expansion**

- Predictable periods of respite from aircraft noise.
- Stronger night flight controls.
- Noise barriers, bunds and screening around the airfield.
- Electricity and pre-conditioned air at aircraft stands to reduce engine use.
- A comprehensive Noise Insulation Scheme for homes and community buildings.
- Low-noise road surfaces on new and realigned roads.

We are also continuing to explore:

- Displaced runway thresholds.
- Quieter operating procedures.
- Steeper aircraft approaches.
- Continuous climb and descent operations.
- Additional flight path design measures working with UKADS.



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AIR QUALITY

Maintaining good air quality has been a key consideration in developing proposals for Heathrow expansion.

Air quality refers to the concentration of pollutants in the air. The pollutants most closely linked to human health are nitrogen dioxide (NO_2) and particulate matter (PM10 and PM2.5). Around Heathrow, these pollutants primarily arise from road traffic, aircraft operations and other urban activities.

Air quality around Heathrow has improved significantly over recent decades as vehicle technology has improved and cleaner fuels have been adopted. Heathrow intends to build upon this progress as the airport grows. Monitoring indicates that exceedances of Air Quality Objectives are now limited and mainly occur close to busy roads.

ASSESSMENT FINDINGS

Extensive modelling has been undertaken to understand the effects of expansion on surrounding air quality.

The largest changes in air quality are expected to occur in locations closest to the proposed new runway due to aircraft emissions, mainly affecting locations in Harmondsworth, Sipson, and Harlington.

Road traffic emissions on the new road network would also result in air quality changes at other locations.

However, current modelling indicates that air quality standards would remain within applicable Air Quality Objectives at all assessed locations during both construction and operation.

ULTRAFINE PARTICLES

We recognise emerging international research showing the impact of ultrafine particles (UFPs) on human health, which can be associated with aircraft emissions. There are currently no agreed legal limits or standard assessment methods for UFPs. We have monitored UFPs since 2017 and intends to continue expanding monitoring and research as understanding develops.

ODOUR

Airport activity can generate odours associated with aircraft operations, maintenance activities and construction works. Initial assessments indicate that any increases in odour effects are likely to remain limited, although we will continue monitoring and assessment work as proposals develop.

AIR QUALITY MITIGATION MEASURES

Our proposed measures include:

- Inclusion of air quality within our Environmentally Managed Growth (EMG) framework.
- Reduced aircraft taxiing distances through efficient airfield design.
- Providing electricity and pre-conditioned air at aircraft stands to reduce unnecessary engine use.
- Encouraging greater use of public transport, walking and cycling.
- Continued monitoring of ultrafine particles.

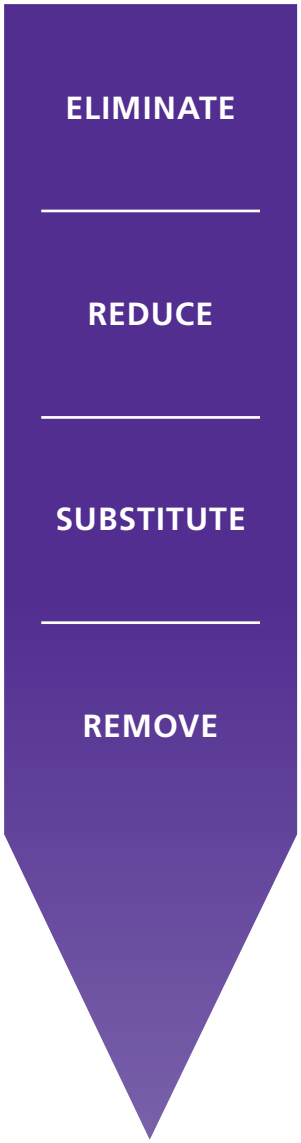
CARBON EMISSIONS

We support the UK's target of achieving net zero greenhouse gas emissions by 2050.

We believe expansion and the transition to net zero can be achieved together through continued industry collaboration, technological innovation and the long-term decarbonisation of aviation. We are committed to meeting net zero by 2050. This commitment applies to our existing operations and to our proposals for an expanded airport. Given the potential for growth to increase carbon emissions, carbon reduction has been a key consideration throughout the development of our proposals.

Over 99% of Heathrow's carbon footprint (of which 95% is from air transport) occurs outside of our direct control. We work closely with airlines, suppliers, government and other industry partners to support decarbonisation across the aviation sector.

Further information on carbon emissions can be found in section 6.3 of the Consultation Document.



- Cease emissions-generating activities
- Avoid emissions occurring through design
- Use fewer materials and products

- Achieve absolute emissions reductions
- Reduce activity levels leading to emissions
- Improve energy and resource efficiency
- Optimise technology

- Reduce carbon intensity of operations
- Use renewable energy and low carbon technology
- Use materials and products with lower embodied carbon

- Prioritise eliminate, reduce and substitute within the value chain
- Prioritise investment in removal opportunities with operation control
- Optimise investment in removals with low risk of reversal

OUR APPROACH

We are building on existing commitments within Heathrow's Net Zero Plan and wider sustainability programmes to address carbon emissions.

CONSTRUCTION EMISSIONS

Construction of a new runway and associated infrastructure would require significant materials, equipment and transport movements. Our plans aim to minimise carbon emissions during construction wherever possible.

This includes making efficient use of materials, reducing unnecessary travel associated with construction activities and adopting lower-carbon construction techniques where practical. We would also work in line with recognised carbon management standards to measure, monitor and reduce emissions throughout the construction programme.

AIRPORT BUILDINGS AND GROUND OPERATIONS

We will ensure that new airport infrastructure associated with expansion is designed with sustainability in mind.

New buildings delivered as part of the expansion would not be powered by fossil fuels. The airport would continue to increase the use of electric vehicles for day-to-day operations and provide additional charging infrastructure to support this transition. Plans also include improvements in energy efficiency, water management and waste reduction across airport facilities.

Alongside these measures, we intend to increase the use of renewable energy to help power airport operations, supporting wider efforts to reduce emissions from the airport estate.

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SURFACE ACCESS

Travelling to and from the airport is an important source of carbon emissions. Our approach aims to make public transport the preferred way of reaching the airport while also supporting walking and cycling where appropriate.

Our approach includes improvements to rail, coach and bus connectivity, helping passengers and airport workers access Heathrow without relying on cars. Encouraging more journeys to be made by sustainable transport can reduce road traffic, improve local air quality and support broader carbon reduction goals.

AIRCRAFT EMISSIONS

Aircraft emissions remain the largest contributor to Heathrow-related carbon emissions and are central to the airport's plans for achieving net zero.

The aviation sector is already beginning to reduce emissions through the introduction of more fuel-efficient aircraft and operational improvements that reduce fuel consumption. We expect these improvements to continue as airlines modernise their fleets and new technologies become available.

A key part of this transition is the increased use of Sustainable Aviation Fuel (SAF), which can significantly reduce lifecycle carbon emissions compared with conventional jet fuel. We are supporting wider industry efforts to increase SAF production and availability over the coming decades.

Looking further ahead, the aviation industry is also developing future zero-emission aircraft technologies, including hydrogen-powered and electric aircraft for certain types of journeys. While these technologies are still emerging, they are expected to play an increasingly important role in aviation's long-term decarbonisation.

Additional emissions reductions are expected from improvements to UK airspace design and aircraft routing, helping planes operate more efficiently and reducing unnecessary fuel burn. Carbon removals may also play a role in addressing emissions that cannot be eliminated through technology or operational improvements alone.



ENVIRONMENTALLY MANAGED GROWTH

The EMG framework will provide a flexible regime through which the four main environmental effects associated with increased capacity will be subject to monitoring and mitigation.

EMG provides a flexible approach, accounting for future uncertainty, to deliver growth within environmental limits. The EMG framework is designed to complement existing management regimes and provide transparency, supported by a review process and an independent scrutiny body.

The EMG framework has maintained the approach set out in 2019 to include the four main effects most closely relating to growth (noise, surface access, air quality, carbon).

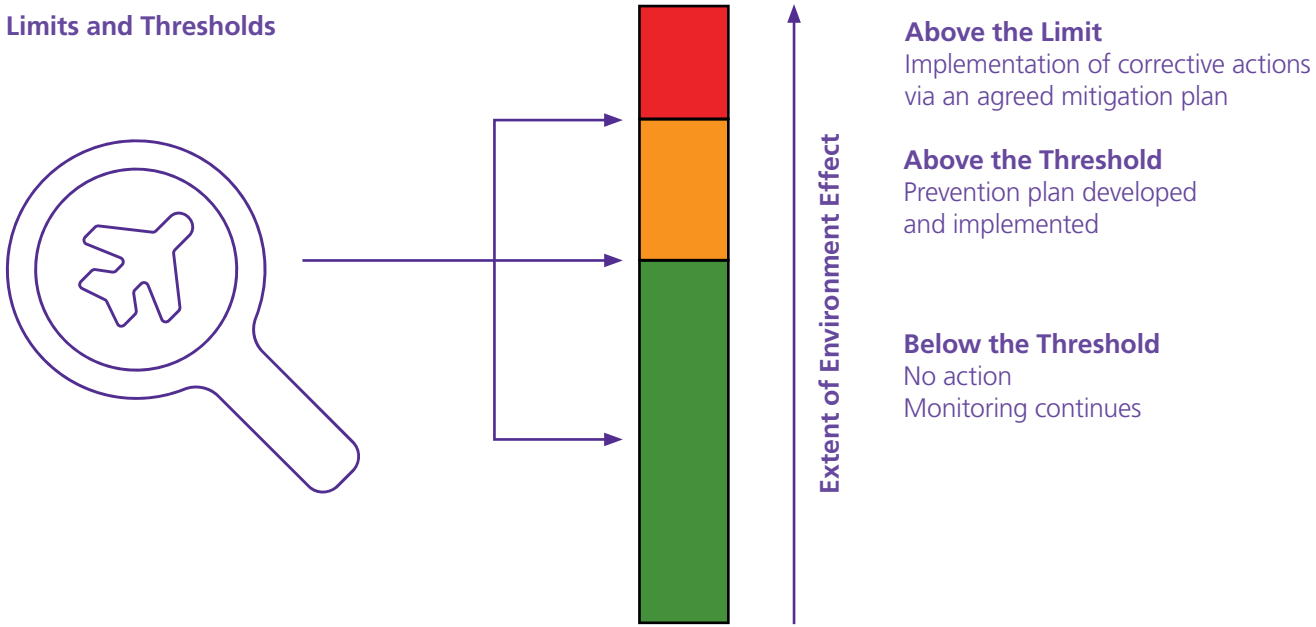
Other environmental aspects will be managed and secured through other more traditional planning and legal controls.

The EMG framework will commence in full from the opening of the Northwest Runway. Prior to this, noise controls will start when additional 'early growth' flights commence. As there is less uncertainty in the near term, measures will be introduced to control effects during the 'early growth' period. The monitoring equipment, monitoring regimes and EMG processes will be set up and tested and the full EMG framework will commence when the third runway is opened.

INDEPENDENT SCRUTINY PANEL

We recognise the importance of creating a robust and transparent independent scrutiny body as part of the EMG framework. It is expected that the scrutiny body would be comprised of two elements, a technical panel and a scrutiny panel.

The scrutiny panel will help provide recommendations, feedback and review of the EMG framework elements supported by technical experts in a separate technical panel.



Environmentally Managed Growth

Further information on Environmentally Managed Growth (EMG) can be found in section 6.4 of the Consultation Document and the EMG topic paper.

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BLUE AND GREEN INFRASTRUCTURE

Our approach for water, landscape, wildlife, open space and recreation around the airport

Managing environmental effects and providing long-term enhancements is at the heart of Heathrow expansion. We recognise the changes the project would make to rivers, habitats, parks, open space, playing fields and wider landscapes. Our Blue and Green Infrastructure Strategy seeks not only to manage effects, but also to create long-term environmental improvements.

Blue infrastructure includes rivers, wetlands, ponds and other water features, while green infrastructure includes woodland, habitats, landscaping, parks, open spaces, playing fields and walking and cycling routes.

Together, these natural assets contribute to healthier ecosystems, support wildlife and provide valuable spaces for local communities.

POTENTIAL EFFECTS OF EXPANSION

To accommodate the new runway and associated airport infrastructure, some rivers and watercourses would need to be diverted, and sections of existing habitats would be lost or altered. Changes would also be required to some flood storage areas and drainage systems that currently help manage water within the local environment.

We recognise the proposals would also affect areas of open space and recreation, including some land currently used for leisure, sport and public access to the countryside. Local communities may experience changes to the landscape and views, while wildlife habitats could become fragmented if appropriate mitigation is not put in place.

Addressing these effects is important to us. We are proposing a range of environmental measures intended to avoid, reduce and compensate for environmental effects while creating opportunities to enhance the natural environment over the longer term.

WATER ENVIRONMENT

Several rivers and watercourses would be affected by the proposed expansion, including parts of the wider Colne Valley river network.

Where river diversions are required, we propose that they would be designed to maintain the natural functions of the existing watercourses while supporting wildlife and ecological connectivity. A new covered river corridor would allow watercourses to continue flowing beneath the proposed runway, helping to maintain links within the wider river system.

Alongside these works, we are proposing extensive river restoration measures, including the creation of new wetlands, reedbeds and habitat-rich river corridors. New flood storage areas and improved drainage systems would also be introduced to help manage flood risk and improve resilience to future climate change.

The aim is not simply to replace affected water features, but to create a more sustainable and environmentally valuable network of rivers, wetlands and associated habitats.

Further information on Blue and Green Infrastructure can be found in section 6.5 of the Consultation Document.

FLOOD RISK

To replace the loss of the Colne Valley floodplain, and prepare for future climate change scenarios, replacement flood storage areas are proposed, so that flood risk is not increased on site, downstream or for nearby communities.

These are all situated in the Colne Valley so that the replacement storage will stay within the same river system and as close to the affected area as practicable. These sites will be publicly accessible and add to the Colne Valley Regional Park network.

HABITAT CREATION AND BIODIVERSITY

We are proposing a substantial programme of habitat creation and ecological enhancement across the Colne Valley and Crane Valley. This would include the creation of new woodland, species-rich grassland and wetland habitats designed to support a diverse range of wildlife.

The aim of these works is to address the loss of some existing habitats due to the expansion, which we recognise could affect a range of species that rely on the surrounding landscape.

The proposals also include ecological corridors and wildlife crossings intended to improve habitat connectivity and help wildlife move safely through the landscape. These measures are designed to reduce the effects of habitat fragmentation and strengthen links between existing and newly created habitats.

In addition, we are proposing a range of species-specific measures for wildlife that may be affected by the project, including great crested newts, bats, otters, badgers, fish, reptiles and a variety of bird species, including breeding birds and barn owls.

Together, these measures are intended to address habitat losses while supporting the long-term recovery and enhancement of biodiversity across the wider area.

BIODIVERSITY NET GAIN

Biodiversity Net Gain (BNG) is an approach that seeks to leave the natural environment in a measurably better condition than it was before development took place. Rather than simply replacing habitats that are affected, additional habitats would be created and existing habitats enhanced to deliver an overall improvement in biodiversity.

We will deliver a minimum of 10% Biodiversity Net Gain, with these enhancements secured and maintained for at least 30 years. This would help ensure that the environmental benefits created as part of the project continue to provide lasting value for wildlife, habitats and local ecosystems long after construction has been completed.



OPEN SPACES AND RECREATION

We understand the importance of community spaces in the area, and the impact Heathrow expansion would have. Where facilities are lost, we will provide replacement open space and recreational provision, which we intend to be accessible, well designed and capable of meeting the needs of local communities.

This seeks to address the impact the proposed expansion would have on a number of open spaces, recreational facilities and community assets. The largest losses would be Longford Moor and parts of Harmondsworth Moor. Three allotment sites, Little Harlington Playing Fields, Harmondsworth Recreation Ground, Pippins Park, Townmead Recreation Ground and Thorney Park Golf Course will also all be affected, along with a number of smaller parks and playgrounds. River Crane Park, Crane Bank and Cranford Park would be disturbed by construction but kept. We recognise that footpaths would be affected too, and some routes cut, removing some connections between communities and the spaces around them. The proposed Green Loop would connect open spaces, community facilities and recreation routes around the airport.

Other replacement provision could include sports pitches, play facilities and other recreational spaces. Our objective is to provide facilities of an equivalent or greater area and quality, with delivery taking place as early as practicable to minimise disruption for existing users.

Through this approach, we aim to maintain opportunities for recreation, physical activity and community use while delivering the infrastructure required to support airport expansion.

HISTORIC ENVIRONMENT

The proposed expansion would affect a number of heritage assets, including conservation areas, listed buildings and archaeological resources. Some heritage assets would be lost due to the land required for expansion. Other historic sites could experience changes to their setting as a result of increased aircraft activity, changes in views or higher noise levels.

HERITAGE INTERVENTIONS

While some heritage assets would be lost, we are also exploring opportunities to improve understanding and interpretation of the area's history through recording, preservation and public engagement initiatives.

Measures being considered include:

- Archaeological investigations.
- Historic building recording.
- Salvage and reuse of historic materials.
- Support for vulnerable heritage assets.
- Potential relocation of some heritage assets where appropriate.

Further information on these heritage assets can be found in the Consultation Document.

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HEALTH

We recognise the proposed expansion could affect the health and wellbeing of local communities in a variety of ways, both during construction and once the expanded airport becomes operational.

Potential effects could arise from changes to noise levels, air quality, traffic and transport patterns, access to community facilities, and changes to people's homes and local environments. Construction activities may also cause temporary disruption for some communities. These factors can influence both physical health and mental wellbeing, particularly where people experience multiple environmental changes at the same time.

Health considerations have been integrated into the design and environmental assessment process from an early stage. A Health Impact Assessment will be undertaken to better understand how different communities may be affected and to help identify measures that can avoid, reduce or mitigate potential negative effects.

Particular consideration is being given to people who may be more vulnerable to environmental change, including older people, children, people with existing health conditions and communities already experiencing health inequalities. The assessment is helping to shape mitigation measures and inform project design so that these groups receive appropriate support as proposals progress.

Many of the measures proposed have been developed with health outcomes in mind. This includes initiatives to reduce noise and air quality effects, improvements to public transport and active travel routes, replacement community facilities and open spaces, and measures designed to manage construction effects where they occur.

We are also committed to delivering benefits for local communities that have a positive impact on health and wellbeing. Improved public transport connections, enhanced walking and cycling opportunities, new open spaces and recreational facilities, and increased employment and training opportunities could all contribute positively to community wellbeing.

Through this approach, we are aiming to minimise potential adverse health effects while maximising opportunities to support healthier, more connected and sustainable communities.

Further information on health can be found in section 6.7 of the Consultation Document.



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6.0

Supporting people and communities

We are asking for your views on these draft property policies. We want to ensure all property owners are fully informed and understand the range of compensation packages that may be available to them which is over and above the Compensation Code.



Further information can be found in the 'In Your Area' documents, available on our website, at consultation events or at information points.

DRAFT PROPERTY POLICIES

We have developed a suite of draft property policies and support schemes covering residential, agricultural and commercial property interests. Together, these policies explain the compensation, support and assistance that could be available to eligible property owners and occupiers affected by Heathrow expansion.

Residential:

- Draft Residential Owner-Occupier
- Draft Residential Landlord Property
- Draft Residential Tenant
- Draft Agricultural Land and Property

Our draft residential policies cover properties within the Compulsory Purchase Zone (CPZ) and a Wider Property Offer Zone (WPOZ), which includes those properties outside the CPZ that will be most affected by an expanded airport.

Agricultural and commercial:

- Draft Agricultural Land and Property
- Draft Commercial Property

Our Agricultural Land and Property Policy sets out our proposed approach for owners of agricultural land and associated farmhouses that may be affected by the Project.

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

Property Hardship:

- Interim Property Hardship Scheme

The Interim Property Hardship Scheme is already operating and has been available since reopening in 2021. The interim Property Hardship Scheme operates in relation to residential, agricultural and small business categories, where owners have a compelling need to sell their properties but have been unable to do so due to the proposed expansion of Heathrow. The scheme will continue to operate alongside the other property policies introduced through this consultation.

- Draft Neighbouring Property Support Schemes

Professional fees:

- Draft Professional Fees

There is a separate interim policy covering the professional fees relating to the compulsory purchase process.

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OVERVIEW OF DRAFT AND INTERIM PROPERTY POLICIES

Who am I?	Where am I?		
	Compulsory Purchase Zone	**Wider Property Offer Zone**	**Outside the Wider Property Offer Zone**
• A homeowner • An owner of a shared ownership property • Someone who has inherited a residential property • A personal representative (of a deceased person)	• Draft Residential Owner-Occupier Policy • Interim Property Hardship Scheme Policy • Draft Professional Fees Policy	• Interim Property Hardship Scheme Policy • Draft Neighbouring Property Support Schemes Policy	• Interim Property Hardship Scheme Policy • Draft Neighbouring Property Support Schemes Policy
• A private landlord of a residential property	• Draft Residential Landlord Policy • Draft Professional Fees Policy	• Interim Property Hardship Scheme Policy • Draft Neighbouring Property Support Schemes Policy	• Interim Property Hardship Scheme Policy • Draft Neighbouring Property Support Schemes Policy
• A residential tenant	• Draft Residential Tenant Policy • Draft Professional Fees Policy	• Draft Residential Tenant Policy • Draft Neighbouring Property Support Schemes Policy	• Interim Property Hardship Scheme Policy • Draft Neighbouring Property Support Schemes Policy
• An owner-occupier, freeholder or leaseholder of an agricultural unit • Someone who has inherited an agricultural property	• Draft Agricultural Land and Property Policy • Interim Property Hardship Scheme Policy • Draft Professional Fees Policy	• Interim Property Hardship Scheme Policy • Draft Neighbouring Property • Support Schemes Policy	• Interim Property Hardship Scheme Policy • Draft Neighbouring Property • Support Schemes Policy
• An owner or leaseholder of a small business (a small business has an annual rateable value below £44,200) • An owner or leaseholder of a large business (a large business has an annual rateable value exceeding £44,200) • Someone who has inherited a small business	• Draft Commercial Property Policy • Interim Property Hardship Scheme Policy • Draft Professional Fees Policy	• Draft Commercial Property Policy • Draft Neighbouring Property Support Schemes Policy	

WELLBEING SUPPORT SERVICE

We understand that uncertainty about property, relocation and future plans can affect people's wellbeing. For some individuals and families, discussions about moving home, changing communities or making significant life decisions can be stressful and emotionally challenging.

Supporting wellbeing is an important part of our overall approach to property and relocation support.

INDEPENDENT WELLBEING SUPPORT

People living within the Compulsory Purchase Zone and all residents of Harmondsworth would have access to Your Wellbeing Support Service, a free wellbeing and mental health support service funded by Heathrow and delivered independently by specialist providers.

The service is designed to support people who may be experiencing emotional, personal or practical pressures associated with uncertainty, change or relocation. Importantly, the service will operate independently from Heathrow. Information shared with wellbeing professionals would remain confidential and would not be shared with Heathrow.



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HOME RELOCATION SERVICE

We recognise that relocating from a property can be one of the most significant and challenging experiences people face.

Moving home often involves practical, financial and emotional considerations, and we understand that many people may want additional support throughout the process. That is why we will establish a dedicated Home Relocation Support Service (HRSS), providing a single point of contact to help people understand their options, apply for support and work through the process of selling a property to us.

The Home Relocation Support Service is not yet open. Until it launches, our Community Relations and Residential Property team will continue to provide support to people affected by our proposals.

HOME PURCHASE SCHEME

If you own and live in your home and your property falls within the CPZ, you may be able to participate in our proposed Home Purchase Scheme. Under the scheme, you would agree the terms of your sale with us in advance through a home purchase bond agreement, and you can serve us with a notice to complete the sale at a later date, but only once we have received development consent and we have made a decision to proceed with the Project. The details of the scheme, including when property purchases may begin, will be confirmed when the scheme is launched.

Eligible owner-occupiers participating in the Home Purchase Scheme may also be able to benefit from our enhanced compensation package, which is expected to include an enhanced loss payment and the option of a fixed disturbance payment to help with the costs of moving.



The team is available on **0800 307 7996** or **communityrelations@heathrow.com** and can explain the property policies, discuss the support that may be available and help people understand how future schemes are expected to operate.

NOISE INSULATION POLICY

The Noise Insulation Policy outlines our proposed schemes designed to provide noise insulation measures to address noise from aircraft movements (both in the air and on the ground), as well as road, rail and construction noise associated with expansion. The policy also addresses vortex impact and prevention measures.

For each scheme, the Policy includes information about eligibility, what is provided and how they will be delivered. It also sets out how the proposed approach aligns with the requirements of Government policy, specifically the Airports National Policy Statement: new runway capacity and infrastructure at airports in the South East of England (2018) (ANPS).

The Noise Insulation Policy also provides compensatory mitigation measures, which in combination with the mitigation controls, is intended to avoid significant adverse effects on health and quality of life from existing and predicted noise.

The proposed noise and vortex schemes set out in the Noise Insulation Policy will be secured through legal means for example a Development Consent Order (DCO) requirement and/or a planning obligation.

The proposed schemes include a combination of existing schemes that will be updated and extended to include the impacts of Heathrow expansion, and new schemes that address specific noise sources and impacts relevant to the Heathrow expansion proposals.

Noise Source	Schemes	Description
Aircraft	Residential Insulation Scheme – Fully Funded	Full insulation for habitable rooms with acoustic glazing, upgraded external doors, possibly ceiling or loft works, and suitable ventilation.
	Residential Insulation Scheme – Contribution	£3000 contribution toward windows, external doors, or ventilation.
	Community Buildings Noise Insulation Scheme	Provision of replacement acoustic double glazing or secondary glazing, external doors and ventilation.
	Quieter Relocation Scheme	People who meet the criteria can get financial assistance with the costs of moving.
	Vortex Impact and Prevention Scheme	Repair and protection of property roofs due to vortex strikes.
Road	Residential Insulation Scheme – Road	Acoustic double glazing with acoustic ventilation or secondary glazing. External doors replaced if exposed.
Rail	Residential Insulation Scheme – Rail	Same treatments as road. Works applied only to the facade facing the source.
Construction	Residential Insulation Scheme – Construction	Same treatments as road. Works applied only to the facade facing the source.
	Temporary Home Relocation Scheme – Construction	Provision of temporary accommodation for those most impacted by noise from construction noise.

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COMMUNITY COMPENSATION FUND

We are proposing a Community Compensation Fund that would provide long-term investment in communities affected by Heathrow expansion, supporting projects and initiatives that improve quality of life and create lasting benefits.

Our emerging proposals for the fund have been informed by previous consultation feedback, together with ongoing engagement with communities, local authorities and other stakeholders.

The Community Compensation Fund is intended to provide an additional source of support that helps improve quality of life in affected communities, which includes factors such as health and wellbeing, community facilities, transport, education and skills, social connections, access to open spaces and the quality of the local environment.



HOW THE FUND COULD WORK

We are proposing a flexible framework that enables funding to respond to community priorities and changing local needs over time, rather than funding a fixed list of projects.

Projects seeking funding would first need to demonstrate a clear relationship to Heathrow expansion and show how they would improve quality of life for affected communities.

Funding would be prioritised according to the nature, scale and location of impacts, helping to ensure that support remains proportionate to the effects of Heathrow expansion and reaches the communities most affected.

MANAGING THE FUND

The Community Compensation Fund will be transparent, accessible and accountable to local communities.

We are considering governance arrangements that provide local communities and local authorities with a meaningful role in shaping priorities and decisions about how funding is allocated.

We are proposing that the fund would be managed by an independent organisation, such as a community foundation or similar body, made up of community representatives and other stakeholders.





MAXIMISING LOCAL OPPORTUNITIES

Heathrow expansion has the potential to be a catalyst for sustainable and inclusive economic growth, creating jobs, raising productivity and unlocking opportunities for people and businesses locally, regionally and nationally.

By connecting residents to quality employment, supporting business growth and investing in skills, Heathrow can help deliver the Government's ambition for growth and opportunity in every postcode.

Building on the success of the Heathrow Academy and our existing partnerships and programmes, including the World of Work programme, we will ensure that the economic benefits of expansion are felt by local communities and that clear pathways into employment, apprenticeships and further training are available for people of all ages and backgrounds.

This will include targeted engagement with primary schools, secondary schools, colleges and training providers through age-appropriate interventions such as STEM challenges, careers inspiration events, essential skills masterclasses, insight days and both in-person and virtual work experience opportunities. We will work closely with local education, skills and employment partners to share future workforce requirements, helping to align training provision with labour market demand and supporting a more coordinated approach to skills planning and workforce development.

Heathrow expansion will also create significant opportunities for businesses across the supply chain, particularly small and medium-sized enterprises (SMEs), enabling local firms to participate in one of the UK's most important infrastructure programmes. By opening access to new contracts, supporting innovation and strengthening local business capability, expansion can help drive economic growth and prosperity across surrounding communities.

We already support local businesses through initiatives such as the SME Academy, which helps firms develop the skills, knowledge and capacity needed to compete for contracts and secure opportunities with larger suppliers. Through these programmes we will continue to build a stronger, more productive and resilient local economy.

Together, these jobs, skills and business opportunities form part of a wider programme of inclusive economic growth linked to Heathrow expansion, ensuring that the benefits of investment are shared widely and contribute to thriving communities, increased social mobility and long-term prosperity. Further details are set out in the Economic Development Framework.

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Next steps

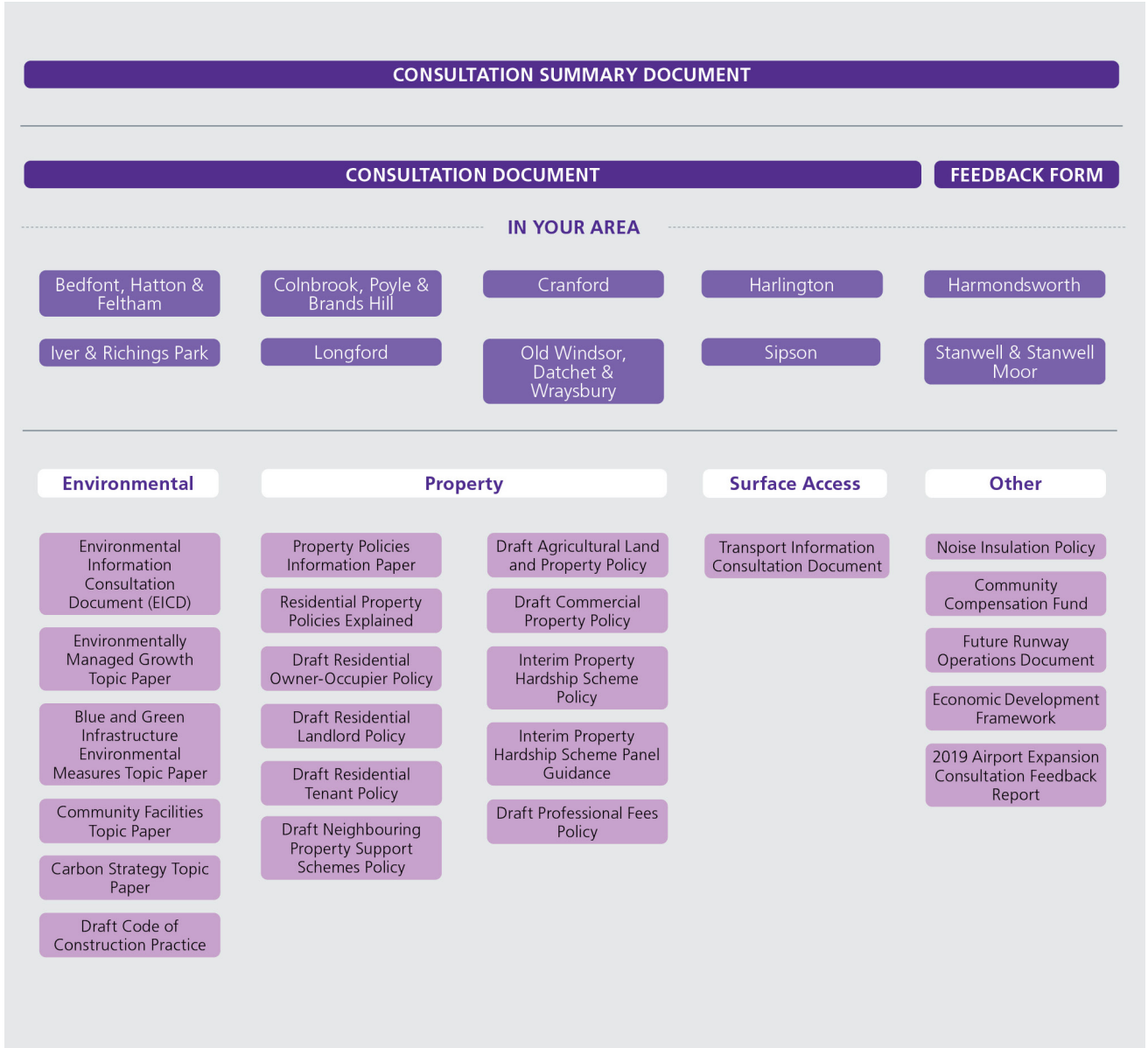
Our consultation runs from 27th October to 23:59 on 22nd December 2026. This section explains how you can find out more and have your say during this consultation.

FIND OUT MORE

We have produced a range of consultation materials to help you find out more about Heathrow expansion.

You can find these on our consultation website: **www.heathrow.com/expansion**

You can also request printed copies of consultation documents by contacting us on **0800 307 7996** or **expansionconsultation@heathrow.com**. We'll provide a copy of this document and our feedback form free of charge. There may be a charge for copies for other consultation documents to cover printing, postage and packing.



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HAVE YOUR SAY

We want to hear your views. Your feedback will help shape our proposals for Heathrow expansion.

OUR CONSULTATION RUNS FROM 27TH OCTOBER TO 23:59 ON 22ND DECEMBER 2026.

YOU CAN SUBMIT A RESPONSE IN THE FOLLOWING WAYS:



Fill in the **online feedback form**, available at www.heathrow.com/expansion.



Send an **email** to expansionconsultation@heathrow.com.



Collect a **printed feedback form** at our consultation events or information points and send it to us at FREEPOST EXPANSION CONSULTATION.



Write to us at FREEPOST EXPANSION CONSULTATION.

PLEASE SUBMIT FEEDBACK VIA ONE OF THE ABOVE OPTIONS BY 23:59 ON 22ND DECEMBER 2026.

Once the consultation has closed, we will carefully review all the feedback we have received, alongside the findings from our ongoing technical and environmental assessments, and stakeholder engagement.

We will then refine our proposals and prepare our DCO application for submission. The DCO application will include an Environmental Statement and a range of supporting technical documents, including a report on consultation and engagement.

Feedback received will be analysed for the purposes of the project. All responses, including personal information, are handled in accordance with our privacy policy, which can be found here: https://www.heathrow.com/expansion/privacy-notice.

CONTACT US

If you have any questions, you can contact the team by email or freephone:

Email: **expansionconsultation@heathrow.com**

Free phone: **0800 307 7996**



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