Heathrow

Consultation Document

OCTOBER 2026

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EXPANSION
CONSULTATION 2026




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1.0 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 our 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 interim property policies

We are particularly interested in hearing your views on what has changed since we consulted in 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.

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THOMAS WOLDBYE,
CHIEF EXECUTIVE OFFICER, HEATHROW

2.0
Introduction

This document explains our latest proposals for Heathrow expansion and the feedback we are seeking from you as part of the 2026 Public Consultation. It has been designed to help you understand our proposals, the potential benefits and adverse effects, and how the project could affect local communities, businesses and passengers.




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2.1 HEATHROW TODAY

Heathrow is the UK's only hub airport, with passengers, businesses and cargo flying to over 230 destinations across more than 85 countries.

As the UK's largest port by value for trade with countries outside the EU, Heathrow already handles a significant share of the UK's air freight, with hundreds of thousands of tonnes of cargo passing through each year. In 2025, Heathrow handled around 1.6 million tonnes of cargo – equivalent to around 75% of all freight handled by UK airports and four times more than any other airport in the UK.

Heathrow is one of the most connected airports in the world. Its four terminals and two runways serviced 84.5 million passengers in 2025, when it became the most punctual hub in Europe, consistently outperforming all other hub airports.



WHAT IS A HUB AIRPORT?

A hub airport combines direct passengers, transfer passengers and freight so that they can fill aircraft and serve destinations that cannot be served by airports which rely on local demand alone. Transfer passengers at a hub airport allow the UK to enjoy faster, year-round connections to countries to which it could not otherwise sustain a direct flight.



Hub
Linking 9 points requires 8 routes



Point-to-Point
Linking 9 points requires 28 routes

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2.2 BACKGROUND TO EXPANSION

Plans to expand Heathrow have been under consideration for many years. In 2015, the Airports Commission concluded that a new runway in the South East of England was needed by 2030 and that our proposed Northwest Runway would deliver the greatest strategic and economic benefits. 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. The Airports National Policy Statement (ANPS), published in 2018, then reconfirmed the Government's position. Since then, we have invested significant effort into planning, designing, consulting and engaging on our plans for Heathrow's expansion.

We have held a number of previous consultations on our plans, including the ***Airport Expansion Consultation in July 2019 (AEC 2019)*** where we presented our Preferred Masterplan. This included our emerging proposals for the new Northwest Runway, terminal facilities, M25 realignment, environmental measures and surface access strategies. Feedback from this and other consultations has helped shape and refine our Heathrow expansion proposals.

The impact of the COVID-19 pandemic was a significant challenge for UK aviation and, in 2020, we decided to pause the majority of our work on Heathrow expansion. We shifted our focus to strengthening the existing airport and delivering benefits locally. For example, we expanded our Community Rangers team, introduced a Sustainable Aviation Fuel incentive scheme, and launched our first Nature Positive Plan aiming to tackle the interconnected challenges of climate change and biodiversity loss.

Since 2025, we have resumed progression of our plans for Heathrow expansion and continued to develop our proposals to reflect updated policy, environmental requirements, previous feedback and other considerations. This work is focused on developing the material required for submission of a ***Development Consent Order (DCO)*** application. This DCO application would seek the consent required to build and operate the expanded airport.

WHAT IS A DEVELOPMENT CONSENT ORDER?

A DCO is the means of obtaining permission to construct and operate major infrastructure projects such as Heathrow expansion. DCOs are governed by the Planning Act 2008. DCO applications are submitted to the ***Planning Inspectorate (PINS)***, a government body that handles, examines and makes a recommendation on the consenting of ***Nationally Significant Infrastructure Projects (NSIPs)***, with decisions ultimately made by the ***Secretary of State (SoS)***. To find out more about the different stages of the DCO process, refer to **Section 8.3** on page 156.

Further information can be found in the Ministry of Housing, Communities and Local Government (MHCLG) pre-application guidance (https://www.gov.uk/guidance/planning-act-2008-guidance-on-preparing-an-application-part-1-pre-application-steps) and the Planning Inspectorate Nationally Significant Infrastructure Projects guidance (https://www.gov.uk/guidance/nationally-significant-infrastructure-projects-the-stages-of-the-nsip-process-and-how-you-can-have-your-say)

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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 changes needed would be developed separately by the ***UK Airspace Design Service (UKADS)***, working in partnership with Heathrow, and would include consultation and engagement, as well as environmental assessment.

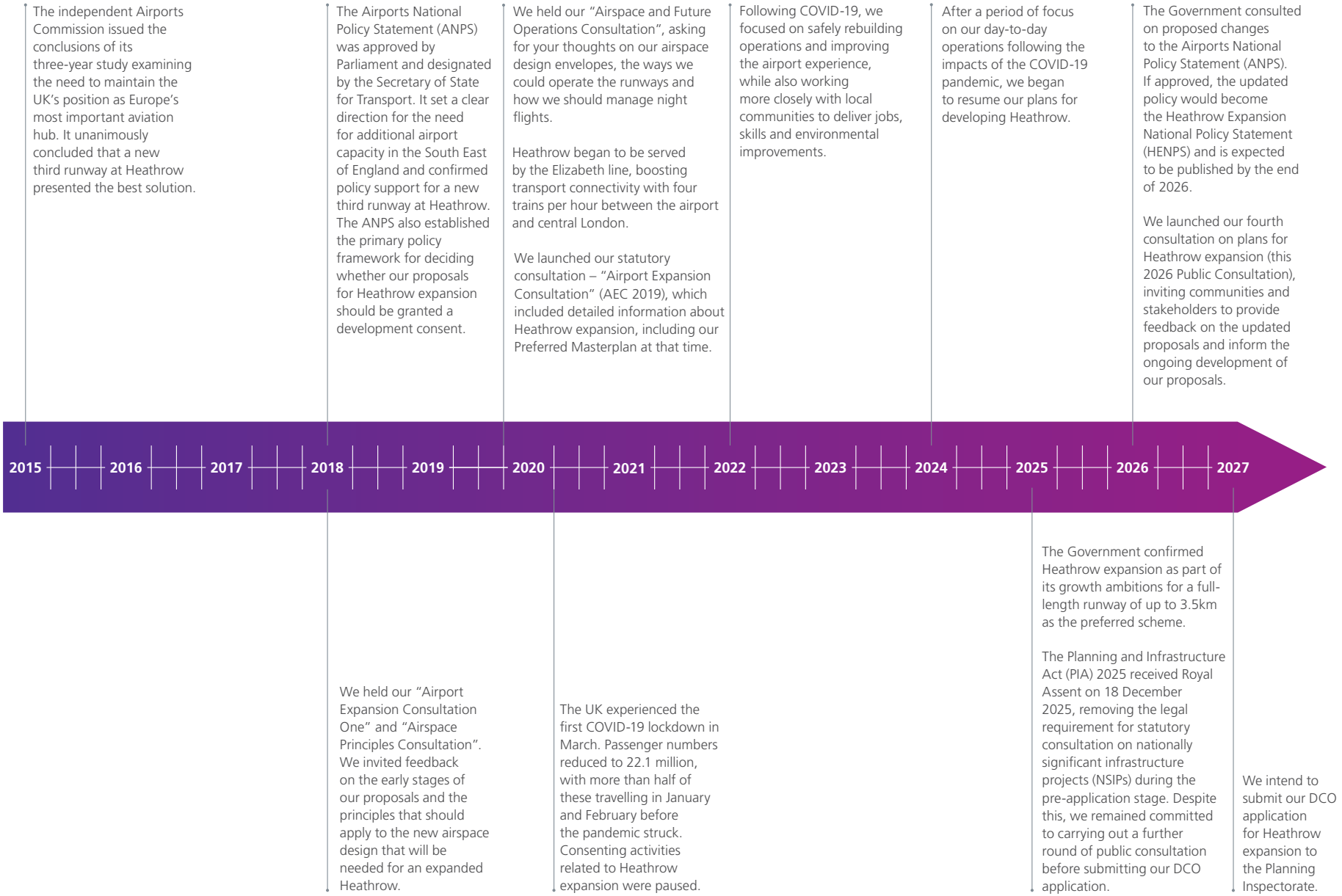
UKADS was established in May 2026 by the Department for Transport and the ***Civil Aviation Authority (CAA)*** as a single organisation to coordinate and sponsor future airspace changes across London and the southeast. Updated airspace designs will be decided through an independent process which includes separate public consultation, giving local communities and others the opportunity to share their views.

For more information, please visit: www.caa.co.uk/commercial-industry/airspace/airspace-modernisation/uk-airspace-design-service/uk-airspace-design-service-ukads/

FURTHER INFORMATION

Further details of UKADS and Airspace Modernisation can be found at: UK Airspace Design Service (UKADS) | UK Civil Aviation Authority and https://www.gov.uk/government/publications/airspace-modernisation/airspace-modernisation

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Project background timeline

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2.3 ABOUT THIS 2026 PUBLIC CONSULTATION

PURPOSE OF THIS 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.

YOUR VIEWS

- Your feedback is important to us and will help us determine our final proposals for expansion. Please see **Chapter 8** on page 148 for details on how to provide your comments.

CONSULTATION ON OPERATING RESTRICTIONS

The consultation includes information on proposals for operating the expanded airport. We are also consulting in line with the consultation requirements for proposed new "operating restrictions", as defined under Regulation (EU) No 598/2014.

SEPARATE CONSULTATION ON THE NATIONAL POLICY STATEMENT

The Government recently completed its consultation on proposed changes to the 2018 ***Airports National Policy Statement (ANPS)***, which would be renamed the ***Draft Heathrow Expansion National Policy Statement (HENPS)*** if the changes are approved. The Government is now reviewing the consultation feedback, alongside ongoing parliamentary scrutiny. If Parliament approves the proposed changes, the updated HENPS policy is expected to be published by the end of 2026. In preparing our consultation materials, we have reviewed the proposed amendments to the ANPS and considered the potential implications for our preferred scheme and the assessments that support it. Where relevant, we refer to both the current ANPS requirements and the proposed changes being considered by Government. This reflects the fact that the ANPS remains the relevant policy framework for Heathrow expansion until any changes are approved and the updated policy is published as the HENPS. Once the updated policy is in place, we will engage with stakeholders on the policy changes through our pre-application engagement.

WHAT IS THE DRAFT HEATHROW EXPANSION NATIONAL POLICY STATEMENT (HENPS)?

The ***Draft HENPS*** sets out the Government's policy on the need for increased capacity at Heathrow Airport, why the Government has selected the Heathrow Northwest Runway scheme for the purposes of the Airports NPS review, and the specific requirements that a scheme must demonstrate and meet an application for development consent.

WHAT WE WOULD LIKE YOUR VIEWS ON

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. This consultation is not about whether expansion is needed or where it should take place. To refine our proposals before submitting a DCO application, we are now seeking your views on our latest proposals, including how expansion would be delivered and how its effects would be managed.

The consultation includes information on five key areas:

- **Our proposed scheme for expansion:** our updated proposal for the future layout of Heathrow, including a new Northwest Runway, expanded terminal infrastructure, upgraded airport operations, improvements to road and rail access, and enhancing the ***Blue and Green Infrastructure*** (see **Section 6.5** on page 122) around the airport. We also set out what has been changed since we consulted in 2019.
- **Our construction proposals for expansion:** the way we are planning to build it, including how our construction approach has evolved in response to previous consultation feedback, scheme design, and how we would prevent, reduce and minimise potential adverse effects, disturbance and disruption for people, communities and the environment during construction.
- **Our plans to operate the future airport:** how the future three-runway airport would be run, including elements such as night flights and runway alternation, and how potential additional flights before the new runway opens could be operated on our existing two

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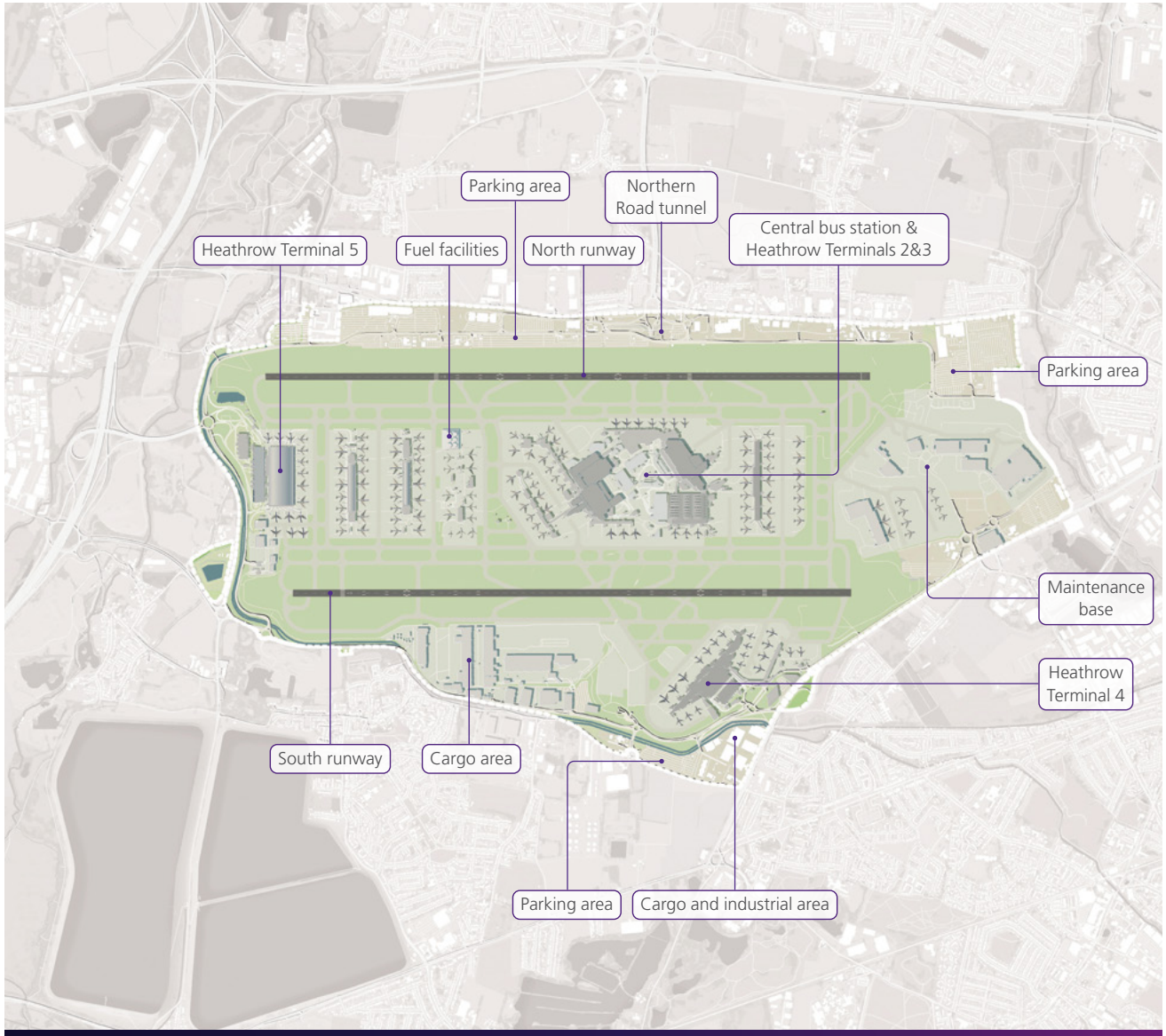
runways. This also includes our approach to surface access so that our passengers, people who work at the airport and goods are able to reach Heathrow efficiently, sustainably and reliably.

- **Our plans to manage the environmental effects:** our environmental measures for avoiding, minimising, mitigating and managing changes which could negatively affect aspects of the environment, and also those that we are proposing that would lead to environmental betterment. These include measures to control noise and air quality effects on our local communities, minimise operational and embodied carbon associated with the airport, as well as proposals for new and enhanced ***Blue and Green Infrastructure*** including in relation to biodiversity and the water environment.
- **Our draft and interim property policies:** our discretionary property compensation schemes to help people whose properties are potentially within the area most affected by the proposed expansion to understand our offers of compensation.

YOUR VIEWS

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

- our proposed scheme, including the changes made since our 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, Property Policies and Noise Insulation Policy.



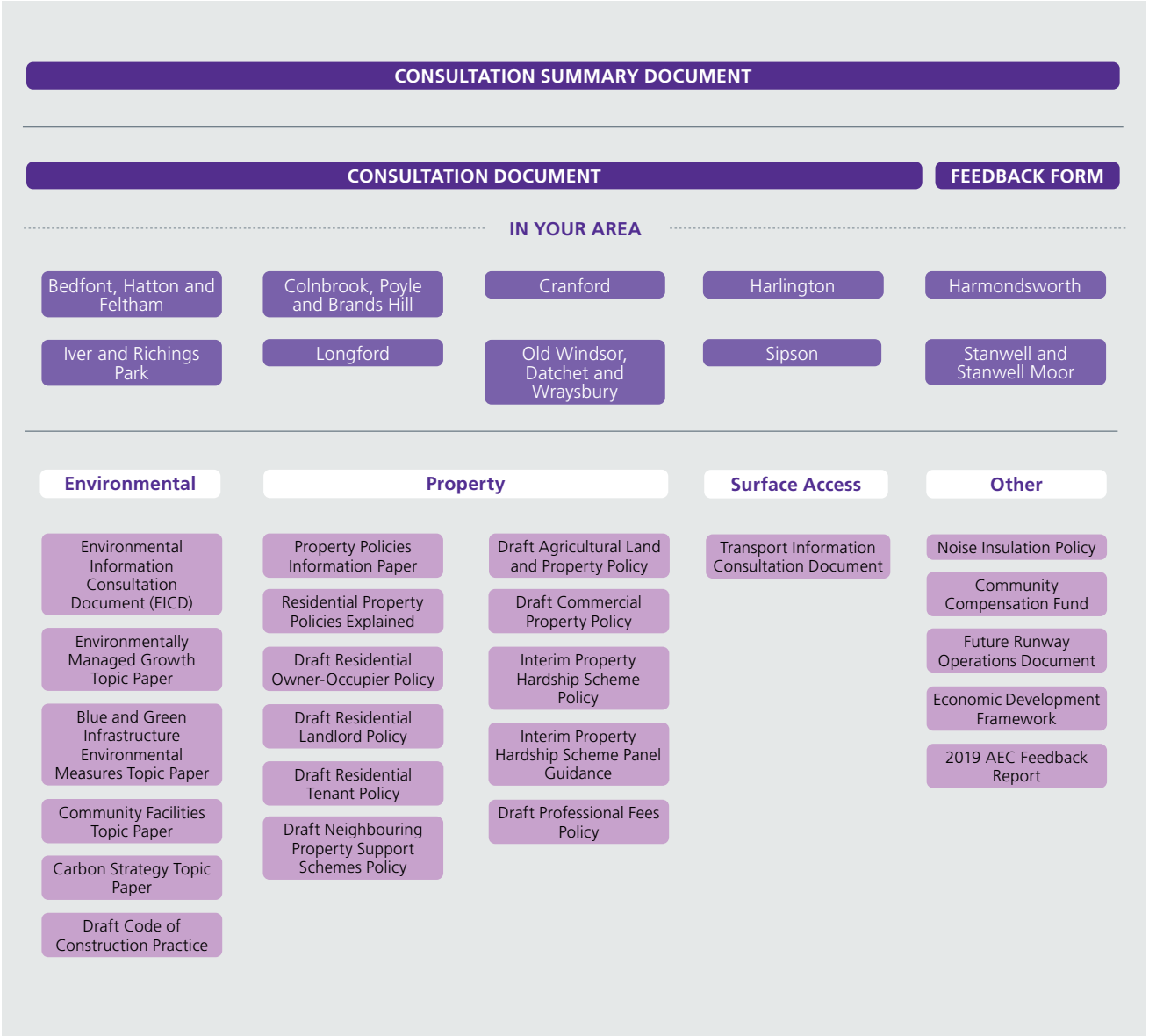
Around the existing airport

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OUR CONSULTATION MATERIALS

We have produced a range of consultation materials to help you understand our updated plans for Heathrow expansion. All our materials can be viewed on our consultation website at https://www.heathrow.com/expansion, at the Deposit Information Locations (see **Section 8.1** on page 150) or at our in-person public information events.

Our plans are principally set out in this **Consultation Document** and the 10 **'In Your Area'** booklets that provide more detailed information for the local areas around the airport. We expect that these documents will provide enough information for the majority of people to understand the proposals and make comment. For those wishing to understand further detail, we have also provided supporting information on topics relating to the environment, property, surface access and other topics.



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CONSULTATION DATES

This consultation will run for eight weeks, between **27 October 2026 and 22 December 2026**. **Chapter 8** of this document (on page 148) sets out all of the ways you can get involved, including details of our in-person events, online events and how to have your say.

Once our consultation has closed, we will analyse all the responses we have received. We will consider your feedback as we update our design and, as part of our DCO application, we will include a summary of consultation feedback, by analysing the feedback we have received and explaining how this has helped shape our finalised 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 will continue to engage with stakeholders and local communities throughout the delivery of Heathrow expansion. More information about the DCO process can be found in **Section 8.3** on page 156.



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3.0
Our proposals




Welcome to
Terminal 5X
Heathrow
LOOKING FORWARD TO
MORE CONNECTIONS
Heathrow
Departure
Zone B
Self service
check-in
Zone B
Self service
check-in

3.1 INTRODUCTION

This chapter describes our proposed scheme which has been developed since the publication of the Airports National Policy Statement (ANPS) in 2018 and shaped by consultations described in **Section 2.2,** on page 9, as well as extensive engagement over several years. As a result, we believe that the scheme is well-considered and, crucially, capable of being delivered to meet the UK Government's policy requirements.

The proposed scheme is comprehensive and includes the holistic development of the entire airport. It makes proper allowances for road, rail and passenger interchange infrastructure, and includes responsible proposals for environmental measures designed to avoid, reduce, mitigate or, if possible, offset the effects of the expanded airport on the surrounding environment and communities. The consideration of the entirety of the airport has also allowed for an integrated approach to the environmental sustainability of the airport.





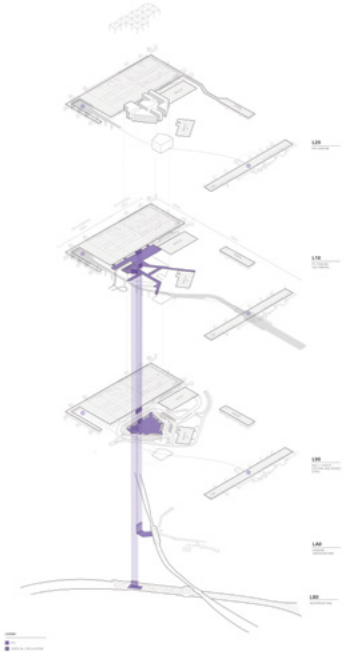
Illustrations to show our comprehensive proposals for expansion

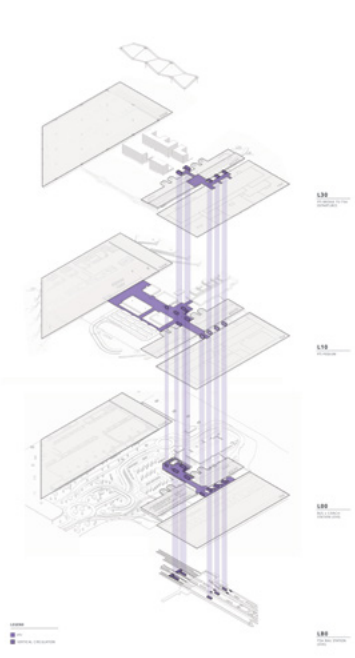
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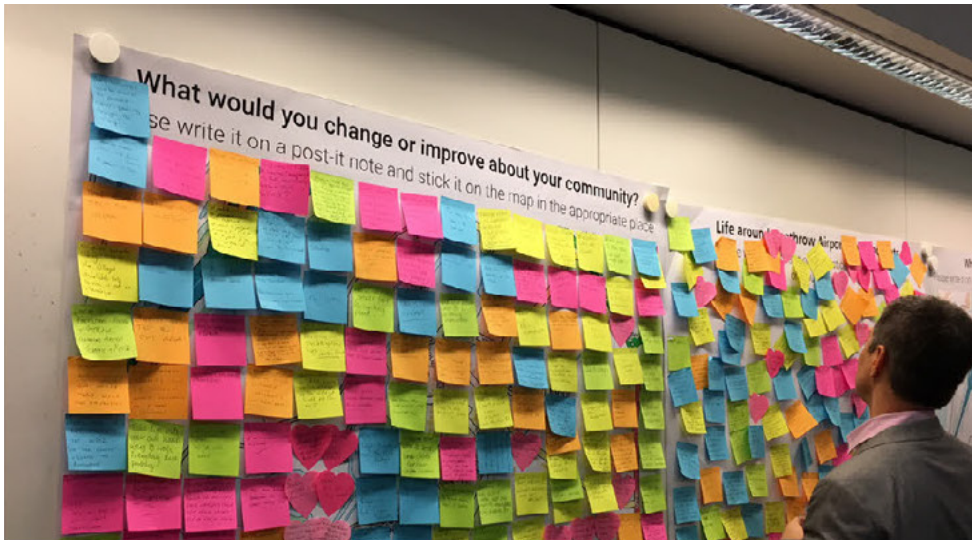


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3.2 DEVELOPING OUR PROPOSED SCHEME

The design of the scheme has been guided by our vision for the future of the airport and a series of principles of good design. 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 experienced architects, engineers, urban designers and aviation experts. The design process included the generation of options for each element included in the proposals to ensure that all reasonable alternative arrangements were considered. These options were then evaluated methodically against detailed evaluation criteria, before the preferred option was selected. As part of the design process, Heathrow engaged with Design Council, an independent charity and the UK's national advisors on design, to provide independent design review of the proposals, carrying out 12 reviews of aspects of the scheme and providing feedback. This process is ongoing and will continue to inform the scheme that we plan to include in our ***Development Consent Order (DCO)*** application.





Summary of the work done over several years to develop Heathrow's proposals

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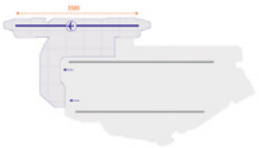


















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3.3 EXPLANATION OF OUR PROPOSED SCHEME

This section explains our proposals by describing each major element of the expanded airport in turn. In each case, we provide an overview of what we are proposing and highlight changes since we last consulted in 2019.

FURTHER INFORMATION

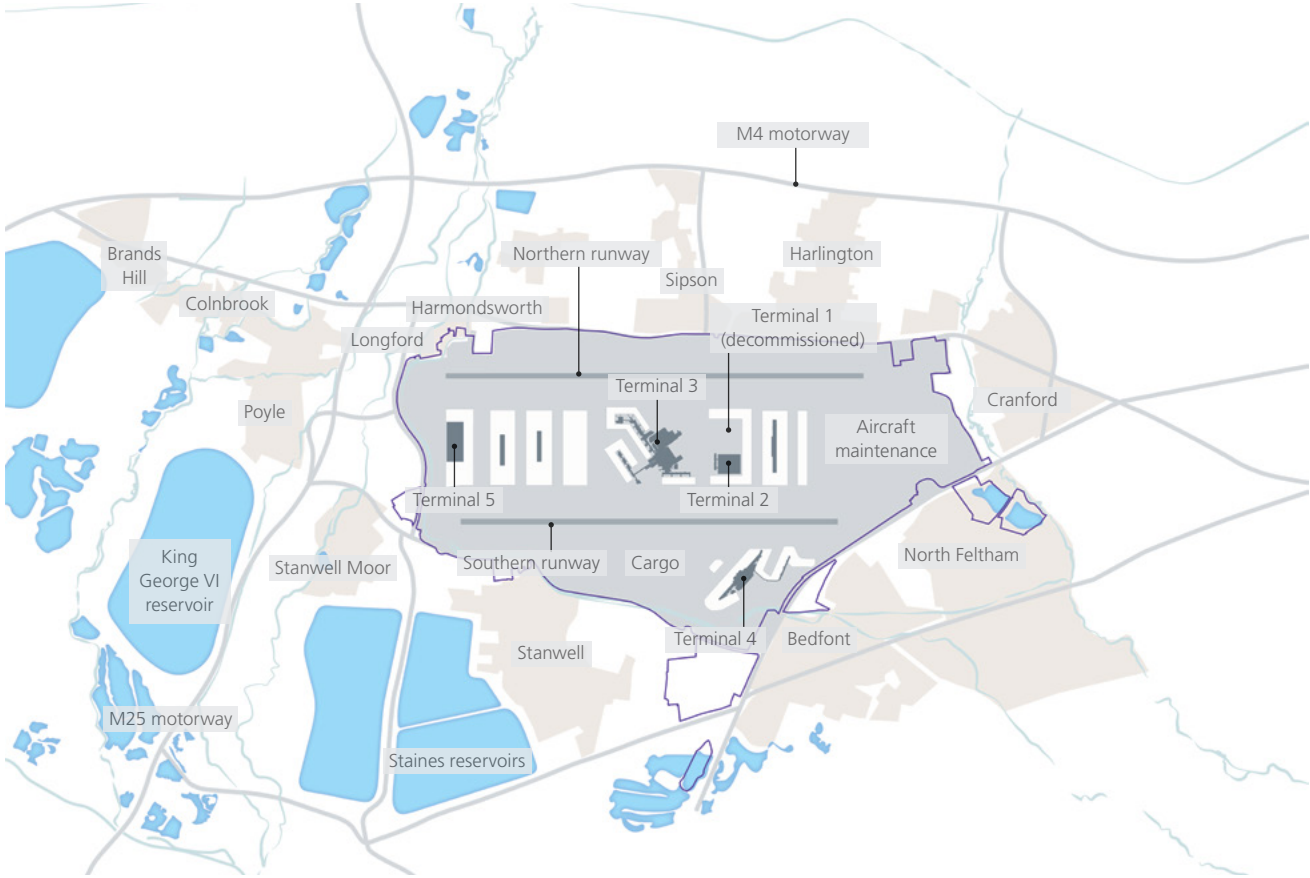
For further details on changes since 2019, please refer to **2019 AEC Feedback Report**.

The following maps are annotated with the proposed scheme information in purple outlined boxes and changes since consultation in 2019 in black dotted boxes. Below is an example of each type:

Existing features

Proposed scheme

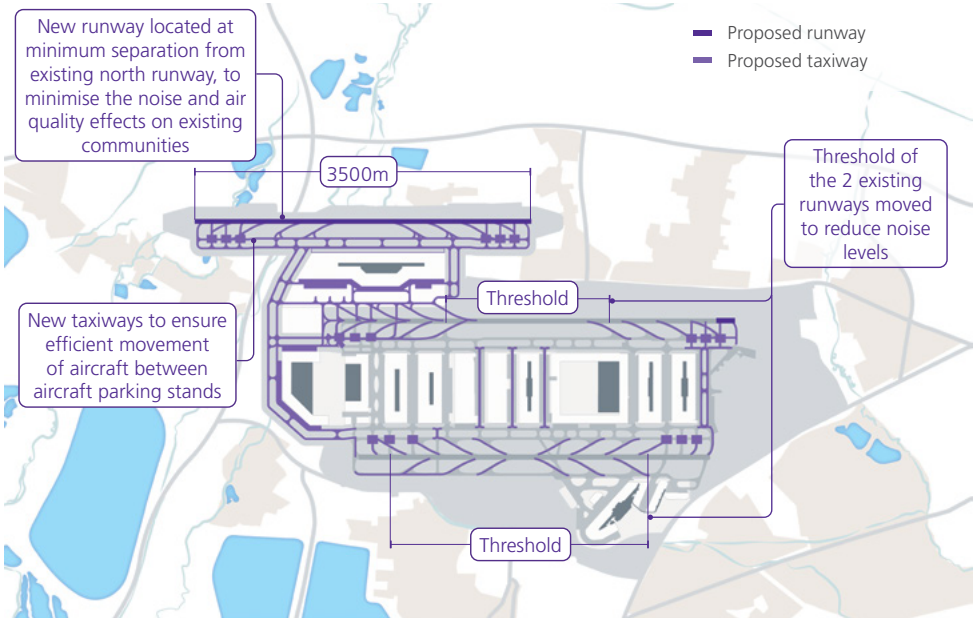
Changed since consultation in 2019



Heathrow today

The design of the proposed scheme takes account of the location of existing features and infrastructure, including that necessary for the ongoing efficient operations of the airport. This drawing shows the existing airport boundary, a selection of key buildings and the existing airfield at Heathrow. It also shows the towns and villages surrounding Heathrow, the primary road network and major water bodies.

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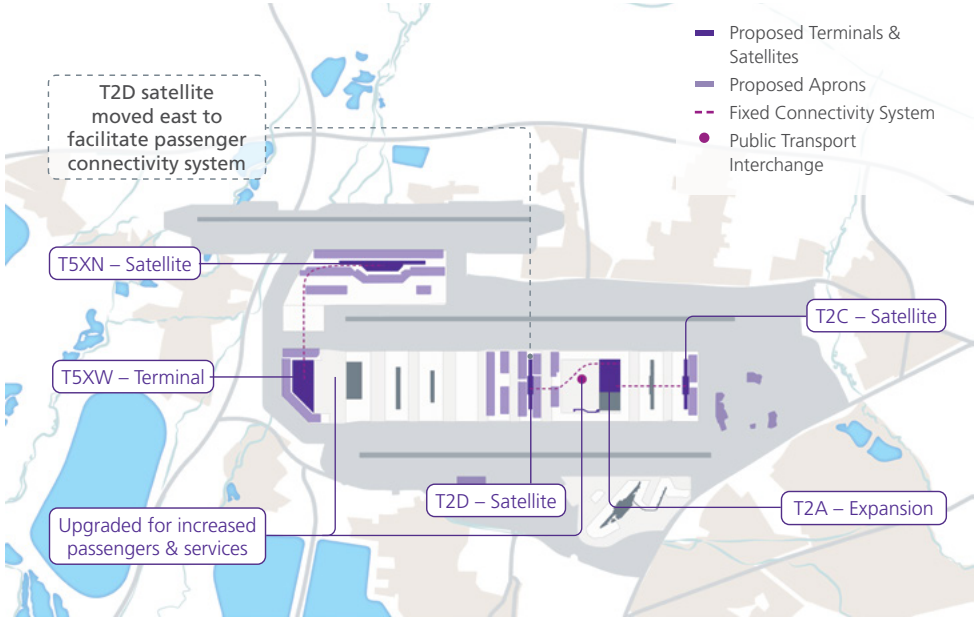


New runway and associated airfield

In line with government policy, we are proposing a full-length runway of around 3,500 metres to the northwest of the existing airport. The new runway will be located at the minimum separation from the existing northern runway to allow for predictable breaks in noise from overflying, while minimising the noise and air quality effects on existing communities. We are considering changes to the position where aircraft land (the 'threshold') on the two existing runways to reduce noise levels for neighbouring communities.

Changes since consultation in 2019

The runway and airfield proposals remain unchanged.



New terminals, satellites and aircraft parking

Our proposals for passenger and aircraft facilities are designed to make most efficient use of land between the runways. New passenger terminal facilities will be located close to the existing *Public Transport Interchanges (PTIs)*, upgraded to accommodate increased services and passenger numbers. Older facilities, such as Terminals 1 and 3, will be demolished. Remote 'satellite' terminal facilities enable direct access to aircraft.

Changes since consultation in 2019

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 (see **Chapter 4**, on page 42, of this document).

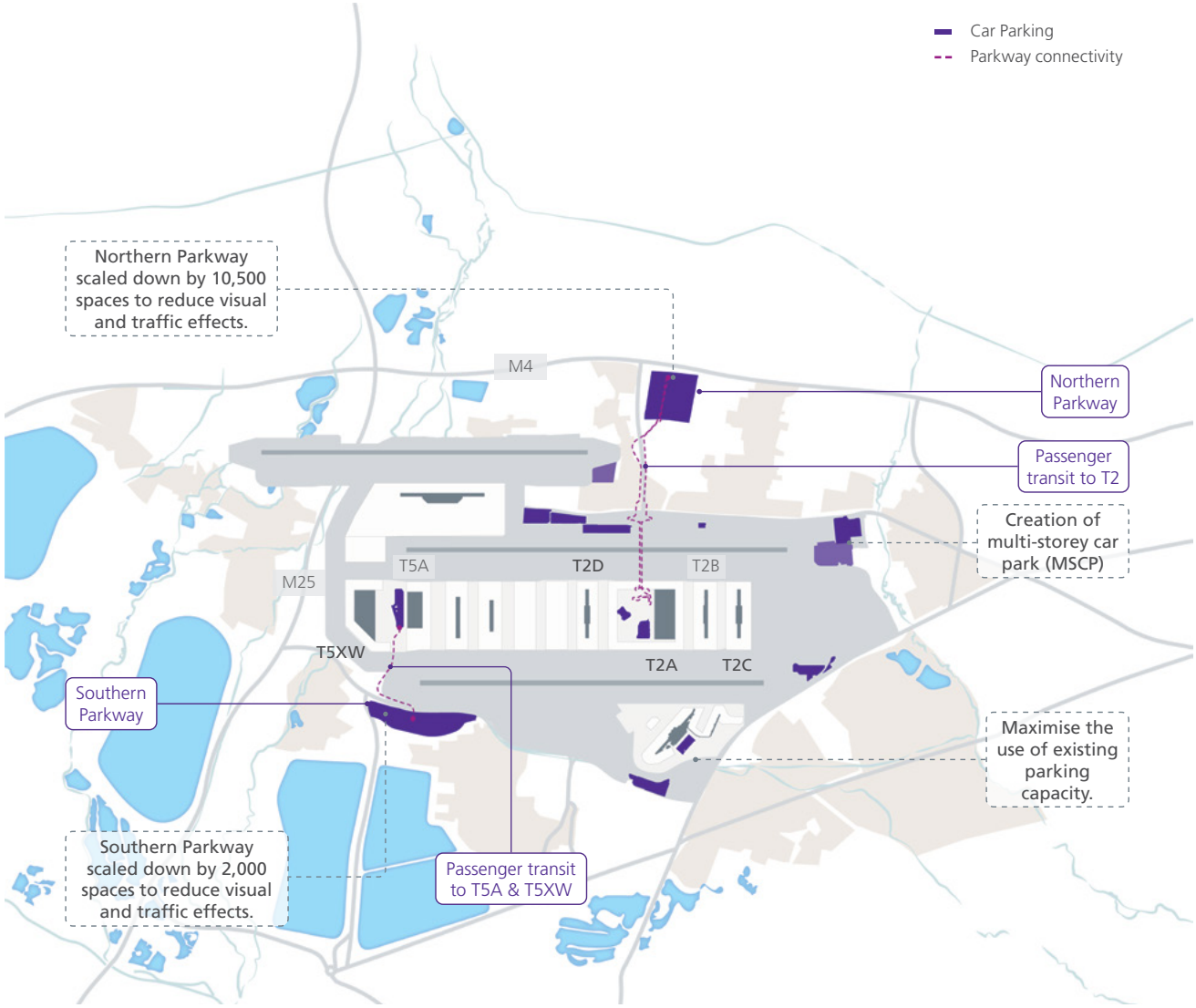
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Car parking

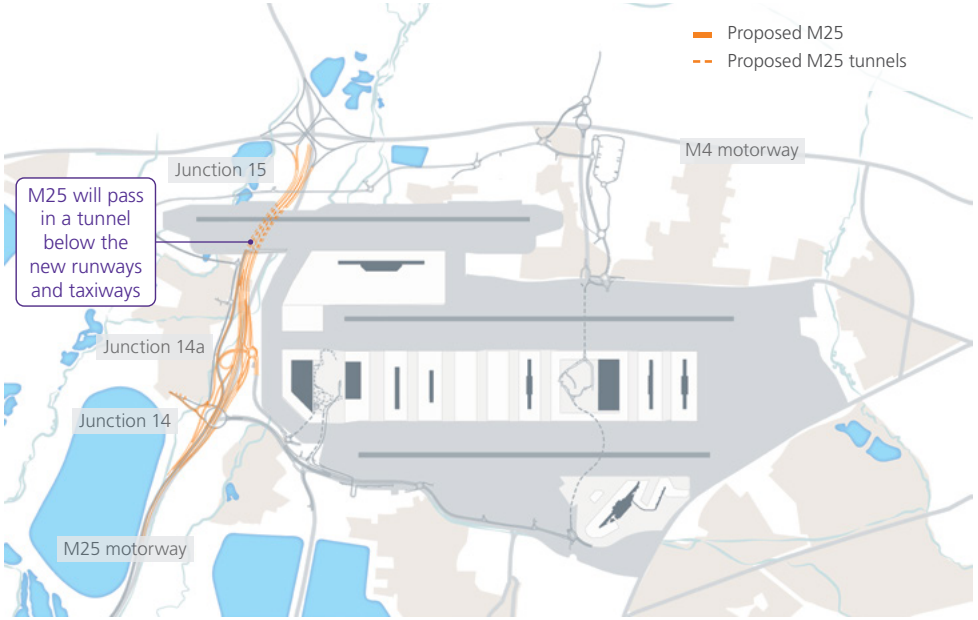
New car parking facilities would be provided at two primary locations called "Parkways" located close to major junctions on the motorways with good links to passenger terminals. These transit connections would also offer good access for local communities to the airport facilities and public transport stations. In addition to the two Parkways, we are proposing that other existing carparks would be intensified to maximise the use of existing airport land.

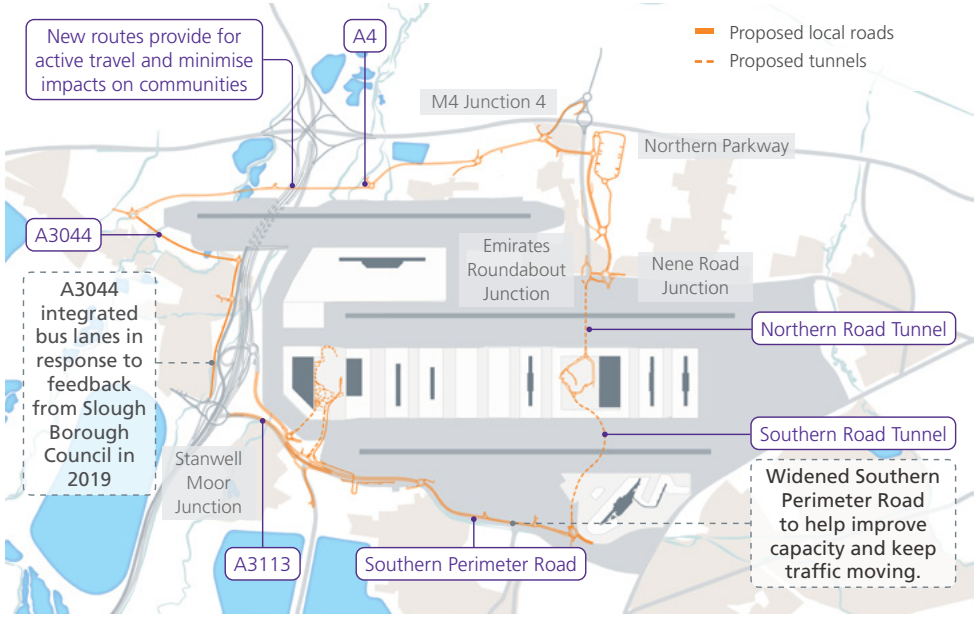
Changes since consultation in 2019

During our consultation in 2019, we heard concerns about the location, scale and effects of the Parkways as shown. In response we have reduced the scale of the proposed Parkways as shown on the diagram to the right, to reduce the visual and traffic effects at these locations. Instead, we would relocate 12,500 spaces by intensifying existing parking areas, including new multi-storey car parks on the existing T2 & T3 Long Stay area near Cranford. Within these sites, we will also include additional waiting facilities for private hire vehicles. 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.



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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 along a separate route to the existing M25, minimising disruption to drivers as much as possible. Works will be carried out to junction 14 and the Terminal 5 Spur/J14a of the M25 to support future traffic requirements.

Changes since consultation in 2019

The proposed design remains largely unchanged, but has been updated to include new stormwater drainage standards and revised highway policy.

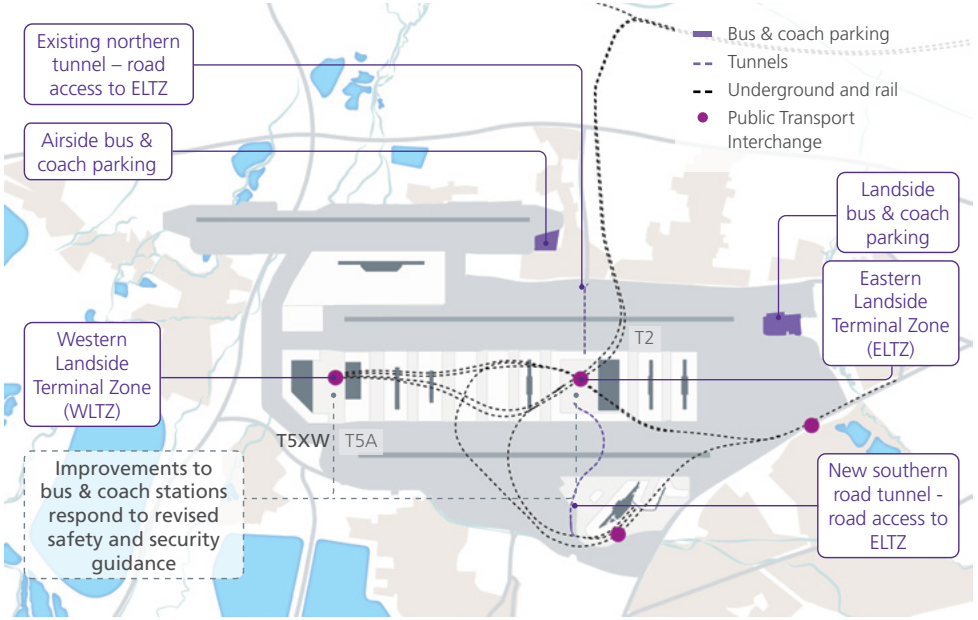
Local roads

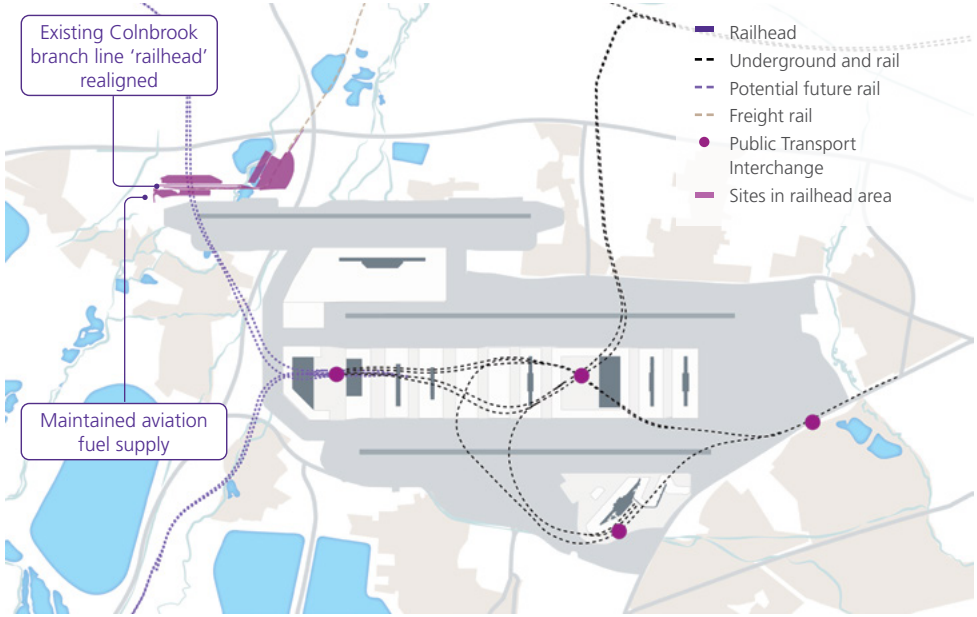
New routes would be provided where the A4 and A3044 arterial roads will be severed by the new airfield. The re-provided routes are being designed with all users in mind and include provision for improved active travel. The new routes are designed to create good connections for vehicles, while minimising effects on existing communities. Realignment and improvement of the A3113 (Airport Way) and Southern Perimeter Road are proposed.

Changes since consultation in 2019

Useful feedback from Slough Borough Council in 2019 has led to a change to the design of the A3044 to integrate dedicated bus lanes. The design of all local roads has been refined to reflect updated stormwater drainage standards and revised highway guidance. A section of the Southern Perimeter Road is proposed to be widened to help improve capacity and keep traffic moving.

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Bus & coach stations

The existing Central Terminal Area (comprising T2, T3 and the Central Bus Station) will be transformed into the Eastern Landside Terminal Zone (ELTZ), with road access via the existing northern tunnel and a new southern road tunnel. 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 sit between T5A and T5XW, also comprising an improved bus and coach station and interchange with rail services.

Changes since consultation in 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.

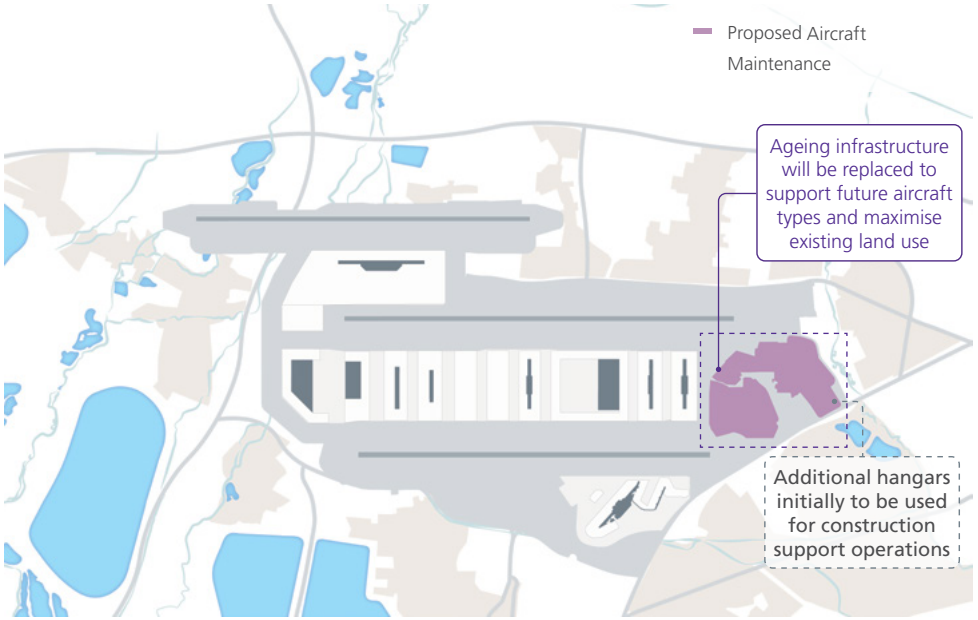
Rail access

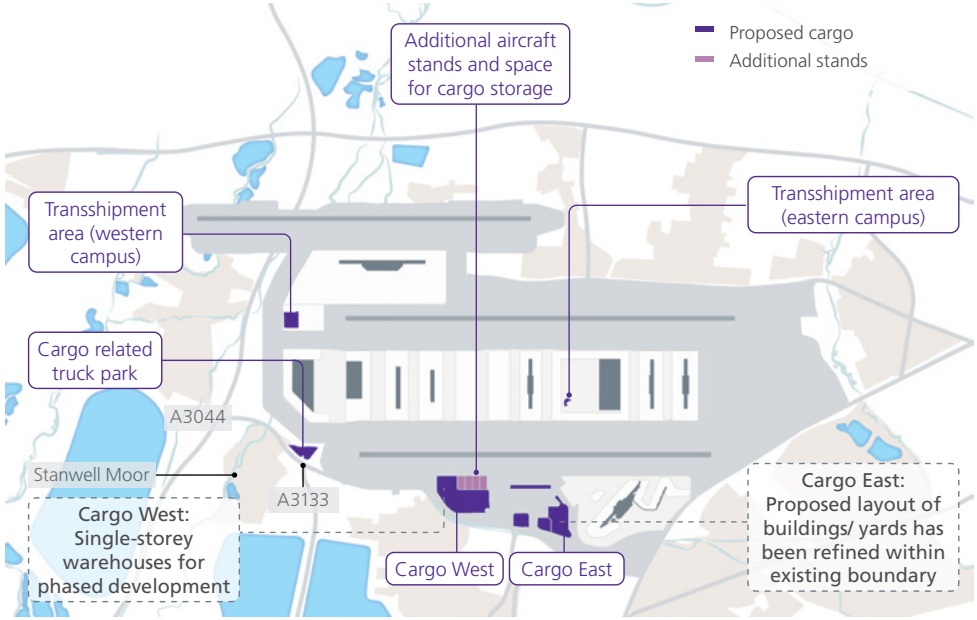
Our proposals continue to support and safeguard the introduction of additional western and southern rail schemes to directly serve the airport. The existing Colnbrook branch line ('railhead') would be realigned north of the proposed new runway to maintain aviation fuel supplies and enable the delivery of construction materials by rail, thereby reducing the impact on local roads. Adjacent areas provide space to support the effective use of the rail infrastructure during construction and future airport operations.

Changes since consultation in 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 these schemes are subsequently brought forward.

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Aircraft maintenance

Aircraft maintenance will continue in its current location in the eastern area of the airport, with some reconfiguration to replace ageing infrastructure, support future aircraft types and maximise use of existing land. An additional aircraft maintenance area is proposed as part of the new northern apron to the south of the proposed new runway.

Changes since consultation in 2019

Engagement with existing airline operators has led to minor layout changes to the proposed maintenance base to facilitate the phased development of this area while maintaining efficient operations. The proposals now include additional hangars on the existing E2 car park and adjacent to the existing Virgin Hangar.

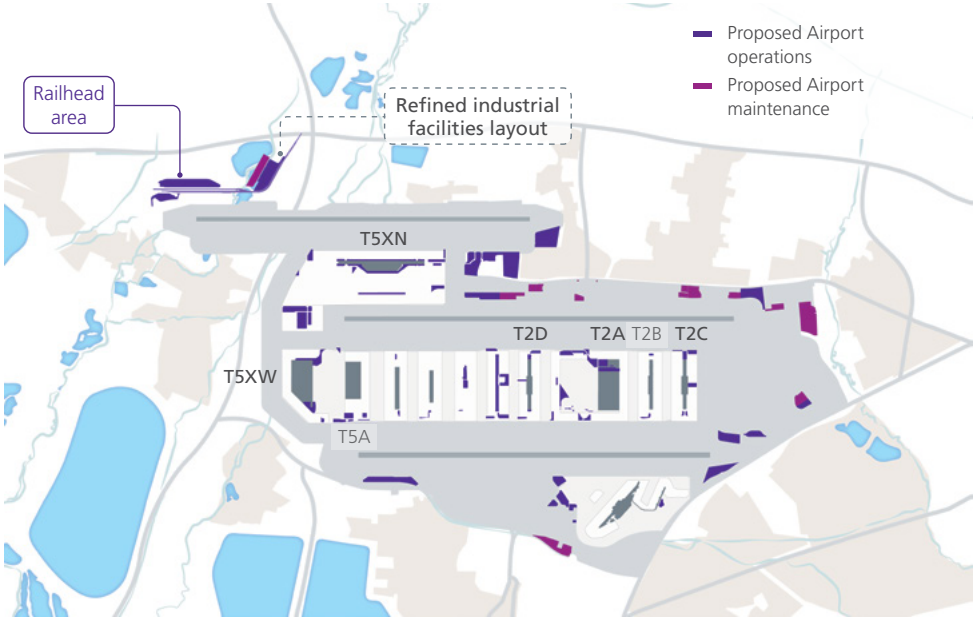
Cargo

Our proposals continue to use the existing cargo area, where parts will be re-developed to allow for growth in cargo volumes. New facilities would include additional aircraft stands and buildings providing additional cargo storage space, as well as new transshipment areas to serve the western and eastern campus. Our scheme also includes a cargo-related truck park northeast of Stanwell Moor.

Changes since consultation in 2019

Engagement with cargo handling operators has led to changes in the configuration of proposed new cargo facilities within the cargo area to improve efficiency and support future demand.

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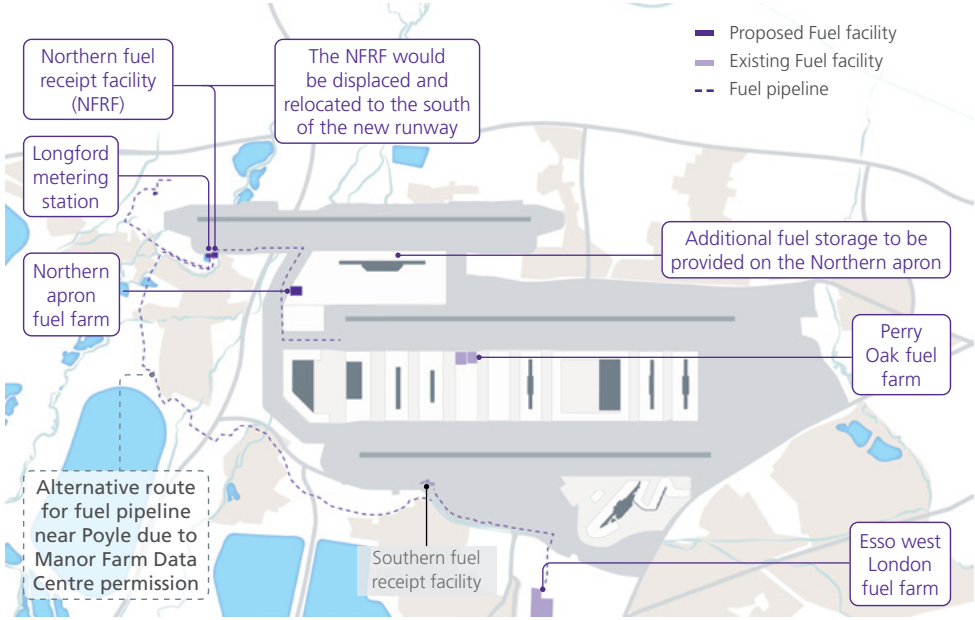


Airport operations and industrial

Our proposals also 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 that they serve and, in many cases, to provide airside access.

Changes since consultation in 2019

We have engaged with existing landowners and operators in the railhead area.



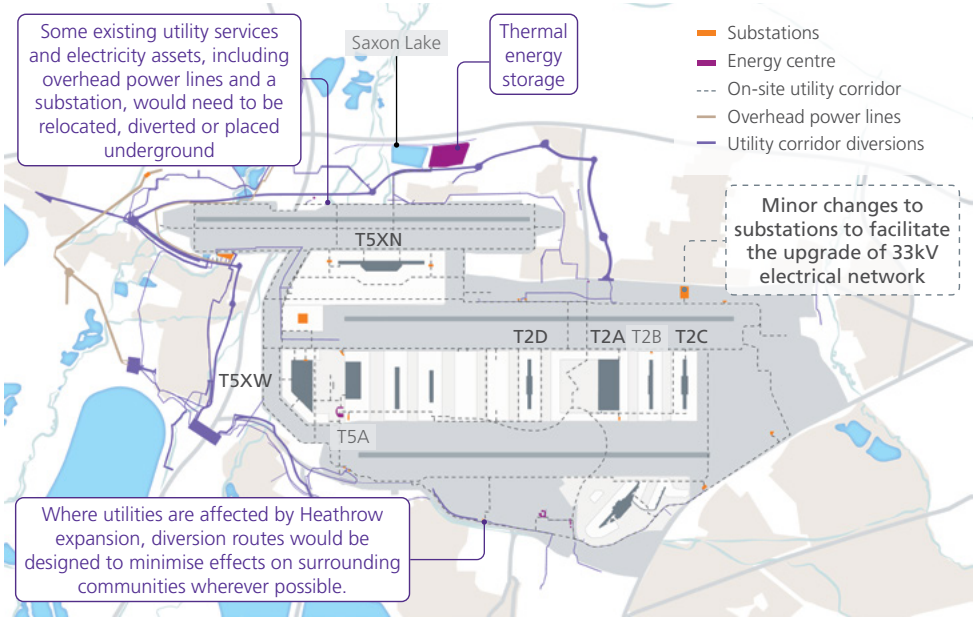
Aviation fuel

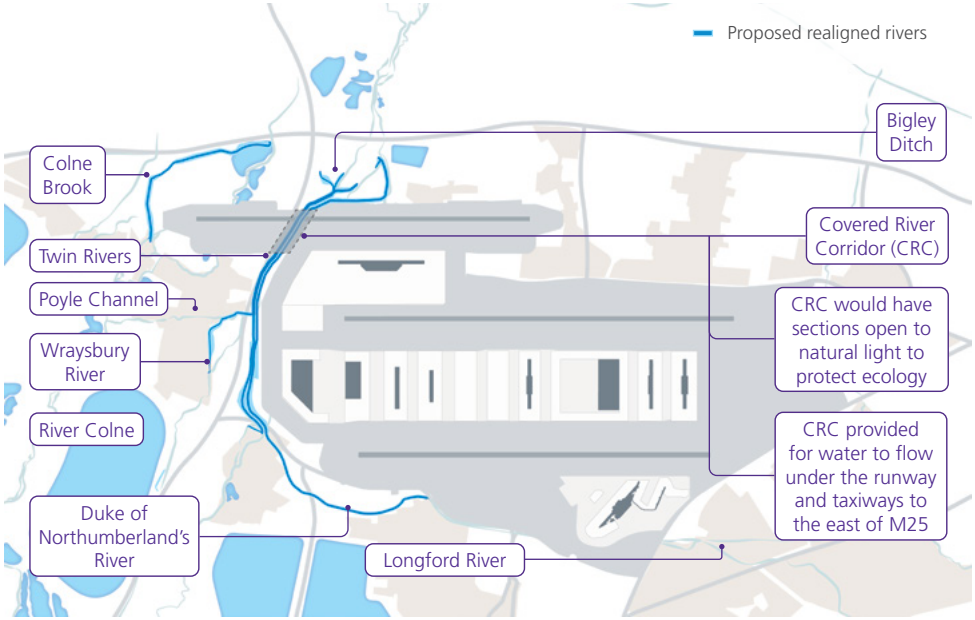
Aviation fuel is transported to the airport via underground pipelines and received at two fuel receipt facilities, one in the north and one in the south, before being distributed through the fuel system.

Changes since consultation in 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. While the specific route is still being determined, the diversion is still required. It would remain underground and is still anticipated to be to the west of the expanded airport and east of The Queen Mother Reservoir. All other elements of the aviation fuel proposals remain unchanged.

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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, supported by thermal energy storage and the use of local water sources such as lakes, rivers and aquifers. New and expanded energy centres would serve the new terminal areas while new electricity connections, substations and other infrastructure would ensure a reliable and resilient power supply for the expanded airport.

Changes since consultation in 2019

We have made minor changes to the number and location of electrical substations proposed to facilitate the upgrade of the 33-kilovolt electrical network to achieve better power resilience for the airport.

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 naturalised, open channels where aquatic and terrestrial habitats are provided for ecological benefits.

Changes since consultation in 2019

Our proposals for the river alignments remain unchanged.

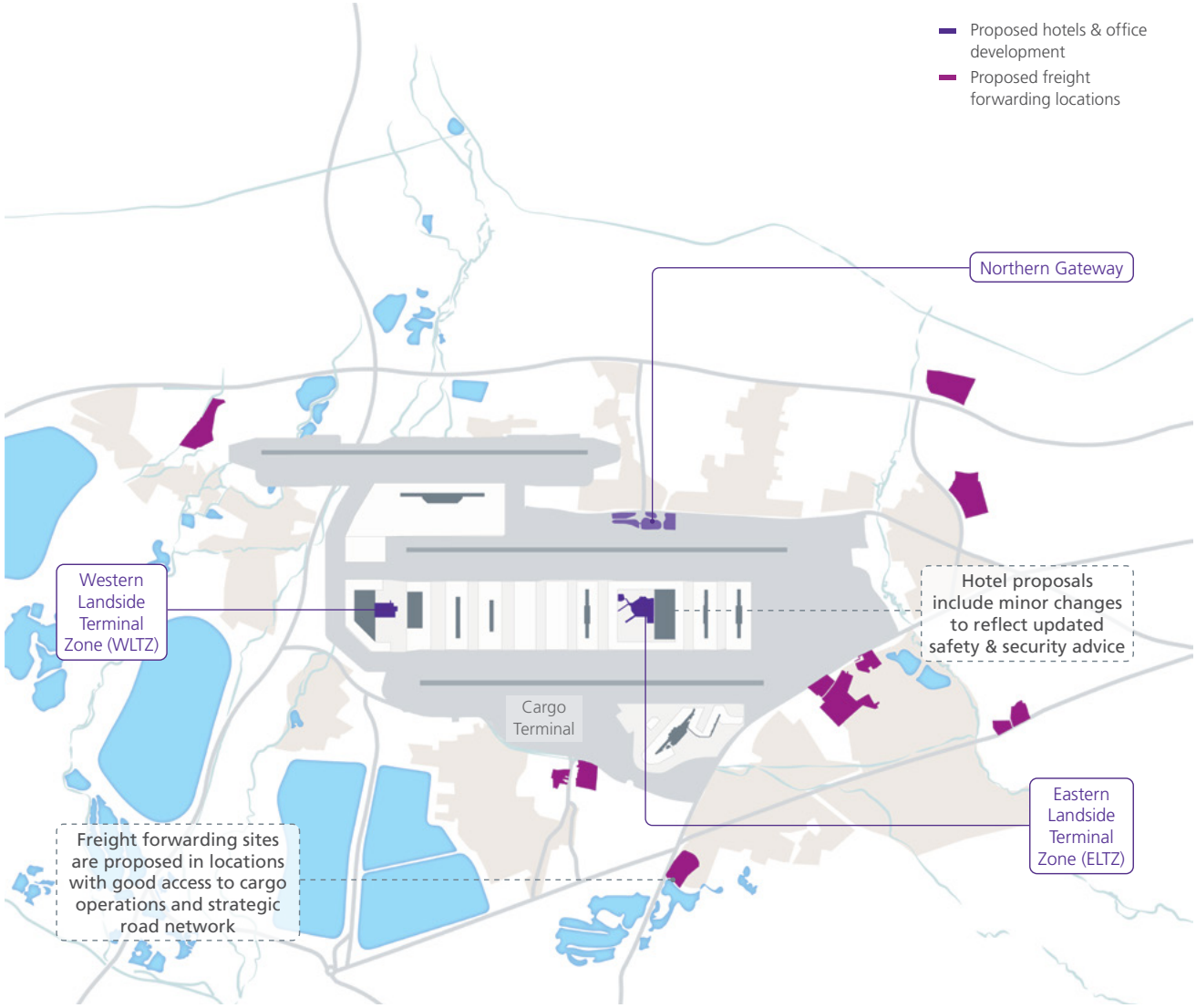
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Other supporting development

Heathrow also requires other essential facilities related to the airport, including hotels, offices and freight forwarding sites. New hotels and offices would be consolidated around new public transport interchanges in the WLTZ and ELTZ as well as at the Northern Gateway with good connections to the ELTZ. Freight forwarding sites would reprovide existing facilities displaced by expansion and meet predictable needs in the early years of cargo growth. Locations are proposed that have good connections to our cargo operation as well as the strategic road network.

Changes since consultation in 2019

Hotel and offices proposals have been consolidated into fewer, more efficient locations on existing airport land within the ELTZ, the WLTZ and the Northern Gateway and include minor changes to reflect updated safety and security advice. Proposals for freight forwarding now reflect changes in land availability due to new development and planning consents over recent years, and we welcome feedback on the suitability of these sites.



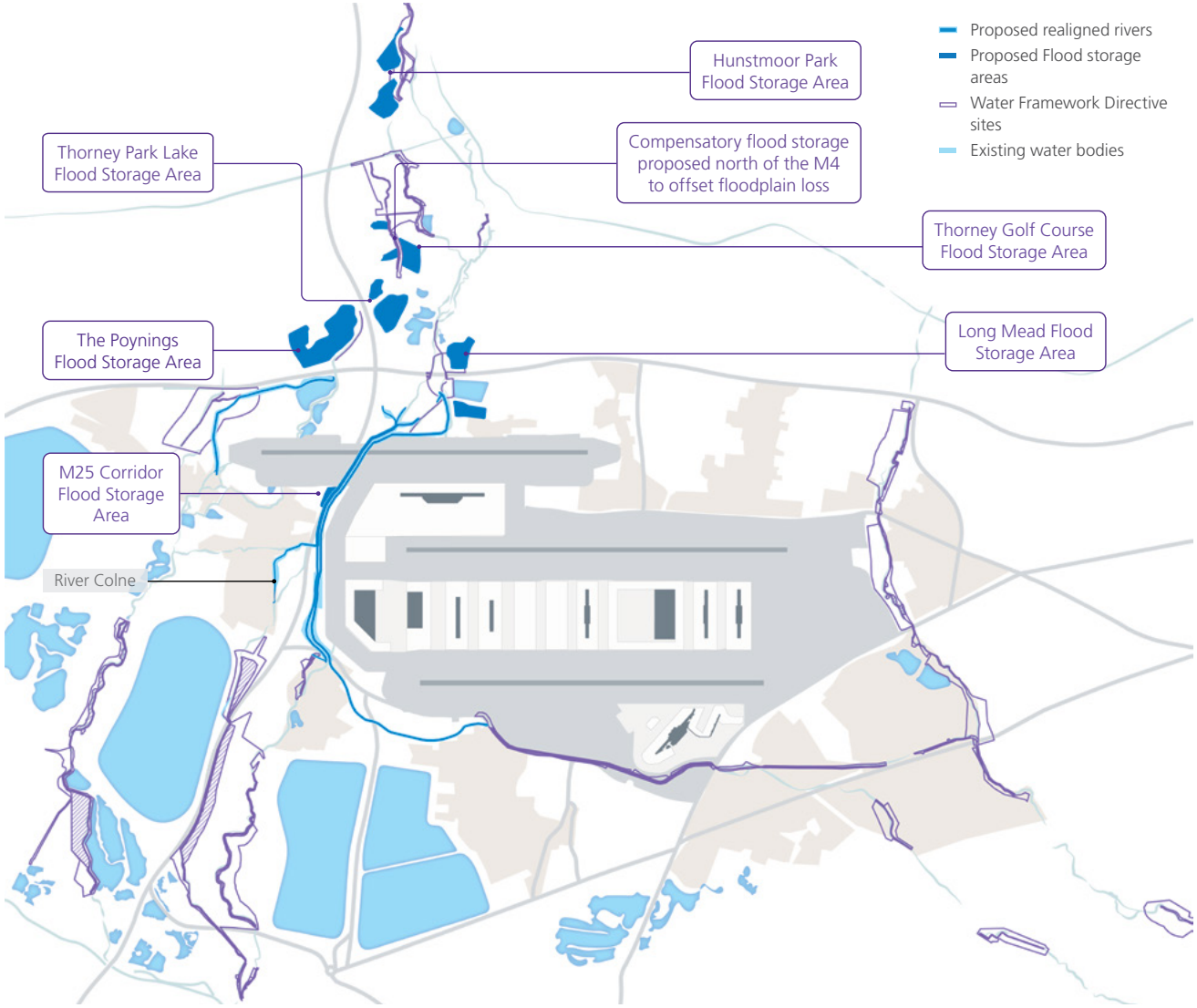
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Flood Storage and Water Framework Directive

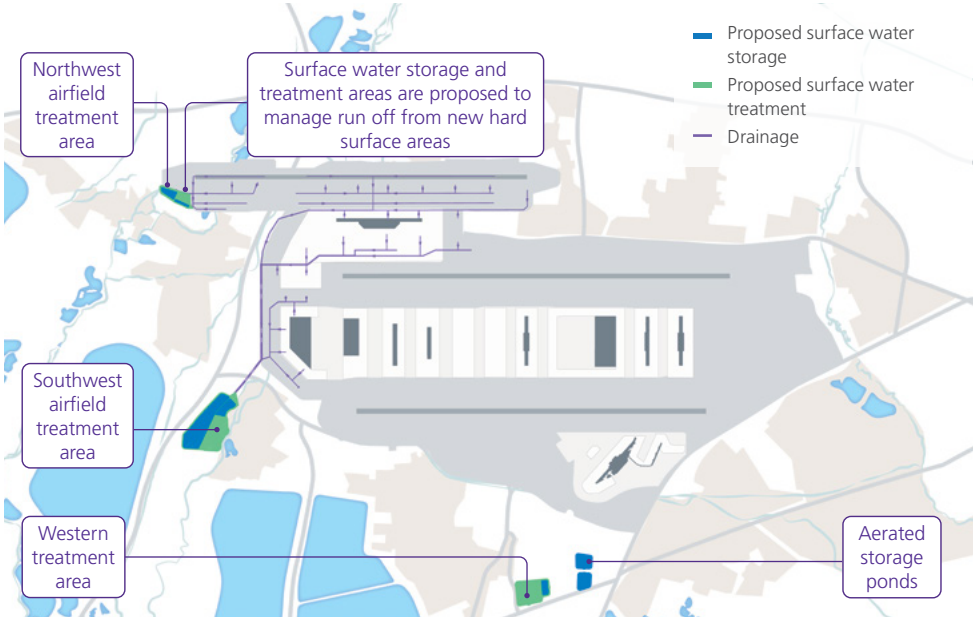
The expansion of the airfield would also affect the existing floodplains in the catchment of the River Colne and Colne Brook. New compensatory flood storage areas are proposed to the east and west of the River Colne and to the north of the M4, upstream of where the floodplain loss occurs. Along with these, measures would 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. Additional satellite sites (not shown in the figure) have been included within the Future Airport Boundary to provide opportunities for environmental mitigation and enhancement to ensure the scheme is compliant with the Water Framework Directive.

Changes since consultation in 2019

We have increased the storage volume at our proposed flood storage areas in response to updated hydrological and climate change guidance to prevent any increase to flood risk to neighbouring communities. Where possible, these flood storage areas would be designed to allow for recreational use as well as providing ecological protection. We have also carried out further engagement with the Environment Agency (EA) to identify appropriate sites for improvement measures to help meet Water Framework Directive regulations, including weir modifications, river restoration and de-culverting. We are continuing to work with the EA to identify additional opportunities to enhance watercourses.



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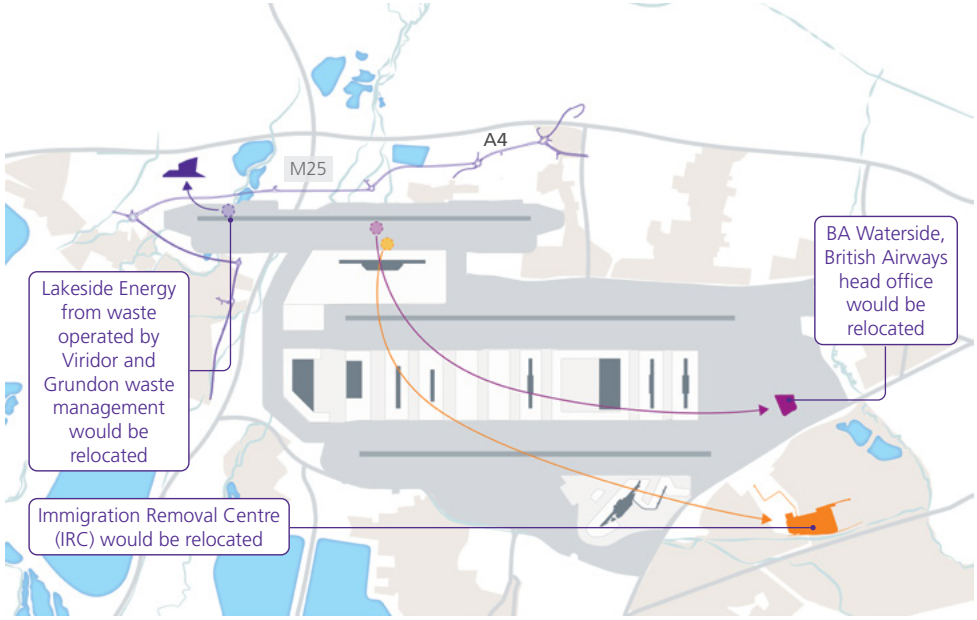


Drainage and pollution control

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 watercourses.

Changes since consultation in 2019

Our proposals for drainage and pollution control remain unchanged, 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.



Other relocated facilities

While we have sought to minimise the land required, a number of other important facilities would be relocated by Heathrow's expansion. The above map identifies the potential reprovision locations for three relocated facilities. A more detailed map of all buildings and areas likely to be displaced by the expansion proposals is provided in **Section 3.5** on page 40.

Changes since consultation in 2019

The proposals for the three relocations annotated on the above map remain unchanged. We continue to engage with landowners, operators and other stakeholders to find the best solution to the re-provision of all relocated facilities.

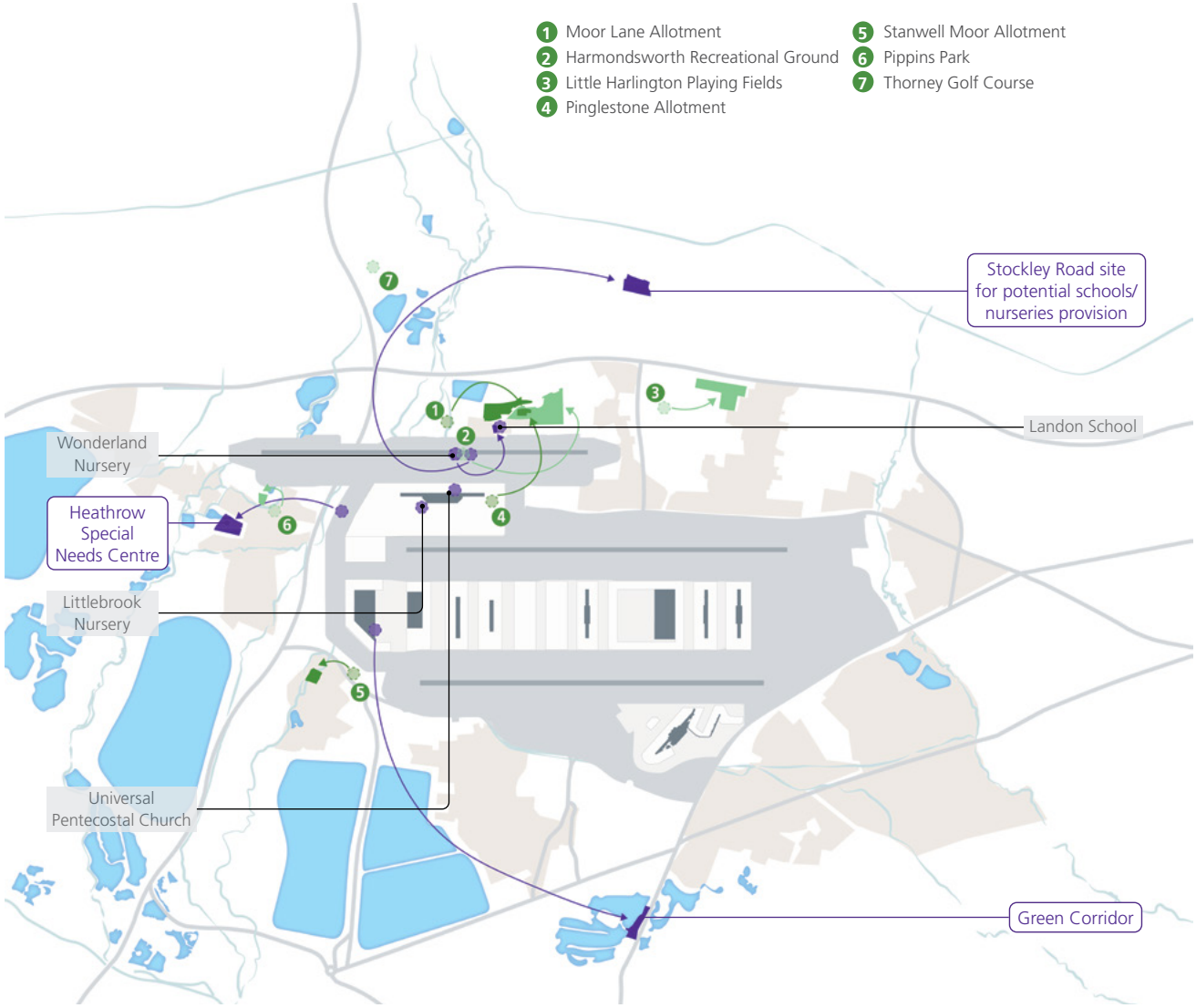
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Relocated community facilities

Some community facilities would be affected by expansion and would need to be relocated. We have identified potential locations for some of these facilities and aim to find equivalent or improved options for others with the help of ongoing engagement with relevant communities and stakeholders. We intend to re-provide these facilities before removing the current facilities.

Changes since consultation in 2019

We have reviewed the schools' and early years' provision affected by Heathrow expansion to take account of changes to local education provision, and we continue to propose a new location for the Harmondsworth Primary School at Stockley Road among other options being considered through engagement with the school and LB Hillingdon. This site could also provide a strategy for other displaced facilities, including Littlebrook and Wonderland nurseries displaced early years capacity. We will continue to discuss the strategy for these relocations new locations for these facilities. We are continuing to refine our understanding of other schools that may be affected by aircraft noise and other environmental and population changes to develop appropriate mitigation, and we have added a number of schools into our area of consideration to allow time to assess whether any physical mitigation work might be required.



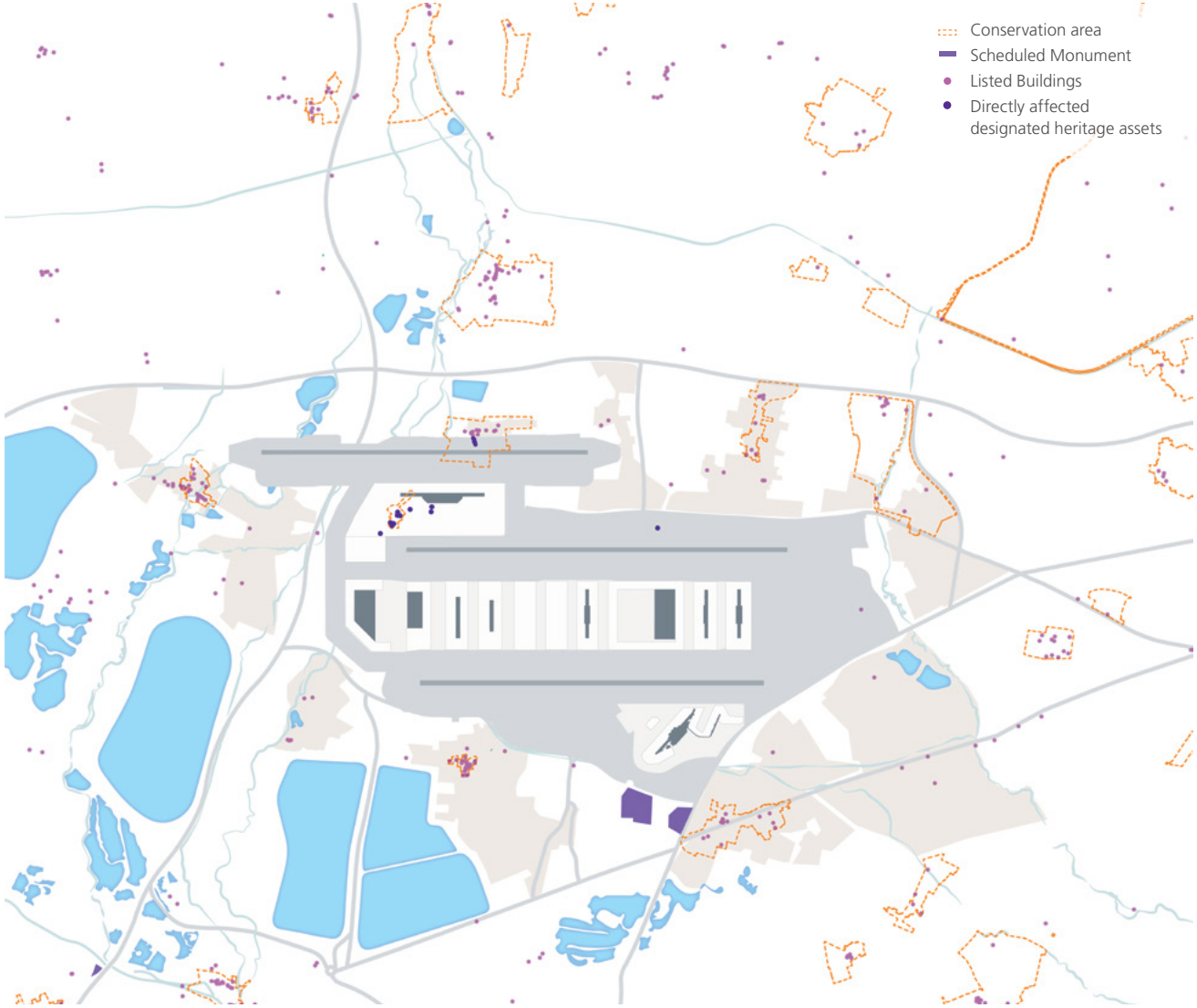
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Heritage features

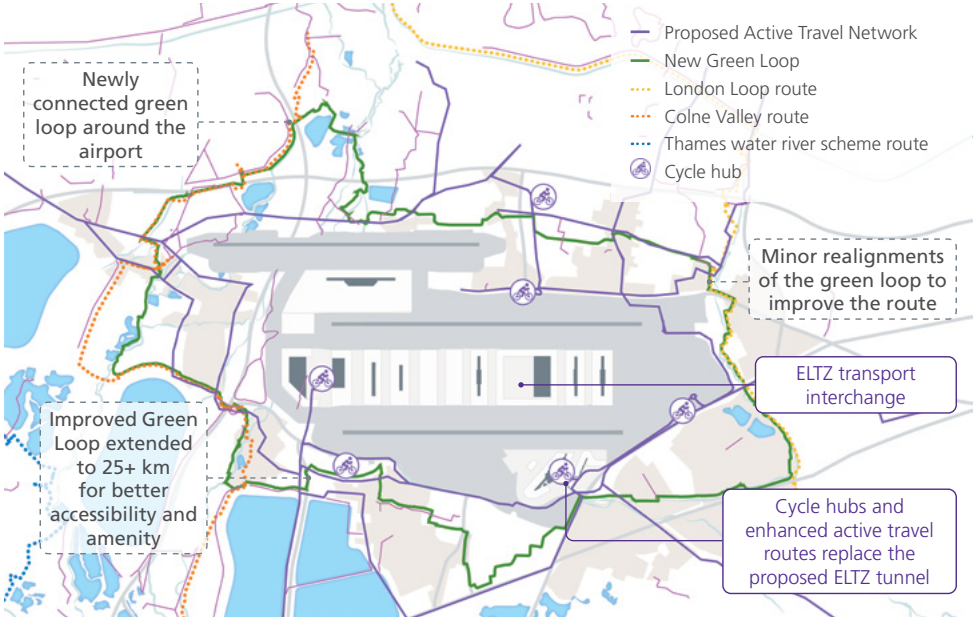
The expansion would result in physical effects on a number of heritage buildings and features, and non-physical effects on conservation areas and individual heritage assets close to the expanded airport. We are considering ways to avoid, reduce, mitigate and, where possible, offset harm to the historic environment in the historic villages that surround Heathrow and the wider locality.

Changes since consultation in 2019

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.



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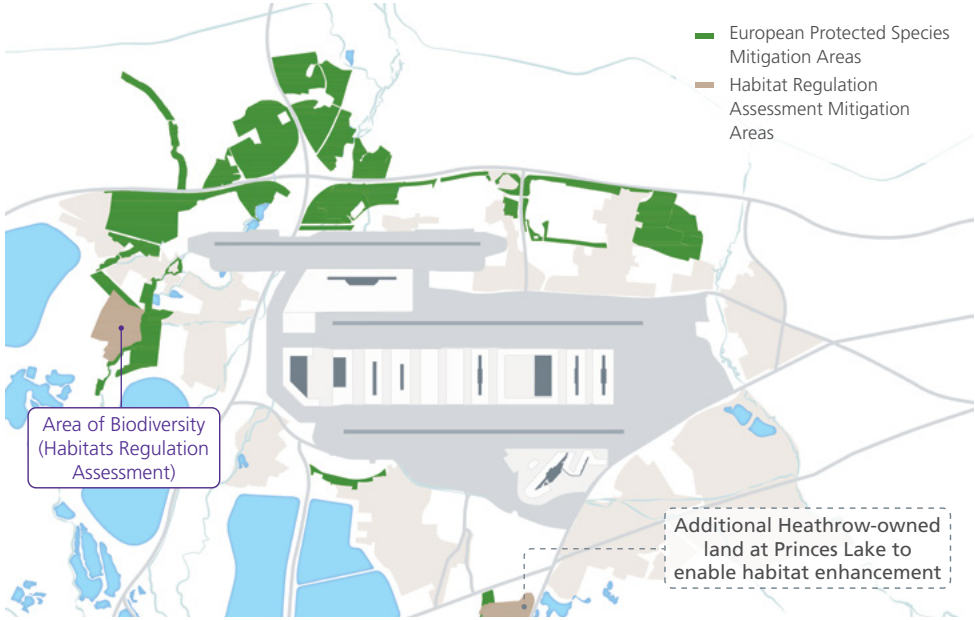


Active Green Network

Our proposals include a comprehensive 'Active Green Network' intended to enhance local connectivity to and from the airport, and between various communities and landscapes around 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.

Changes since consultation in 2019

During the AEC 2019, our emerging scheme showed indicative active travel routes into the Eastern Landside Terminal Zone (ELTZ). We now propose to focus on the provision of high-quality cycle hubs, allowing access to transit services and upgraded active travel routes across the network. The likely locations of these hubs are shown here. We have also made some changes to the route of the Green Loop to improve its amenity and accessibility.



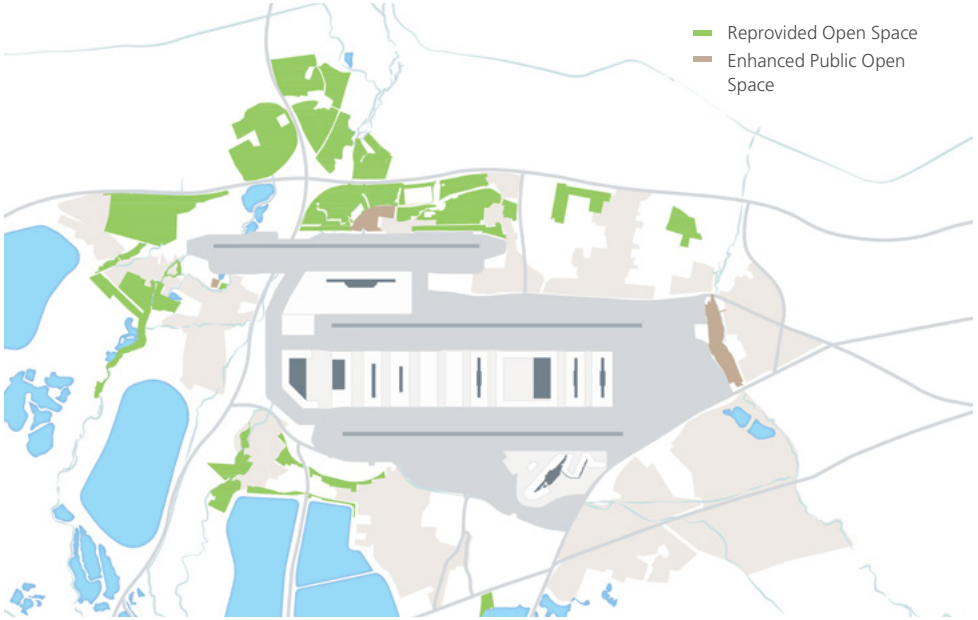
Existing habitat effects

Our proposals include environmental measures designed to avoid, reduce, mitigate and, where 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. This provides opportunities to enhance habitats and connectivity for wildlife, as well as improve the landscape around the airport for local communities.

Changes since consultation in 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.

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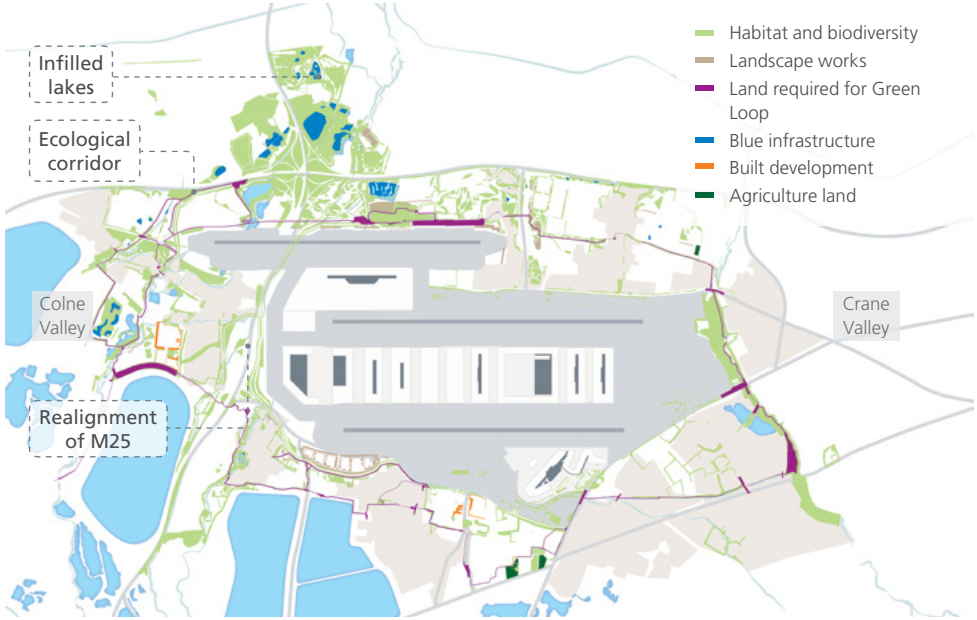


Re-provided and enhanced open spaces

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.

Changes since consultation in 2019

Our proposals for the re-provision and enhancement of public open space remain unchanged. We intend to 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.

Changes since consultation in 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. Some changes reflect updated conditions, such as infilled lakes, design adjustments and realignment of infrastructure like the M25.

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3.4 SUMMARY OF PROPOSED SCHEME

This section shows how the individual elements described in **Section 3.3** combine to create a comprehensive and integrated scheme for the expansion of Heathrow. These proposals will ensure that the full potential of Heathrow, as Critical National Growth Infrastructure, is realised while minimising the additional land required for expansion. They also include environmental measures to avoid, reduce, mitigate and, where possible, offset the effects of expansion on surrounding communities, facilities, wildlife and landscape.

The Preferred scheme illustration diagram on the following page represents an illustration of the whole of the resulting development, with key features identified to help you to understand our proposals.

YOUR VIEWS

Your feedback is important to us and will help us determine our final proposals for expansion. You can provide us with your comments in several ways:

- Online using the feedback form at our website **www.heathrow.com/expansion**
- Email us at: **expansionconsultation@heathrow.com**
- Fill in a printed feedback form and send it to us at **FREEPOST EXPANSION CONSULTATION**. Printed feedback forms are available to collect at in-person consultation events and document inspection locations.
- Write to us at: **FREEPOST EXPANSION CONSULTATION**

KEY

1. Northwest Runway
2. East Landside Terminal Zone (ELTZ)
3. Enlarged T2A
4. T5A
5. West Landside Terminal Zone (WLTZ)
6. T5XW
7. T5XN
8. Bypass taxiways
9. Around-the-end taxiways
10. Northern Parkway
11. Southern Parkway
12. Cargo area
13. Realigned M25
14. M25 junction 14
15. M25 junction 14a
16. Realigned A4
17. Realigned A3044
18. Southern Perimeter Road
19. Southern Road Tunnel
20. Diverted rivers
21. Site for re-provided BA Waterside
22. Site for re-provided Immigration Removal Centre
23. Improved flood storage ponds
24. Realigned railhead

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Preferred scheme illustrative diagram

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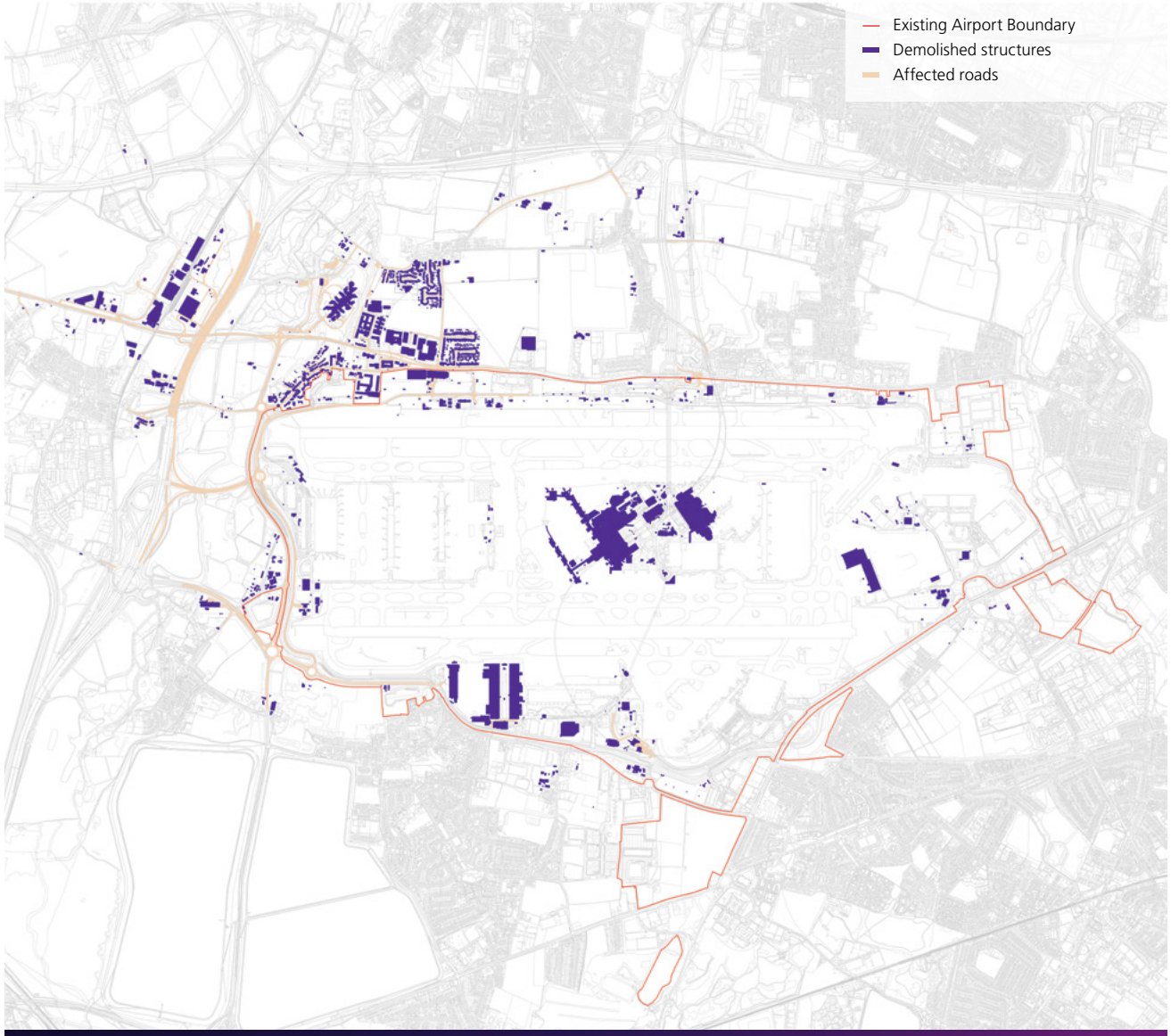
3.5 WHAT WOULD BE DISPLACED BY HEATHROW'S EXPANSION

We understand the significant effects of Heathrow's expansion on the people, their properties, communities and businesses directly affected. This plan is provided to make clear which homes, buildings and features would be displaced by the proposed scheme. More detail is provided in the locally-specific documents described in **Section 3.6** on page 41.

If you own and live in your home and your property falls within the ***Compulsory Purchase Zone (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.

If you are affected by this area of displacement, you can find out more about our proposed draft property compensation scheme in **Chapter 7** on page 134 of this document.



Principal demolitions diagram

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3.6 WHERE YOU CAN FIND OUT MORE ABOUT OUR PROPOSED SCHEME IN YOUR AREA

We recognise that each of our neighbouring communities would experience the effects of Heathrow expansion in different ways. In addition to this Consultation Document, we have produced a series of locally-specific booklets to explain our proposals to the communities closest to the airport and most likely to be affected by expansion.



If you are interested in these **'In Your Area'** booklets, you can find them at the Deposit Information Points (see **Section 8.1** on page 150). Each provides clear, place-specific information on the proposed works in that area and the potential effects, mitigations, enhancements, benefits and next steps, where relevant. We encourage you to look at the booklets most relevant to your area to understand how you and your community could be affected and how you can continue to inform and shape our proposals.

We have produced a booklet to cover each of the following areas:

- 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

YOUR VIEWS

We welcome your views, especially in relation to the changes we have made to our proposals since we consulted in 2019. Please see **Chapter 8** on page 148 for details on how to provide your comments.

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4.0 Constructing the scheme

CONSTRUCTION PHRASES USED IN THIS CHAPTER

Batching plant
A facility where raw materials are mixed and prepared.

Borrow pits/backfilling works
An area where materials are extracted, which are then filled back in.

Drainage attenuation area
A place where excess rainwater can be stored and released slowly to avoid flooding.

Earthworks
Works to prepare the ground for construction.

Stockpile works
Temporary storage of materials in piles which would be used for later use.

Thermal store
Where heat is stored for later use.

Trial trenching
Digging shallow trenches to evaluate the archaeological potential of an area.





4.1 INTRODUCTION

This chapter sets out our proposals for the construction of Heathrow expansion, which at peak would have 21,500 people working on it in new roles in electrical installation, carpentry and joinery, construction, engineering, digital, logistics and airport operations.

Our proposed phasing, methodologies and site arrangements - for example, the locations of temporary construction compounds - are included here. We also explain how our construction approach has evolved in response to previous consultation feedback and the ongoing scheme design.

We recognise that construction activities would cause disruption to surrounding local communities, as well as local businesses and the operation of Heathrow Airport itself. This section sets out how we would avoid, reduce and mitigate potential adverse effects, disturbance and disruption for people, communities and the environment during construction.

FURTHER DETAILS

More detailed illustrations of our proposed construction sequence are provided in each of the **'In Your Area'** booklets.



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4.2 PRINCIPLES OF CONSTRUCTION

The scale of the proposed expansion means that planning the construction activity has formed an integral part of our proposals. We have carefully considered potential effects on neighbouring communities and surrounding areas, aiming to manage these as effectively as possible. Our approach to construction has been guided by the following principles:

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

WHAT IS A CONSTRUCTION SUPPORT SITE?

A ***Construction Support Site (CSS)*** is the generic term for an area used temporarily to coordinate construction and logistics operations. They provide the ability to safely deliver the project, managing people and materials. A construction support site may have a variety of different activities/uses.



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4.3 APPROACH TO CONSTRUCTION

This section explains how the principles described in **Section 4.2** have informed our approach to construction planning.

REDUCING EFFECTS ON LOCAL COMMUNITIES AND THE ENVIRONMENT

Minimising disruption to local communities and the local environment has been a central consideration in developing the construction strategy – and will continue to be as plans evolve. This includes establishing when land is needed for construction activities, recognising the effects this will have on residents and other property owners.

We are proposing phased construction, the use of rail, reuse of materials, off-site manufacturing, and the use of logistics systems and well-managed ***Construction Support Sites (CSS)*** to concentrate, control and reduce the effects of construction. Together, these measures are intended to ensure that construction is carried out responsibly, safely and efficiently, while keeping disruption to local communities and the road network to a minimum.

This approach will mean fewer construction vehicles on local roads, better management of noise and dust, and more predictable construction activity. Our approach will be supported by clear communication and ongoing community engagement, allowing concerns to be raised and addressed quickly.

WORKING HOURS

To support the efficient construction of the new runway, where required, we are proposing 24-hour, seven days a week working (including Bank Holidays). 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 ***Development Consent Order (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.

OFF-SITE MANUFACTURING AND LOGISTICS

MOVING CONSTRUCTION ACTIVITY AWAY FROM THE AIRPORT

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 components will be transported to site primarily by rail as they are needed. We expect that for most components and structures, only final assembly or installation will take place at Heathrow, reducing both the duration and intensity of on-site works.

LOGISTICS HUBS AND MANAGEMENT

These 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. In selecting sites for the logistics hubs, we are considering proximity to key freight corridors, availability of suitable industrial land and opportunities to support local employment and skills development.

While logistics hubs would not form part of the DCO, they would have an important role in the delivery of Heathrow expansion, including helping to spread the economic benefits of expansion across the UK.

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RAIL TRANSPORTATION OF CONSTRUCTION MATERIALS

We are proposing to use rail as the 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.

A proposed, dedicated railhead in the northwest area of the scheme would allow the bulk of construction materials to be delivered efficiently by rail before being transferred directly to construction areas or CSS. The railhead forms part of a wider logistics system designed to keep heavy construction traffic away from local communities and make deliveries more predictable and less disruptive.

We are also proposing internal construction roads and internal conveyor systems wherever possible to keep the movement of construction materials off public roads as much as possible.

Locating logistics hubs close to rail connections will also help to reduce traffic effects by allowing the transfer of materials by rail where possible.

FURTHER DETAILS

Please see **Section 5.1** on page 74 for details of **Early Growth**.

PHASING OF CONSTRUCTION WORKS

A MANAGED AND CONSIDERATE CONSTRUCTION STRATEGY

We are proposing to carry out construction through a series of clearly defined and managed stages, rather than all at once. This approach:

- Can help local people and businesses affected by Heathrow's expansion to plan for their future.
- Allows works to be carefully sequenced, making it easier to manage and reduce the effects of construction, including during peak periods.
- Allows for mitigation measures to be planned and introduced early (where environmental or community aspects require this), ahead of the most intensive construction activities, helping to protect local communities and the environment.
- Helps to deliver infrastructure at the right time to meet the operational needs of the growing airport, allowing new airport capacity to be released in phases.

Phase	Work Definition
0	From DCO grant to Early Growth
1	From Early Growth release to T5XW opening, with runway opening during this phase
2	From T5XW opening to T2C opening and closure of T3
3	From opening of T2C to opening of T2D
4	From opening of T2D to opening of T5XN

Construction phasing schedule

APPROACH TO PHASED DELIVERY

The proposed construction phasing schedule for expansion is set out on pages 48-52. The following key considerations have informed its development:

- Traffic, air quality, noise and parking matters, particularly in relation to the CSS locations.
- Ability to deliver measures to avoid or reduce potential effects on local communities, especially mitigations to address the effects of noise, dust, odour and water management.
- Prioritising the construction and delivery of biodiversity habitat and community facilities re-provision, including public open space, schools and community halls. These will be done early in the programme to minimise impacts to communities and the environment.
- Schedule and modes of travel for workers and logistics, which influence worker numbers, traffic matters and air quality.
- Keeping the airport and the related public transport facilities operational and accessible.
- Sustainability through minimising waste generation and carbon emissions and effective reuse of resources (including water).
- Use of intense phases of earthworks to lessen the duration of works.

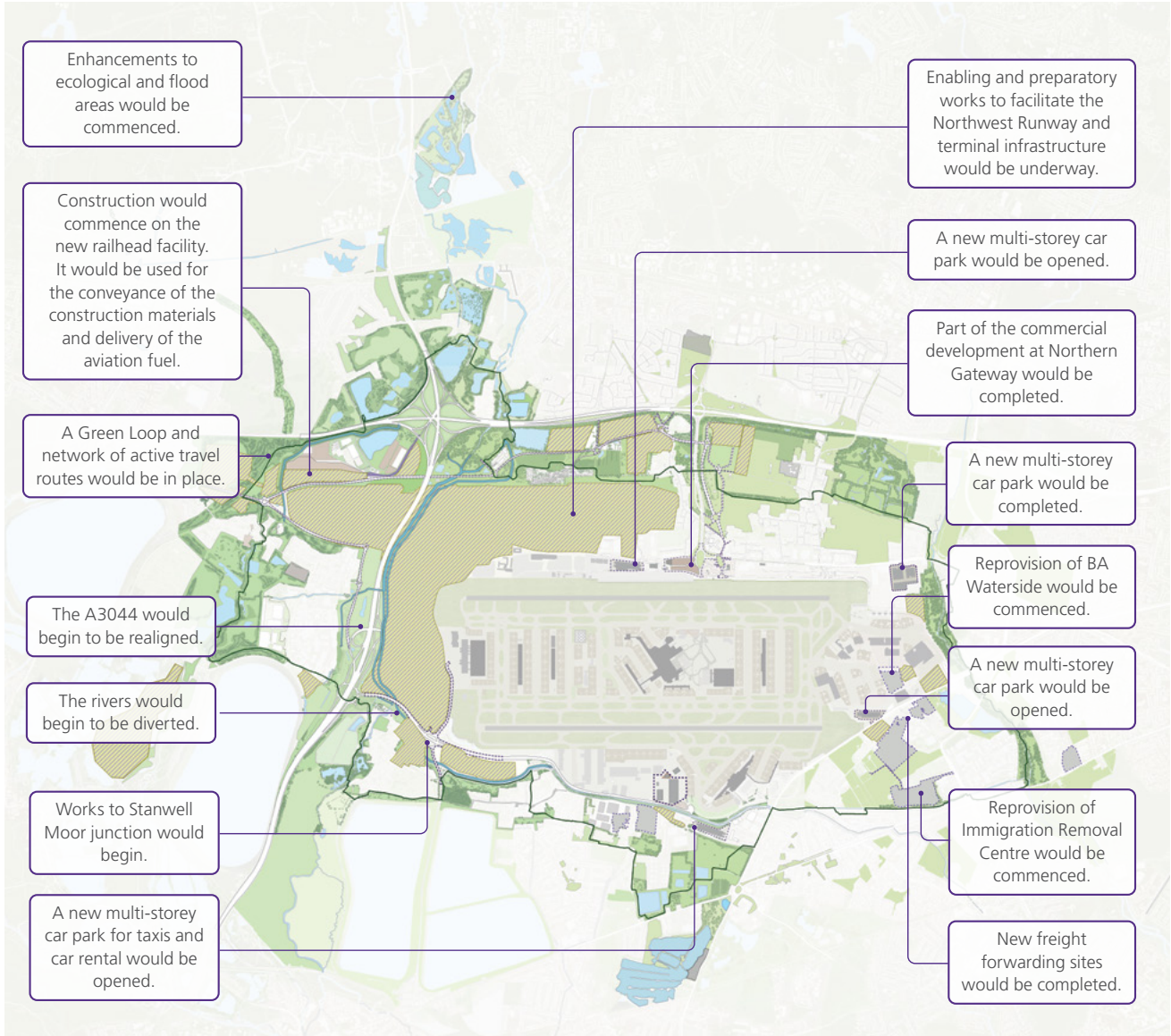
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CONSTRUCTION PHASES

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

Phase 0

This period would focus on establishing CSS, commencing and completing early mitigation works including works to re-provide community facilities and environmental mitigation. It is expected to last up to three years from the grant of the DCO.

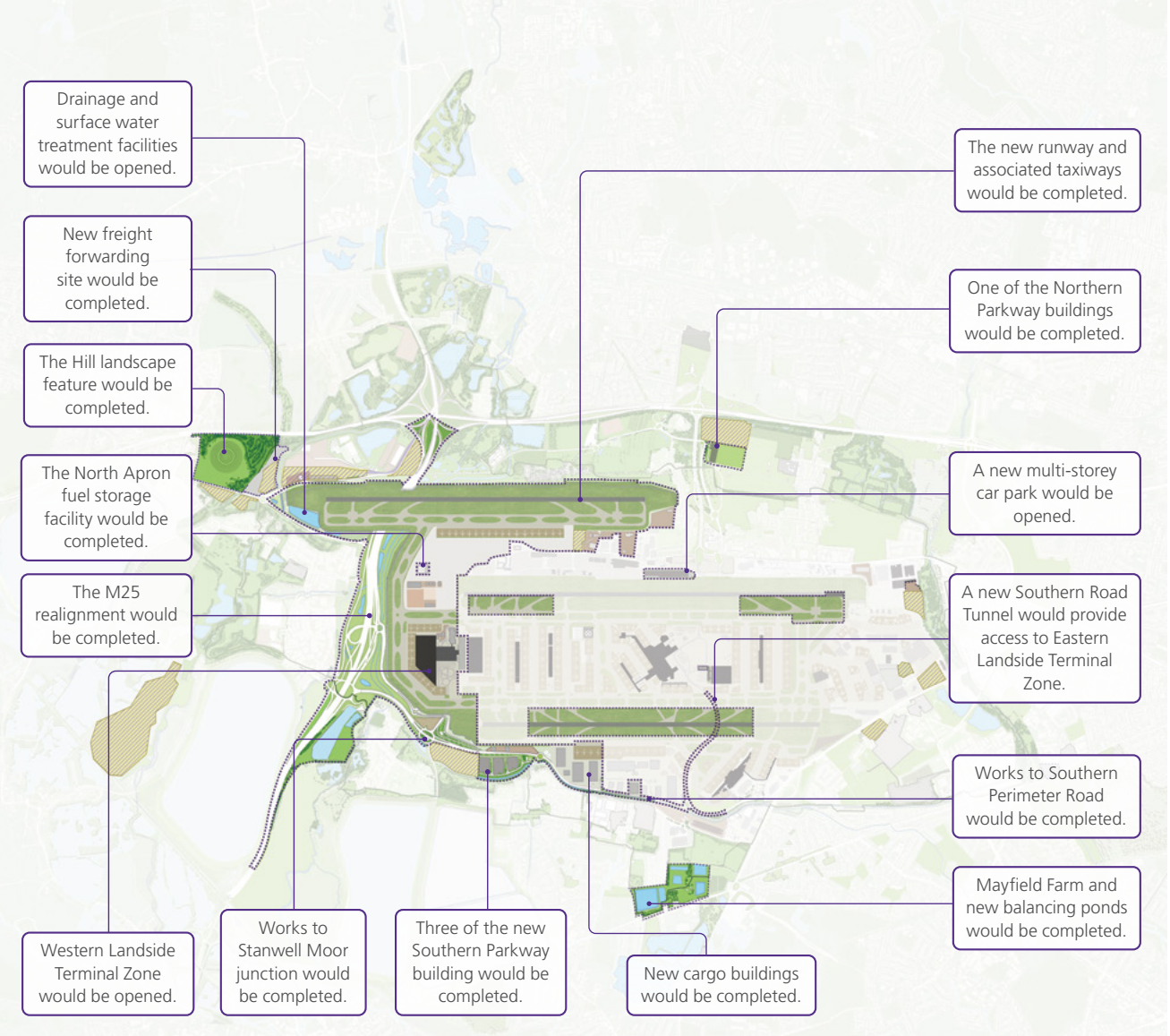


Phase 0 illustrative diagram

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Phase 1

This phase would see the intensification of earthwork activities, delivery of the railhead and completion of the setup of a number of CSS. This would 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 would be completed in this phase. We expect that all of the community facilities to be relocated would be operational during this phase, and all the properties required for expansion would be vacated. Importantly, the runway and cross-airport taxiways would be completed and the opening of the western extension to Terminal 5 (T5XW) would also take place at the end of the phase. In total, this phase is expected to last until the late 2030s and would be expected to last up to 10 years after the grant of DCO.

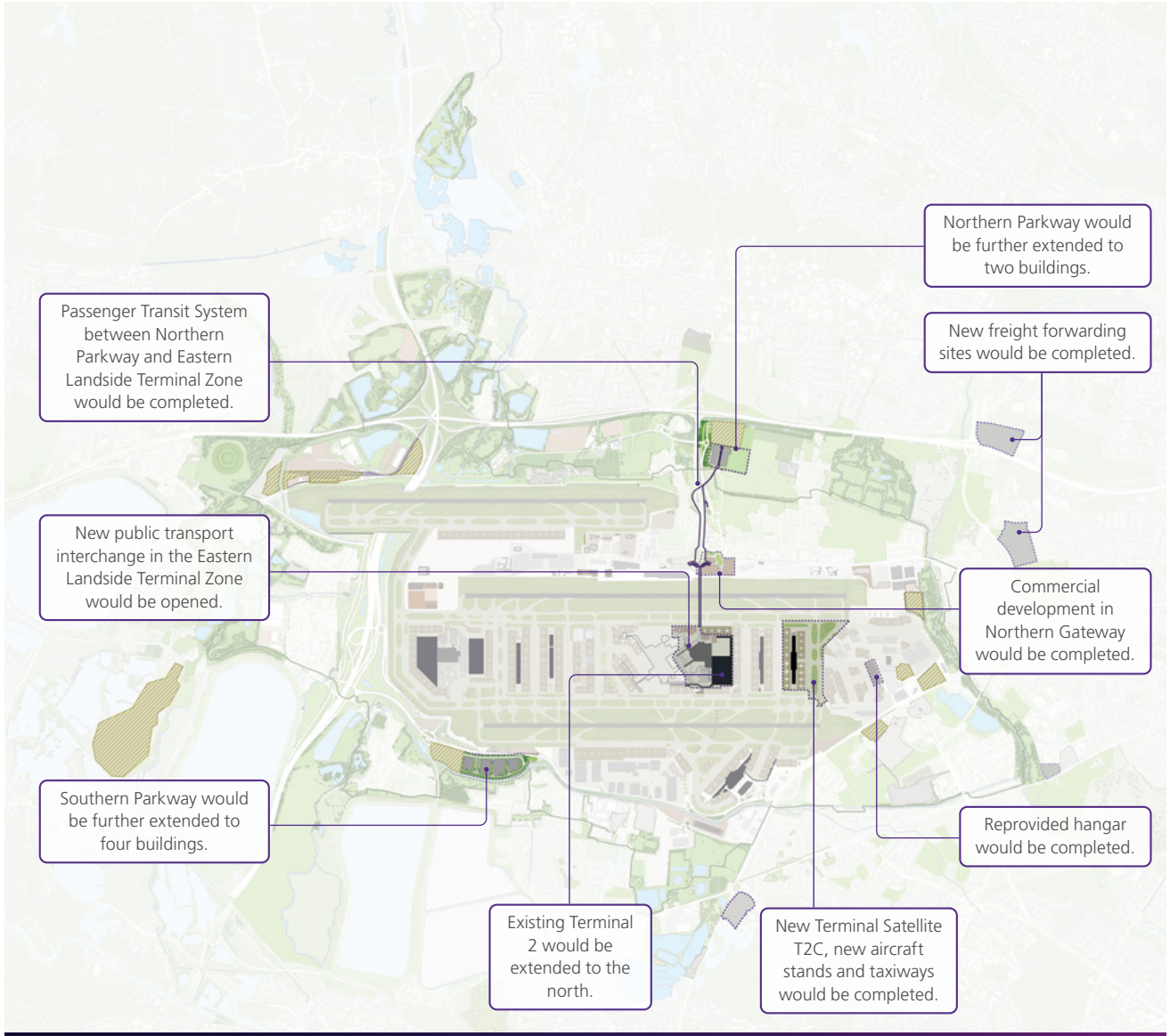


Phase 1 illustrative diagram

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Phase 2

The construction focus narrows to some of the key CSS, with a considerable reduction in activity to the north and west once the runway is completed. Some CSS would demobilise during this period, and construction activity would 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 last up to five years.

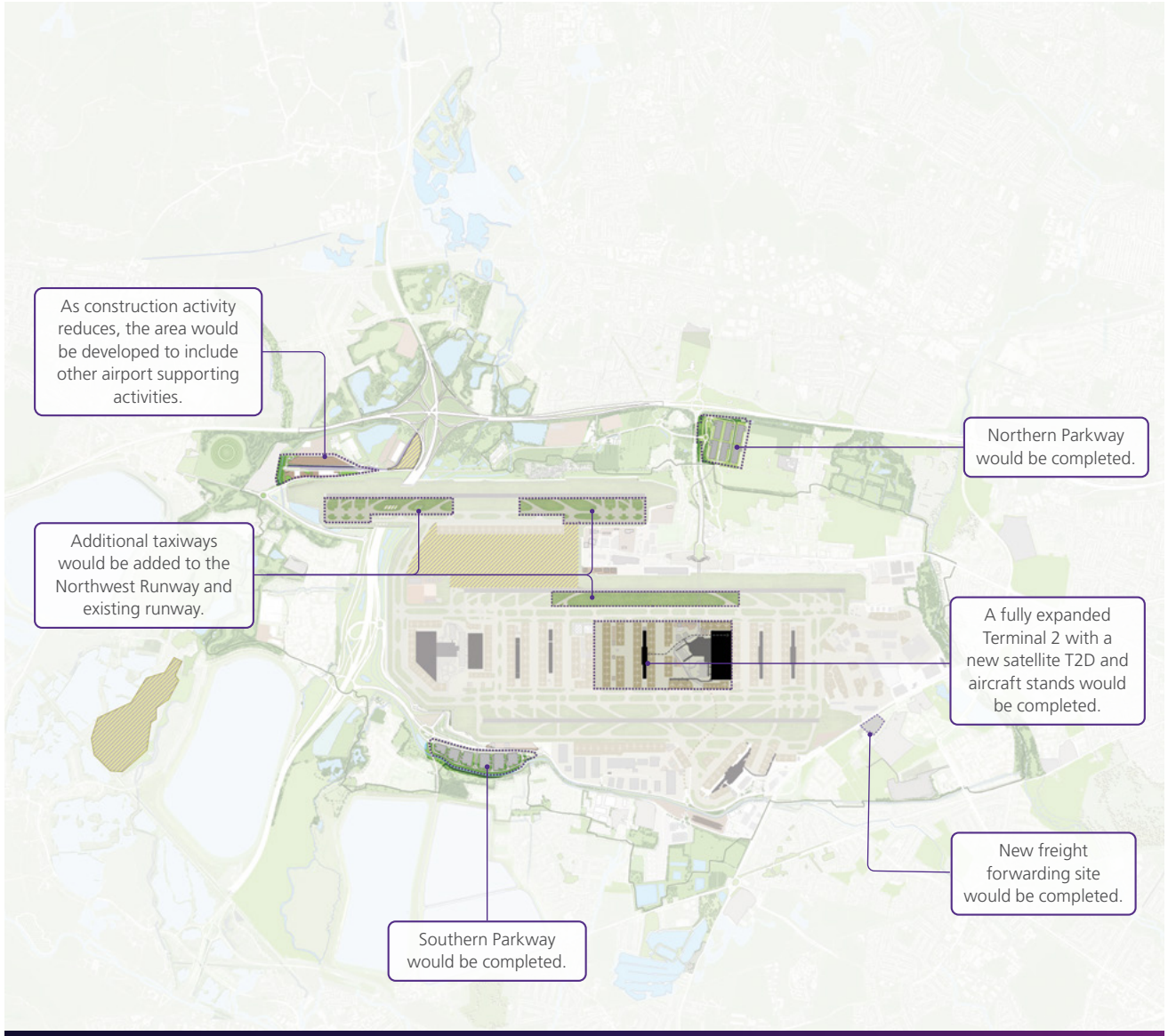


Phase 2 illustrative diagram

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Phase 3

Work would continue on the next Terminal 2 satellite building (T2D). During this phase, the major construction works on T5XN would commence. Phase 3 would see the completion of the majority of the work at the Parkways. More CSS would demobilise and it is expected that in the late 2040s the majority of the works on the main airfield would have been delivered.

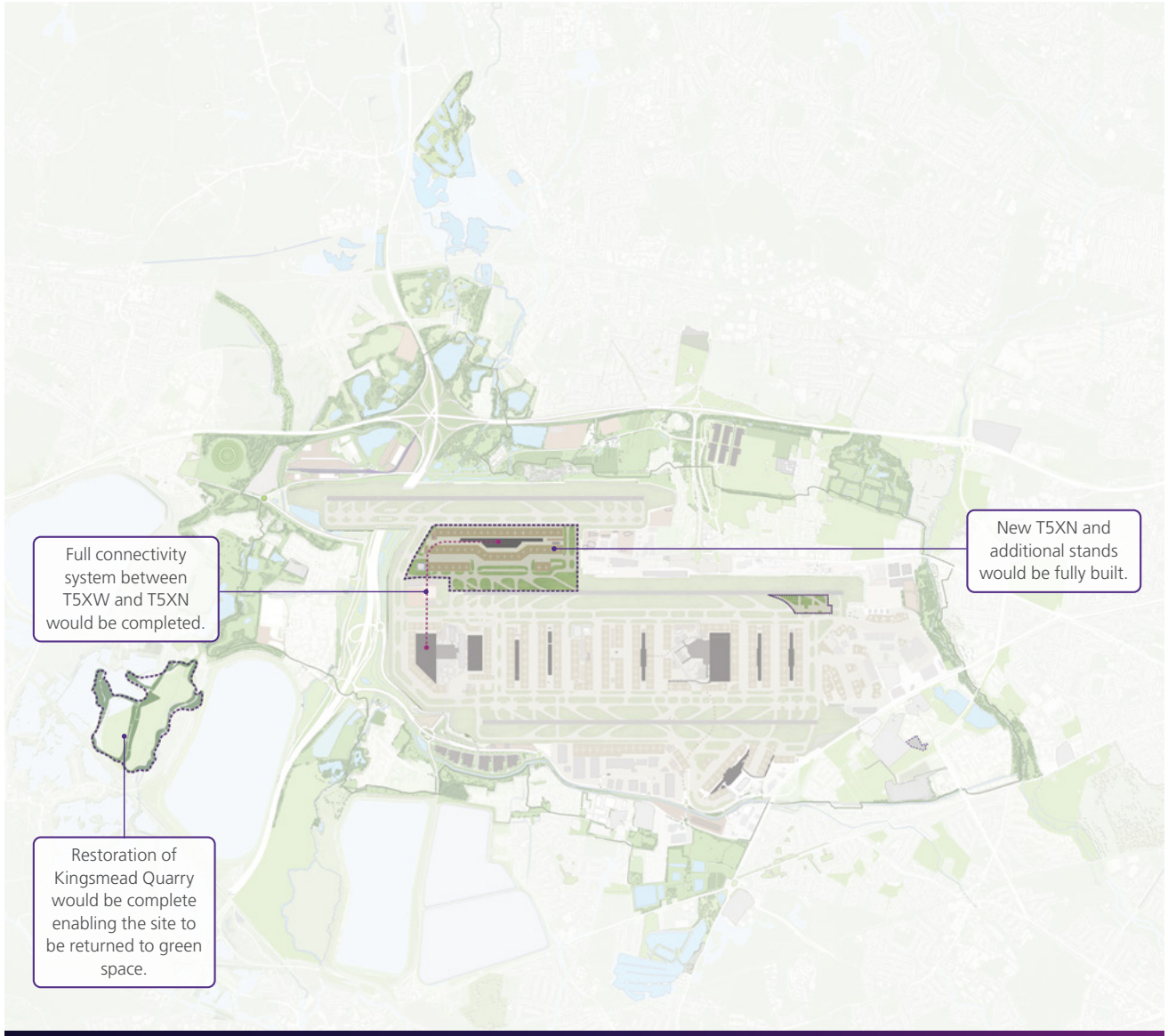


Phase 3 illustrative diagram

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Phase 4

Expected to occur approximately 25 years after the grant of the DCO, this phase would see the completion and opening of T5XN. As a part of this phase, CSS would continue to further demobilise.



Phase 4 illustrative diagram

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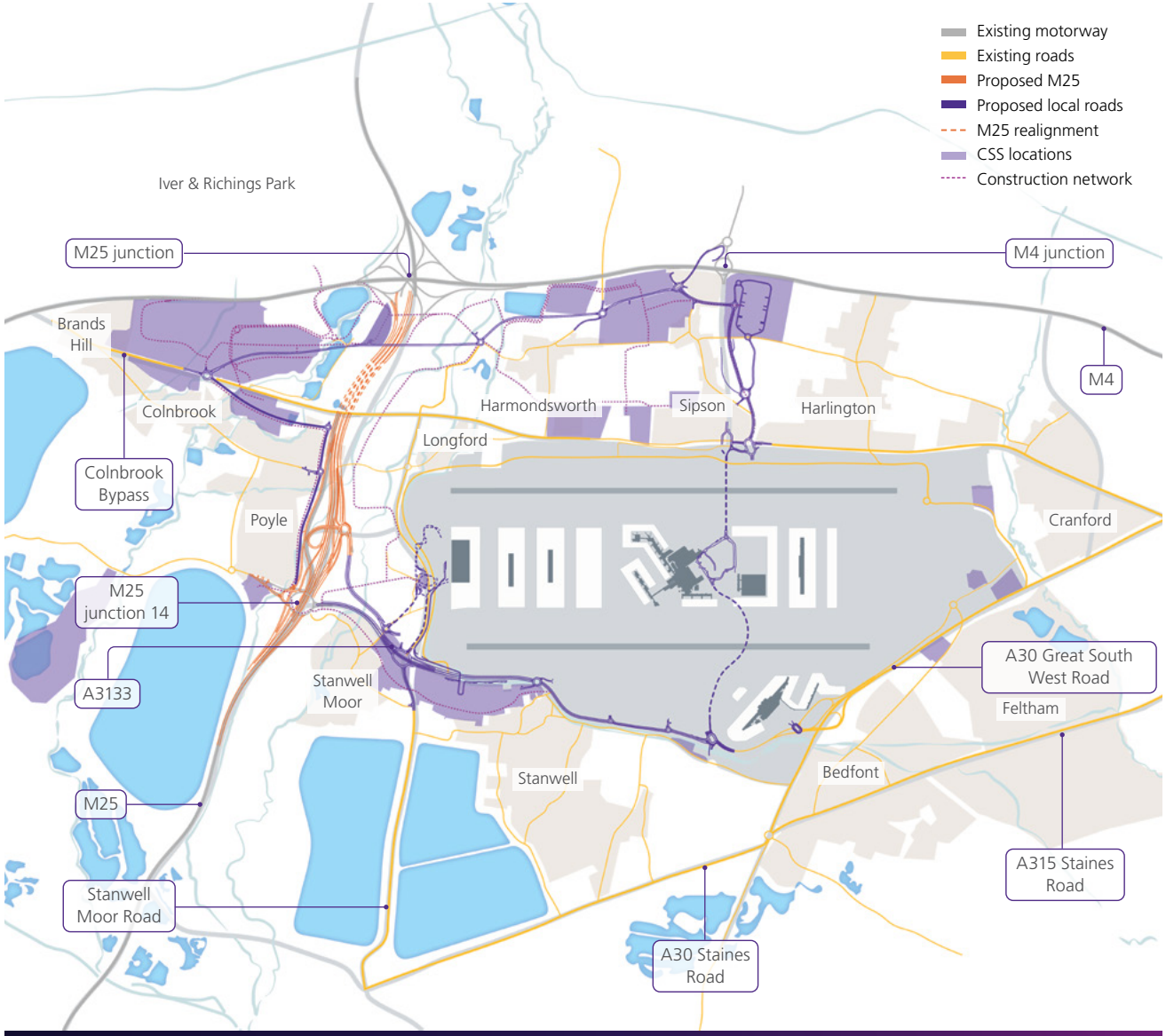
STRATEGIC AND LOCAL ROADS

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

During construction, changes would 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 to facilitate the wider delivery of permanent works, including utility diversions, this will be minimised as far as possible. As works to new highways are completed, traffic would be transitioned onto them as the current highways are closed and then removed.

We are carrying out further studies and assessments, as well as working with stakeholders, to plan for an efficient transition from the existing to the new road network, while minimising effects on access and movement. The right diagram illustrates key road infrastructure classifications and adaptations proposed as a part of the project.



Key road infrastructure classifications and adaptations

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CONSTRUCTION SUPPORT SITES

A key aspect of our approach is to keep construction activity organised and contained within sites of appropriate size and location. ***Construction Support Sites (CSS)*** will be established to facilitate, manage and coordinate construction and logistics operations before materials are delivered to the various work sites for use. They will also provide essential areas for the efficient organisation of people and materials for construction.

The CSS would play an important role in reducing the number of lorries using local roads, helping to minimise congestion, improve road safety and reduce disruption for residents and businesses.

USES

The CSS will act as the core site from which construction will be managed. The table opposite sets out the locations and likely uses of the CSS.

Construction Support Site (CSS)	Location (general description)	Principal construction support role	Proposed timing of use
CSS01	Colnbrook	Infrastructure implementation to support northwest works including: M25, Runway (western section) and railhead	Phases 0–3
CSS02	Colnbrook/A3044 diversion area	Infrastructure implementation to support northwest works including: A3044 highway diversion and earthworks	Phases 0–1
CSS04	Northeast of Expansion Area (Pinglestone Estate vicinity)	Infrastructure implementation, particularly to the north, plus development of terminals	Phases 0–4
CSS05	A4 Bath Road	Support early works for construction roads and bridges as well as infrastructure implementation (particularly to the north) and the development of terminals	Phases 0–1
CSS07	Airfield East adjacent to Sipson	Support advanced works including stockpiling for demolition waste and processing for the construction of the haul roads in the north	Phases 0
CSS08	Eastern Perimeter Road	Workforce parking for works within the terminal areas	Phases 0–3
CSS09	South-east of Heathrow (A30/Hatton Road)	Workforce parking for works within the terminal areas	Phases 0–3
CSS10	Southern Perimeter Road	Infrastructure implementation in the southwest plus development of terminals including T5X	Phases 0–4
CSS11	West of Expansion Area	Contractor compounds to support southwest road and river construction	Phases 0
CSS12	Horton Road, Poyle	Infrastructure implementation in the southwest plus development of terminals	Phases 0–1
CSS13	Adjacent to M4, north of Colnbrook	Logistics reception and infrastructure implementation	Phases 0–3

Construction Support Sites

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Construction Support Site (CSS)	Location (general description)	Principal construction support role	Proposed timing of use
CSS14	Adjacent to M4, north of Harmondsworth	Stockpiling of earthworks through runway construction	Phases 0–1
CSS15	Adjacent to M4, north of Holloway Lane	Stockpiling of earthworks through runway construction	Phases 0–1
CSS18	South of Holloway Lane	Infrastructure implementation, particularly in the north	Phases 0–1
CSS19	Adjacent to M25, north of the Colnbrook bypass	Temporary railhead	Phases 0–1
CSS47 (E2)	Eastern Perimeter Road	Provide space to support pre-assembly/manufacture of construction components. Direct access to the airfield	Phases 0–4
CSS52 (Eurostorage)	Cranford Lane South	Support in activities in the south and midfield by providing direct access to the airfield	Phases 0–4
ANW (Airfield North-West)	Airfield Northwest	Infrastructure implementation to support northwest including M25 and railhead	Phases 0–1
T5XW	West of T5 terminal	Infrastructure implementation, particularly to support T5X	Phases 0–2
Northern Parkway (NP)	Northern Parkway corridor	Infrastructure implementation, particularly in the northeast	Phases 0
RF01/'Railhead'	North of Colnbrook	Provide footprint to support establishment of railhead and associated logistics infrastructure to enable movement of materials by rail	Phases 0–4
Kingsmead quarry	Southeast of Horton	Sustainable destination for suitable earthworks materials whilst facilitating the restoration of the quarry	Phases 0–3

*CSS numbers/designations not used – CSS03, CSS06, CSS16, CSS17

Construction Support Sites (Cont.)

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LOCATIONS

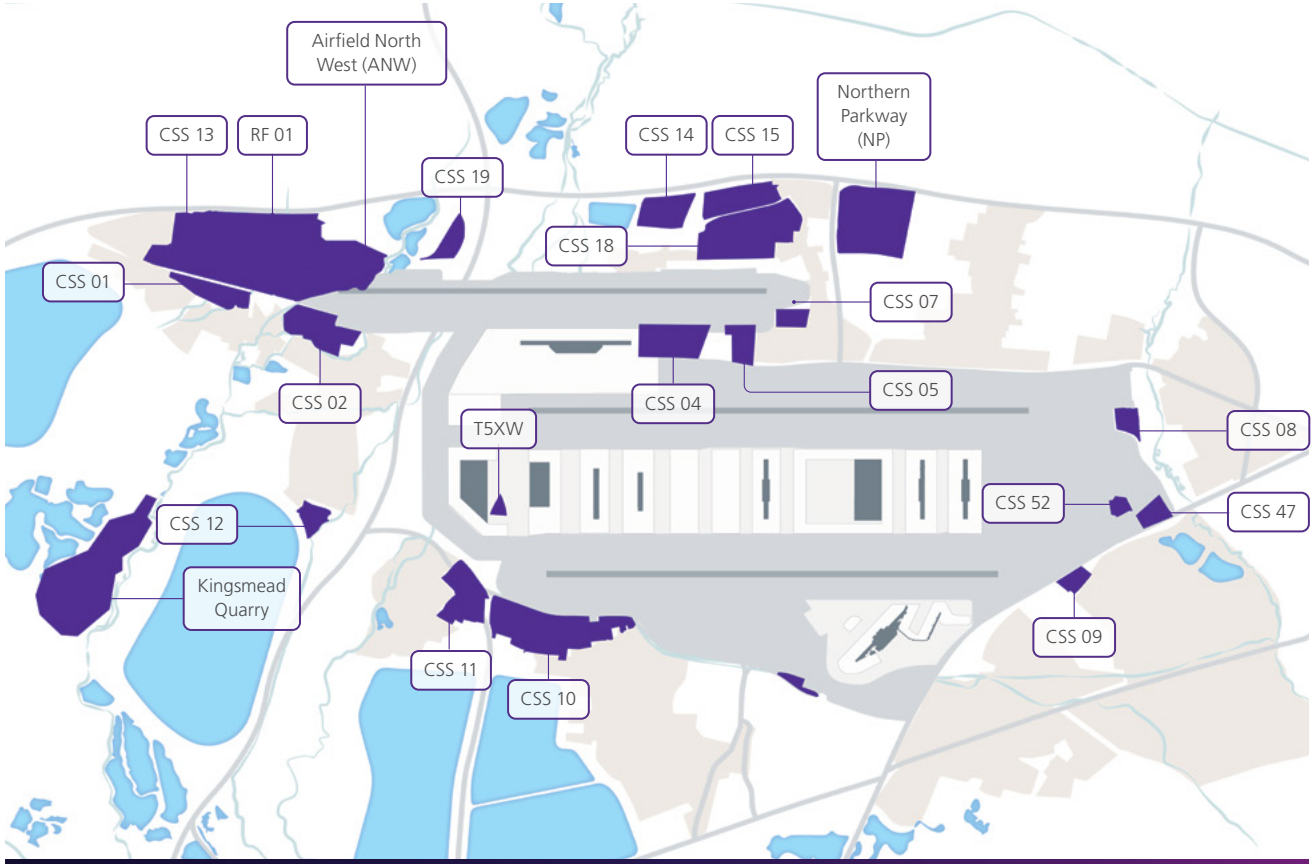
The proposed locations of CSS have been identified through detailed assessments to balance construction efficiency with the need to minimise local effects on communities and airport operations.

The selected locations for each CSS would, wherever reasonably practicable, 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. This land will be returned to its original function.

In the majority of cases, CSS will act as the point from which workers, plant, equipment and materials will flow to the specific point where they are needed. Having too few would result in longer and more heavily utilised internal ***haul roads***, or a greater use of the public highway network for construction traffic. Too many would result in a reduced ability to coordinate logistics and manage impacts.

WHAT IS A HAUL ROAD?

A ***haul road*** is a type of temporary road dedicated to construction and earthworks traffic, which utilises an internal road network to move material. The internal road network reduces the number of vehicles utilising the public roads.



Construction support sites

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SCALE AND LAYOUT

Each site would 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 (for example, due to 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.

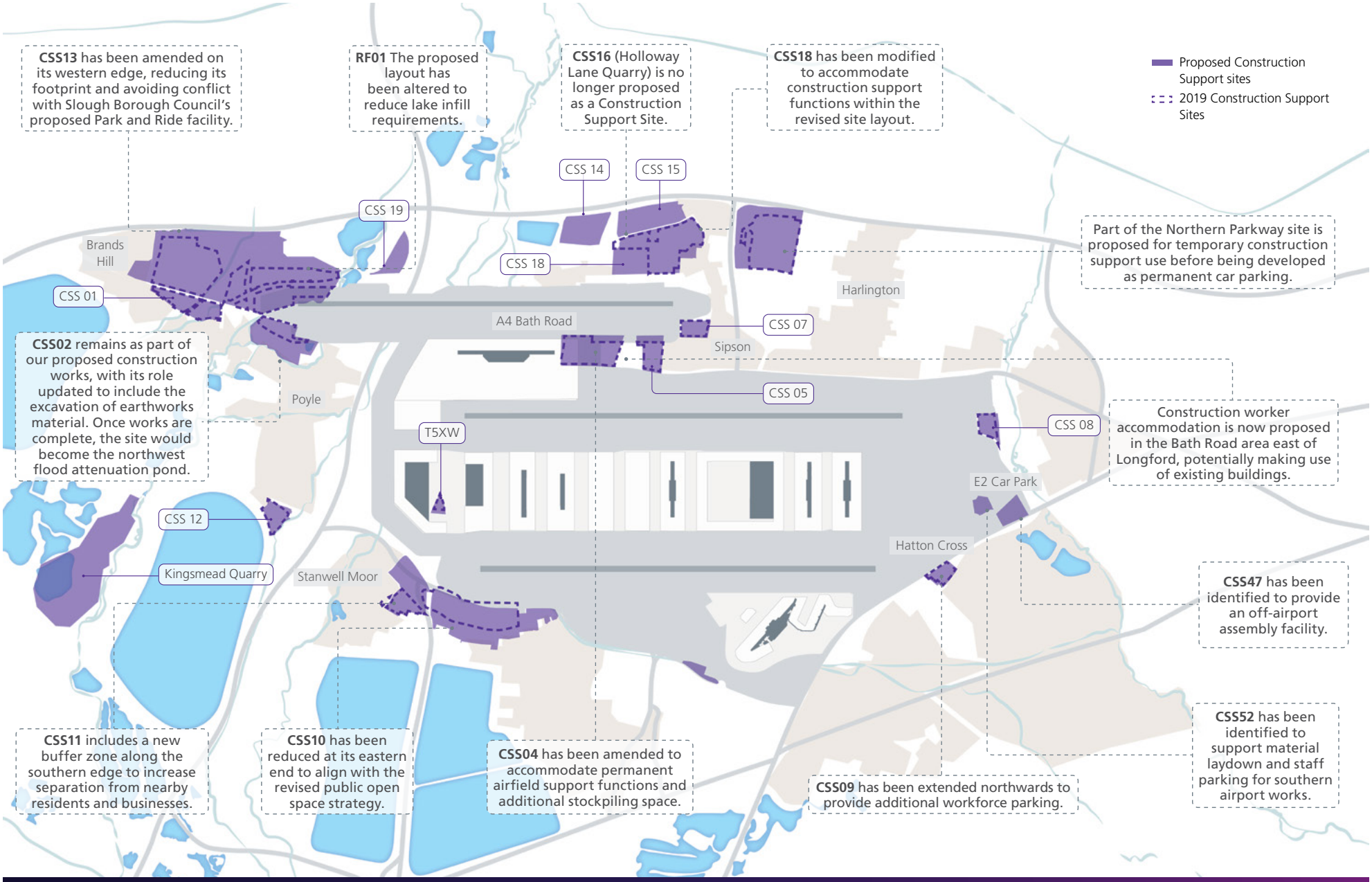
Each CSS would incorporate environmental controls and monitoring, with well-defined site boundaries. Where activities carry a risk of noise (such as material crushing or batching plants), we will aim to reduce effects by using, for example, screens, walls, noise silencers, attenuators or baffles, regular maintenance, and the housing and orientation of equipment.

CHANGES TO CSS PROPOSALS 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. This feedback, along with further technical work, has resulted in a number of changes to our proposals for the locations and design of the CSS, which are shown in the diagram on page 58.



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Construction Support Sites

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TEMPORARY ROAD WORKS

In certain phases, we may need to build temporary roads and widen or enhance junctions to maintain highway capacity during peak periods and keep traffic on the network moving. Temporary roads would be put in place prior to any existing highways being permanently closed to traffic.

We are proposing a new temporary exit slip road from the M4 westbound between the M25 and M4 junction 5 to link CSS13 to the railhead and – using the internal road network – to the rest of the development area. This would reduce traffic and associated air quality effects at Brands Hill by providing site access on a controlled dedicated route away from the surrounding residential and business areas.

To support our proposed site-wide construction routes and minimise effects on local roads, temporary bridging structures and conveyors are proposed across a number of major arterial roads in the area. These proposed structures would enable access to the expansion development area directly from the Strategic Road Network (SRN), thus minimising the distance travelled along local road networks. Proposed temporary bridges and conveyors include:

- A temporary bridge across the M25 to the south of junction 15. This will incorporate a conveyor system for the movement of material, as well as connecting the internal haul road network east and west of the M25 to link the proposed railhead, and existing Holcim concrete and aggregate facility, with the rest of the expansion development area.
- A temporary bridge to carry a conveyor across the M4 from the Flood Storage sites adjacent to Richings Park to the northern area of the airfield construction site.

While full road closures on the main arterial roads around the airport would be limited, they may be required for the installation of new bridges, removal of old bridges and other associated road works. Closures would only take place in off-peak times.

To ensure vehicles use diversion routes and not residential roads, some changes to local road access may also be required. Measures could include temporary road closures, one-way flows or controlled access. We will work with stakeholders to ensure the proposals are appropriate.

4.4 EARTHWORKS

Earthworks, such as excavation and ground preparation, will form a key part of the construction works for Heathrow expansion. Our construction strategy focuses on:

- Balancing earthworks on-site to minimise material import and export
- Maximising reuse of excavated material
- Careful phasing to limit stockpiling
- Using rail and internal haul routes to reduce road traffic

By carefully balancing excavated and deposited material across the site, the overall volume of material required to be transported to and from the site will be reduced. This would include, for example, use of on-site ***borrow pits*** to accommodate excavated landfill material from other areas of the site. This approach will cut down on lorry and rail movements, reduce the need to import new materials, minimise waste and landfill use and support more sustainable construction practices.

To maximise reuse of material, soil and other excavated materials removed from one area will be reused elsewhere across the project for landscaping, embankments or ground formation, removing the need for large quantities of earth to be taken off-site for disposal. Where possible, waste and demolition materials will also be treated and reused on the project. Materials requiring removal from the site will be moved as soon as reasonably practicable to avoid build-up and stockpiling.

We are also proposing measures to control the effects of construction on people and the environment. These include dust and odour suppression, covered and managed stockpiles, monitoring of air quality and ground conditions, controlled handling of contaminated materials, and compliance with environmental permits and management plans. Noise from earthworks operations would be managed by the use of, for example, temporary screening bunds/fences and restricted hours of working near to sensitive locations.

FURTHER DETAILS

More information on the control measures and standards we plan to implement throughout construction is available in the **Draft Code of Construction Practice (CoCP)**.

CHANGES SINCE 2019

FEEDBACK FROM PREVIOUS CONSULTATION

Since 2019 we have continued to refine our earthworks proposals to respond to site availability and concerns raised in response to our previous consultations relating to dust, noise and odour from large-scale excavation, the number of lorry movements, the handling of contaminated or landfill materials, visual effects of stockpiling, and potential risks to health, water quality and local communities.

WHAT IS A BORROW PIT?

A ***borrow pit*** is an area where material, usually soil, gravel or sand has been excavated for use at another location.

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We have made a number of changes to the earthworks strategy including:

Site Removals	Site Changes	Site Additions
CSS16 (Holloway Lane Quarry): No longer proposed for the stockpiling of earthworks materials due to its location.	**CSS18 (Sipson):** Stockpiling footprint and capacity reduced due to other Construction Support Site demands at this location.	**CSS14 (east of Saxon Lake):** Identified as alternative provision for stockpiling, following removal of CSS16. This site has a permanent use in the Project acting as a thermal store to sustainably balance the heating and cooling requirements of the new airport passenger terminals.
	CSS07 (Sipson): Proposed extension northwards to increase temporary stockpile capacity.	**CSS15 (Holloway Lane North):** Added as a temporary stockpiling site to offset reduced capacity elsewhere (notably CSS18).
	Sand and gravel have already been extracted from the **Borrow Pit (East of Saxon Lake)**. Therefore, this site will not be used as a borrow pit as advised in previous consultations. The primary function of the site is now proposed as a thermal store.	
	Borrow Pit (Colnbrook Poynings) will no longer be designated as a borrow pit, as it is not specifically required for this purpose. The primary function of the site is the proposed creation of a flood storage area, with any sand and gravel and/or other earthworks fill material extraction undertaken as a consequential activity.	Addition of Kingsmead Quarry to support the movement and deposition of earthworks materials arising from airport construction. This would provide a sustainable destination for suitable materials whilst facilitating the restoration of the quarry, enabling the site to be returned to green space after use.
	Borrow Pit (A3044 diversion) will no longer be designated as a borrow pit. The primary function of the site is now proposed as a drainage pond, with any sand and gravel and/or other earthworks fill material extraction undertaken as a consequential activity.	

Key changes to the earthworks strategy



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4.5 CONSTRUCTION MANAGEMENT STRATEGIES

In addition to the proposed construction works, we have developed strategies for the management of construction activities to address potential community and environmental effects. These will be secured through the DCO process. The following is a summary of the construction management strategies.

WHAT IS A CODE OF CONSTRUCTION PRACTICE?

The ***Code of Construction Practice (CoCP)*** is a document that sets out standards, procedures and rules to which developers and contractors must adhere when undertaking construction. A draft of this document for Heathrow expansion has been published as part of this consultation.

DEMOLITION MANAGEMENT STRATEGY

During construction, there will be an extensive programme of site clearance of assets such as buildings, highways, car parks, pavements and vegetation as well as underground utilities, where required, to facilitate earthworks and construction activities. Several measures will be implemented to avoid or manage the effects associated with these activities.

Site clearance activities will also comply with relevant legal requirements (including under the DCO) for the protection of biodiversity, the historic environment, air quality, odour and construction dust, noise and vibration, landscape, flood risk, surface water and groundwater quality and human health and the management of waste.

Monitoring will be carried out as appropriate during site clearance and, where necessary, following completion of clearance activities in relation to air quality, construction dust and airborne fibres, odour, noise and vibration, landscape and groundwater levels. Monitoring of waste streams, stockpiles of waste and associated logistic movements will also be undertaken.

MATERIALS MANAGEMENT STRATEGY

Our proposals would require the excavation and movement of approximately 27.5 million cubic metres of material as part of earthworks and ground preparation activities. This includes the excavation of around 9.3 million cubic metres of material from 63 existing landfill sites. This scale of ground disturbance presents a number of risks, such as causing ground instability and, due to the extent of existing contamination in the landfill sites, the potential for mobilising and spreading pollutants in the environment.

To limit these risks, we will develop a Materials Management Strategy that sets out the framework for managing excavated earthworks, including the regulatory regimes that will be applied to permit, monitor and control the earthworks. It will also define our approach to reusing, recovering and disposing of materials (including landfill materials), earthworks and landfill permitting.

We will use appropriate design and construction techniques (for example, the application of appropriate geotechnical design codes and standards) to prevent ground instability. Additionally, ground stability will be monitored during excavations and additional measures taken should unstable conditions develop.

The material excavated from historic landfill sites will be moved into new permitted landfills created as part of the Project. These new landfills will be designed, monitored and managed in line with strict standards and controls set out by the Environment Agency to minimise any impacts. For example, the landfills would be lined to isolate the material from groundwater and treatment systems would be installed to collect and effectively control any leachate or gases.

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CONSTRUCTION POLLUTION CONTROL STRATEGY

The refuelling and maintenance of construction vehicles, plant and equipment will also need careful management to prevent accidental spillages or leaks of fuels, oils and lubricants that could result in soil contamination. For example, fuels will be required to be stored in bunded areas, spill kits will be provided on-site to ensure that accidental spills can be contained, quickly cleaned up and managed safely, and contingency plans will be developed in case of finding unexpected contamination. More information on the measures our contractors will implement to control pollution and monitor any environmental effects during construction is available in the Draft CoCP.



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RIVER QUALITY MANAGEMENT STRATEGY

An extensive programme of temporary and permanent river diversions is planned during the early stages of construction. The proposed movement of these channels and their fish populations will be sensitive to the coarse fish breeding season, with moved fish placed upstream and downstream of the site in prepared reaches.

Continuity of river flow will be retained at all times. New corridors will be established through a mix of planting (both on riverbanks and in water) and other interventions, such as woody debris, to provide shelter to wildlife using these corridors during construction.

River enhancements will take place upstream and downstream of the river diversions to respond to the net loss of river length due to river channels being combined. These may include river restoration, channel structure modification and de-culverting, and will involve localised construction works in the river and on the banks. This is being done to help achieve Water Framework Directive and ***biodiversity offsetting*** requirements.

New flow control structures will be required on the diverted rivers and on current rivers adjacent to new flood storage areas. These will be maintained once constructed, and monitoring will be used to identify where the management of these new features needs to be adapted to ensure the expected environmental benefits are realised. This adaptive management approach will continue into the operational phase of the expanded Heathrow.

WHAT ARE BIODIVERSITY OFFSETS?

Biodiversity offsets are conservation activities that are designed to give biodiversity benefits to compensate for losses, ensuring that when a development damages nature (and this damage cannot be avoided or mitigated) new nature sites will be created.

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WORKER CONDUCT STRATEGY

Heathrow will support a shared set of principles that promote a positive, respectful and inclusive working environment that integrates well with local communities.

Clear expectations will be communicated to everyone involved in construction – whether working on site or living locally – through a worker code of conduct. These expectations are intended to support shared understanding, encourage positive behaviours and provide reassurance to local residents and stakeholders. We will continue to promote these principles through regular communication and engagement activities. Our supply chain partners will play an important role in supporting this approach, ensuring their teams are well-informed and contribute positively to the communities in which they are based.

WORKER ACCOMMODATION STRATEGY

We are proposing to support the provision of overnight accommodation for ***non-home based (NHB)*** construction workers in a way that minimises effects on existing residents, local housing and tourism markets. Our current estimate is that 80% of construction workers would be home-based and commute to Heathrow on a daily basis, with the remaining 20% of workers (i.e. up to around 2,700 at the peak of construction) expected to travel from other parts of the UK and stay in local accommodation during the working week.

We recognise that local private rentals and tourist accommodation currently operate at high occupancy levels. As such, we are proposing to provide a managed quantity of worker accommodation for up to 1,000 workers. In response to feedback from our 2019 consultation, we are now proposing to locate the majority of this accommodation in the Bath Road area to the east of Longford. There is potential to use existing buildings, including a number of hotels, for this purpose until their demolition is required to create space for the new airfield. We have started initial discussions with some of the existing building owners.

Our worker accommodation approach will support both the workforce and local communities and will form part of the DCO application.



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CONSTRUCTION TRAFFIC MANAGEMENT STRATEGY

During the 2019 consultation, concerns were raised about construction traffic, including congestion on major and local roads, rat-running through nearby villages, high levels of lorry and workforce traffic and whether these effects would be properly controlled. To address this, our proposals focus on reducing road use wherever possible by maximising rail for material deliveries and waste removal, using rail-connected off-site hubs and construction support sites as gateways into the project. We are proposing 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. The FCTMP will set out the proposed mitigation measures in relation to the implications for construction transport on surface access networks during the construction phases. It will cover construction freight transport, including rail movements as well as construction lorries on the highway network.

The overall objective of the FCTMP will be to ensure that any potential effects of freight vehicles generated by transporting materials for construction of Heathrow expansion are reduced, particularly with regard to emission levels, limiting noise effects, reducing safety risks related to construction and reducing congestion.

The FCTMP will also set out a comprehensive package of mitigation measures. These are expected to include:

- Measures to reduce the amount of construction vehicle journeys using the highway network around Heathrow.
- Measures to manage the arrival and departure profiles of construction vehicles and deliveries.
- Measures to control the routes used by construction vehicles to arrive and depart from the construction site.
- Measures to encourage more sustainable freight practices.
- Traffic management measures.
- Measures to ensure highway cleanliness and conditions (as a result of construction activity).

A ***Transport Management Working Group (TMWG)*** will be set up to oversee implementation of the full FCTMPs and workforce travel measures. This group will include key stakeholders such as highway authorities, utility providers and emergency services, with Heathrow retaining overall responsibility for ensuring delivery and compliance.

We are currently evaluating options to establish a construction control centre to manage all on-site and off-site construction activities, including access routes. The control centre would coordinate with key stakeholders, related projects and the ***Network Management Control Centre (NMCC)*** to ensure a unified approach across all aspects of delivery.

We recognise the importance of effective communication and engagement on traffic management with local residents and businesses throughout the project and will establish ways to keep local communities and businesses fully informed about forthcoming works in their area on an ongoing basis. A strategic advance traffic warning signage scheme will be implemented to highlight when key traffic management works will occur and where further information can be found.

Through close coordination with TfL, National Highways and other relevant road authorities, we will ensure that live traffic information is kept up to date, offering easy access to real-time updates to support daily travel planning. Temporary traffic management will be phased to address and mitigate the effects of construction on the highways network and enable community connectivity to be maintained.

All appointed contractors will be required to adhere to the ***Construction Logistics and Community Safety (CLOCS)*** standard when using vehicles on the highway network. The CLOCS standard draws together practice from several individual standards, policies and codes of practice to form a single standard. This standard aims to ensure that construction companies follow safe practices in the management of their operations, vehicles, drivers and construction sites.

WHAT IS CONSTRUCTION LOGISTICS AND COMMUNITY SAFETY (CLOCS)?

CLOCS is a nationwide initiative established to improve safety practices in the construction industry, particularly regarding the movement of large vehicles in urban areas.

All appointed contractors will also be required to adhere to ***Fleet Operator Recognition Scheme (FORS)*** Silver standard as a minimum when using vehicles on the highway network. FORS is a voluntary national fleet accreditation scheme designed to help improve fleet operator performance, safety and operational efficiency. There are progressive requirements for achieving FORS accreditation to a minimum of Silver level.

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CONSTRUCTION WORKER TRAVEL

A ***Framework Construction Workforce Travel Plan (FCWTP)*** will be developed to manage the effects of construction on worker travel associated with expansion. The FCWTP 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. It will complement the wider construction transport strategy to coordinate workforce movements with construction logistics and site operations.

The FCWTP will aim to address effects on the surrounding transport networks, local communities and the environment. It will seek to reduce congestion, limit the use of local roads, prevent parking in residential areas, and support safe and efficient travel for both construction workers and existing road users.

Our approach to construction workforce travel prioritises reducing reliance on private vehicles. We have an aspiration for at least 60% of all workforce journeys to be made by sustainable modes, including public transport, active travel and car sharing. We are developing a coordinated package of measures to reduce reliance on private car use and to distribute travel demand more evenly across the day.

WHAT IS FLEET OPERATOR RECOGNITION SCHEME (FORS)?

FORS is a UK-wide accreditation system designed to raise standards in road transport operations. It helps companies manage work-related road risk, improve fuel efficiency, and reduce environmental impact.

These will be set out in the FCWTP and are expected to include:

- Support and incentivise measures to promote public transport use.
- Promotion of car sharing and prioritised parking provision.
- Encouragement of active travel, including improvements to walking and cycling connections and on-site facilities.
- Provision of shuttle bus services connecting mobility hubs, parking areas and CSS locations.
- Additional measures such as travel information provision, demand management through shift patterns, and ongoing monitoring and review.

Before construction starts, the FCWTP will be updated and published as the ***Construction Workforce Travel Plan (CWTP)***. This would be a live document throughout the construction period, supported by monitoring, reporting and continuous refinement to ensure that workforce travel is effectively managed.



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CONSTRUCTION LIGHTING STRATEGY

During construction, several measures will be put in place to avoid or manage the effects of light pollution, taking into account the safety requirements of airport operations. The construction lighting principles will be designed to avoid or minimise light pollution on residents, local amenities, landscapes, wildlife and habitats.

The effectiveness of lighting mitigation during construction will be monitored, including through surveys that will involve the measurement of lighting levels in sensitive areas. Improvements will be carried out where necessary and practicable, along with periodic maintenance and inspections. Once constructed, monitoring will be used to identify where the management of these new features needs to be adapted, to ensure that the intended measures to address effects are achieving their aims.

UTILITIES MANAGEMENT STRATEGY

Heathrow expansion will require the removal, diversion and protection of a significant number of utilities. New connections and the reinforcement of fuel, electricity, gas, water, wastewater and telecommunication networks would also be needed. Most of the infrastructure necessary for expansion will be required by runway opening and would occur early in the programme.

We are proposing to create multi-utility corridors to generate working efficiencies, streamline works programmes, confine disruptive construction activity and concentrate maintenance provisions across a range of utilities services. Utility corridors would be located within the proposed road corridors wherever possible.

Where utilities works are required in existing roads across the area to allow connections or local diversions to be made, they would be coordinated with the overall works programme to minimise effects on the local community as much as possible.

WORKSITE SECURITY STRATEGY

We will ensure that security measures are adequate and appropriately designed and maintained. Perimeter security may take the form of fencing, barriers, ditches/bunds or hoarding of suitable strength and dimensions. These elements will be designed to respond to landscape character, visual amenity and biodiversity in each location, while taking account of site security and public safety needs and vulnerabilities. Processes and procedures to ensure the security of construction sites would be standardised. More detail can be found in the Draft CoCP.

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4.6 MANAGING THE EFFECTS OF CONSTRUCTION

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. The activities associated with clearing space for, and construction of, the Northwest Runway are expected to be the most intensive and result in the greatest effects.

After construction of the new runway is complete, the need for localised works remains. Construction of limited sections of taxiway, freight forwarding sites, and works to western terminals and associated developments will follow the runway works. These activities are expected to be generally less intensive and more limited in geographical extent compared with those required for the runway.

Noise effects during peak construction periods are likely for community areas closest to active worksites, including 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 and Wraysbury.

All environmental measures that have been identified to avoid, reduce, mitigate or, if possible, offset effects of construction would be secured through the ***Development Consent Order (DCO)*** process.

FURTHER DETAILS

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)**.



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4.7 TAKING OTHER PROJECTS INTO ACCOUNT

Expansion at Heathrow 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 the construction of Heathrow expansion.

We will develop a holistic approach to managing the cumulative effects of construction activities of nearby projects in conjunction with those arising solely from our expansion. These projects fall into three key groups:

1. Our own business-as-usual projects at the airport such as asset maintenance and renewal, and enhancements to existing terminals.
2. Facilities displaced by Heathrow expansion, such as Energy from Waste Plant being delivered by separate consenting regimes
3. Potential infrastructure projects with an ***interface*** (including the opportunity to explore synergies in approach) to expansion, including possible future passenger rail connections, National Highways schemes and nearby water and flood alleviation schemes (noting these schemes do not currently have consent).

Where possible, measures to address the effects of projects at the airport in the control of Heathrow will be integrated with the relevant elements of expansion to minimise impacts.

We will seek to co-ordinate mitigation measures and explore opportunities for synergies (for example, in relation to workers and materials) where reasonably practicable with other local (and wider) independent projects. Our DCO application will include measures such as working groups where successful interfaces (physical, schedule and/or operational) would be identified with the aim of reducing impacts. This could include understanding other programmes' workstreams with respect to materials demand, workforce distribution, highways diversions and railway possessions.

WHAT IS AN INTERFACE?

An ***interface*** is a boundary or point of connection where two separate systems, objects or people meet and interact. It acts as a bridge that translates information, allowing two different things to communicate and work together smoothly. Interfaces can be physical (a fence or utility connection), operational (airport and non-airport functions) or time related.



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4.8 FURTHER INFORMATION ON CONSTRUCTION

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

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

YOUR VIEWS

We welcome your views on our proposals for the construction of Heathrow expansion and how we can manage their effects. Please see **Chapter 8** on page 148 for details on how to provide your comments.

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5.0
Operating the expanded airport




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5.1 EARLY GROWTH

While the new runway is an important part of the expansion of Heathrow, we are also proposing to make increased use of our existing runways before it is completed. If our Development Consent Order (DCO) application is granted, we want to bring forward some of the benefits of expansion as soon as possible by making increased use of our existing runways. We call this 'early growth'.

We have been operating just within our capped capacity for many years, and there is substantial built-up demand from airlines to open new routes or reinforce services to existing domestic and international destinations. Our application for development consent will seek to lift the existing restriction of 480,000 ***Air Transport Movements (ATMs)*** per year and grow the airport by at least another 260,000 ATMs as required by the Airports National Policy Statement (ANPS).

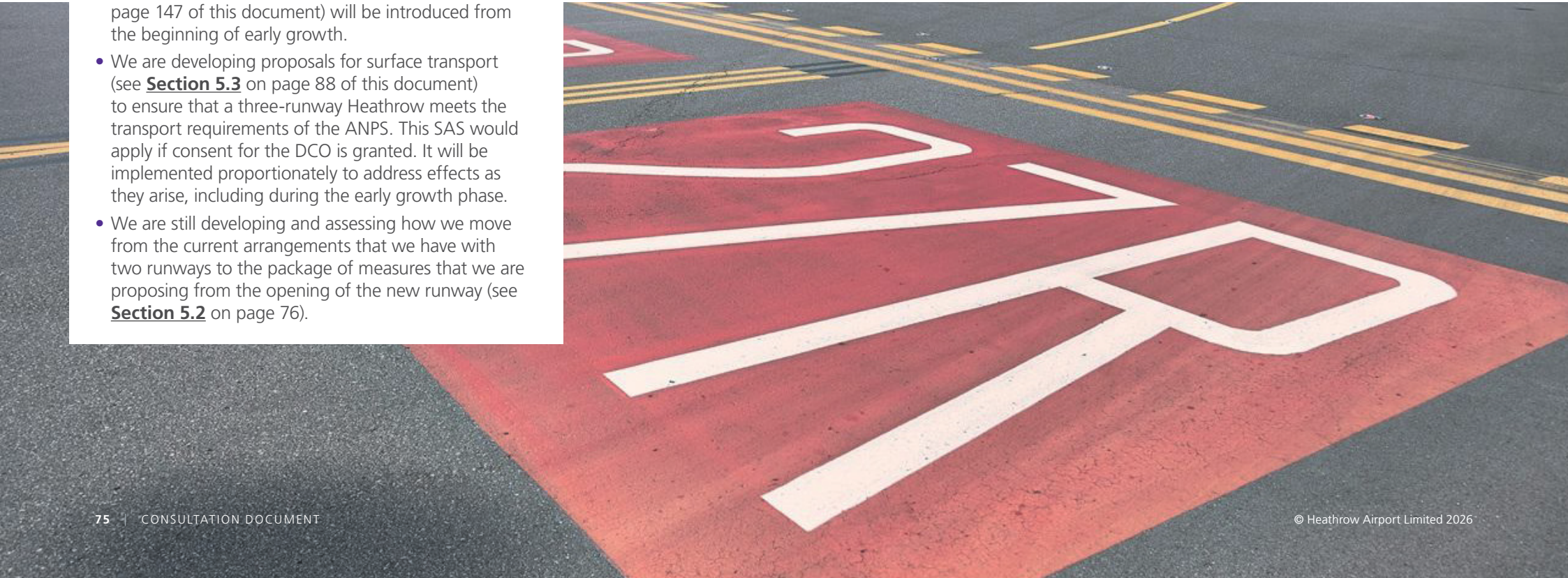
We expect to be able to introduce up to 25,000 additional ATMs before the opening of the new runway. New navigation technology would allow us to make more efficient use of our runways safely, while further investment in on-airport facilities could increase our capacity to support more passengers and planes. These initiatives would improve both the efficiency of the airport and enhance the connecting journey for transferring passengers.



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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:

- The noise envelope aspect of ***Environmentally Managed Growth (EMG)*** of the airport (see **Section 6.4** on page 119 of this document) will commence from the start of early growth. This strategy sets out a comprehensive basis for managing the growth of the airport to ensure that its effects always remain within defined limits to be secured by the DCO.
- Our ***Noise Insulation Policy*** (see **Section 7.4** on page 147 of this document) will be introduced from the beginning of early growth.
- We are developing proposals for surface transport (see **Section 5.3** on page 88 of this document) to ensure that a three-runway Heathrow meets the transport requirements of the ANPS. This SAS would apply if consent for the DCO is granted. It will be implemented proportionately to address effects as they arise, including during the early growth phase.
- We are still developing and assessing how we move from the current arrangements that we have with two runways to the package of measures that we are proposing from the opening of the new runway (see **Section 5.2** on page 76).



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5.2 OPERATING THE THREE-RUNWAY AIRPORT

This section summarises how we propose to operate a three-runway airport to:

- Provide predictable periods of ***respite*** from aircraft noise.
- Manage night flights.
- Apply other operational measures to help reduce and mitigate noise impacts.

Aircraft noise is one of the most important issues for communities around us and has been central to how we have developed the proposals.

SUMMARY OF PROPOSALS

The introduction of a new Northwest Runway will deliver an increase in the number of ATMs over time from the current level of just over 475,000 a year to up to 756,000 a year. The new runway would provide more flexibility than the current configuration, allowing for improvements in how the runways operate for arrivals, departures and in ***'mixed mode'*** (both arrivals and departures). Our proposal is to use one runway for arrivals, one runway for departures and one in ***'mixed mode'*** (see diagrams on page 77).The proposals would enable Heathrow to operate the three runways as a package to deliver the benefits of capacity growth while mitigating environmental impacts on communities by:

- Introducing a **structured pattern of runway alternation** to provide predictable respite for communities.
- Implementing a **scheduled night flight ban period**, alongside a more restricted recovery period.
- **Limiting early morning operations**, including using a single runway during the early morning arrivals period, to reduce noise impacts when most people are asleep.
- Applying a **managed directional preference** (where we break up periods of operating in one direction when winds are low enough) to provide additional periods of relief.
- Introducing a range of **supporting operational measures** aimed at reducing noise impacts.

WHAT IS RESPITE?

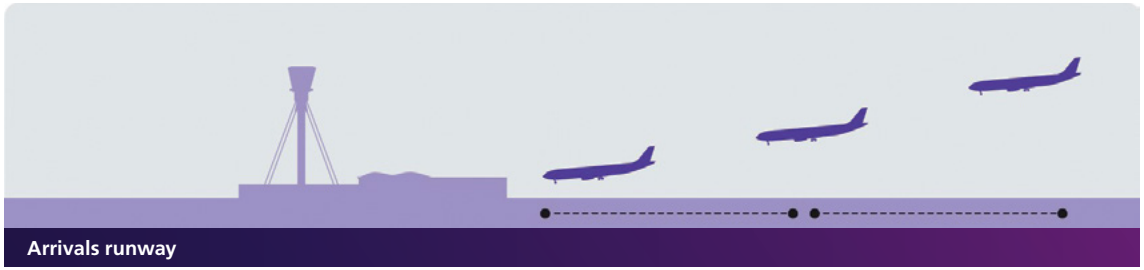
By respite, we mean predictable relief from aircraft noise, for local communities. Relief can be defined as a break from, or a reduction in, aircraft noise.

WHAT IS A RUNWAY MODE?

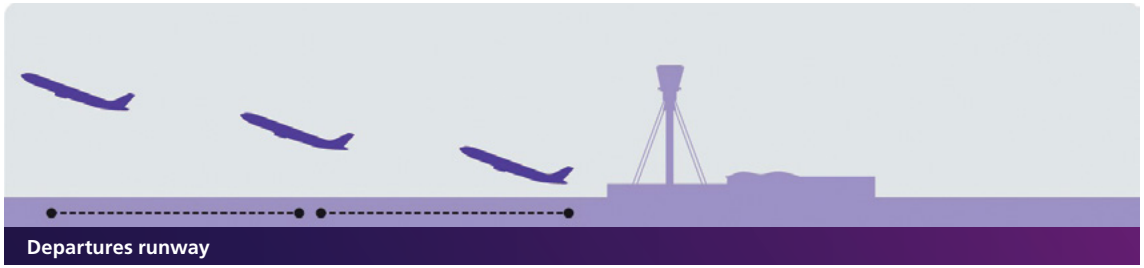
A ***runway mode*** means whether a runway is used for landings or departures, or both. If a runway is used for either landings or departures, we call this ***'segregated mode'***. If it is used for both landings and departures at the same time but usually less intensively – we call this ***'mixed mode'***.



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Arrivals runway



Departures runway



Mixed mode runway – arriving and departing aircraft use the same runway.

RUNWAY ALTERNATION

Today, our two runways usually operate in ***'segregated mode'***, with one used for arrivals and the other for departures. When aircraft are taking off towards the west (***'westerly operations'***), the airport alternates the arrival runway at 3 pm to provide planned and predictable breaks from aircraft noise for those living close to the runway ends. Our ***Easterly Alternation*** project, which is not part of the DCO will expect to be delivered ahead of the new Northwest Runway opening, providing the ability to alternate in the same way when on easterly operations (when aircraft take off towards the east).

The introduction of a Northwest Runway provides an opportunity to develop an approach to alternation that supports increased capacity, while delivering predictable respite from noise

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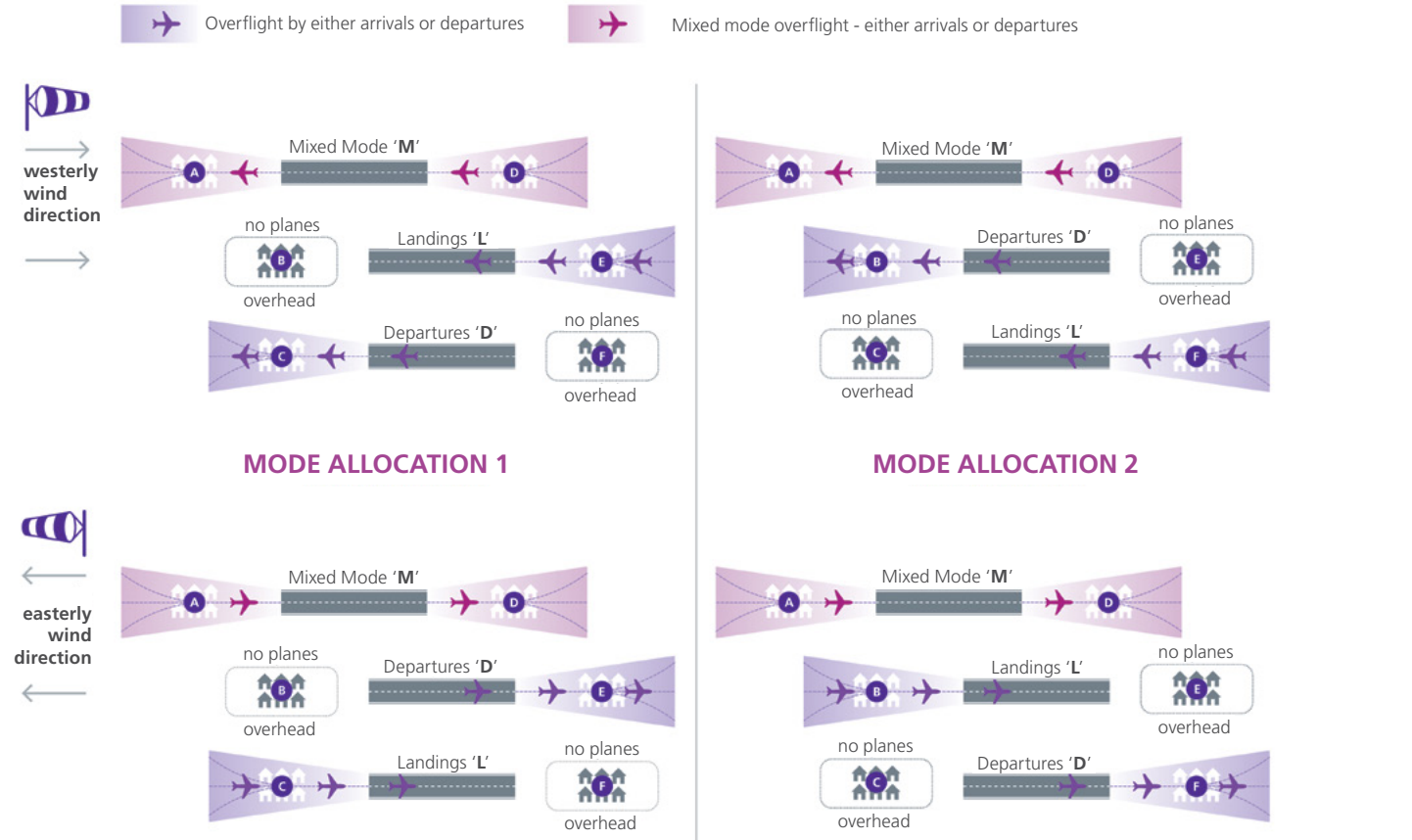
We are considering a range of options to provide respite through runway alternation, having regard to the feedback from consultation and engagement.

All of the runway alternation patterns we are considering were built from four main components:

- **Runway mode allocation** means how a runway is allocated to be used for landings and/or departures.
- **The sequence** in which the runway mode allocation will cycle between the three runways. The mode allocation will cycle through at pre-set intervals to provide predictable respite for those communities closest to the airport.
- **The duration** for which a particular runway mode allocation is in place.
- **The time** of day (or point in a week) when the runway mode allocation changes to the next allocation in the sequence.

MODE ALLOCATIONS

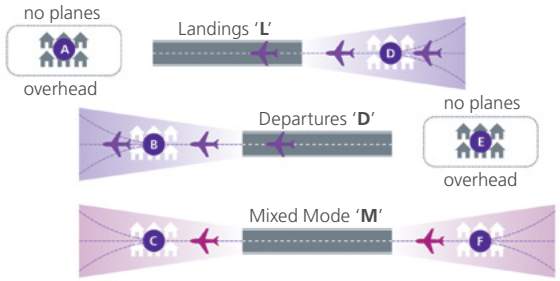
The diagram 'Reflective alternation' sets out the four possible mode allocations referred to above, in both westerly and easterly operations, and indicates the communities located close to each runway end. We are reviewing ***reflective alternation***, which will ensure the same communities are provided with respite, regardless of the direction of operation, but this will need further assessment and work with ***NATS (formerly National Air Traffic Services)***.



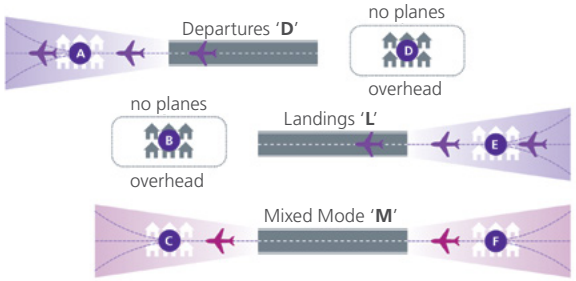
Reflective Alternation - four different mode allocations under easterly and westerly operations

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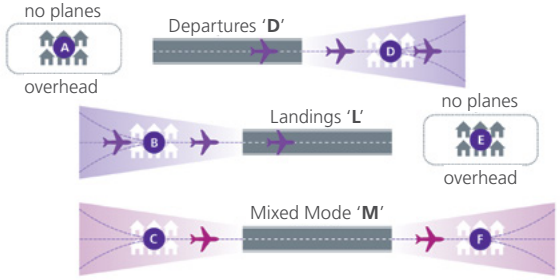
A Brands Hill and Langley
B Colnbrook, Poyle, Datchet and Horton
C Stanwell Moor, Wraysbury and Old Windsor
D Sipson, Harlington and North Heston
E Cranford and South Heston
F Hatton and Feltham

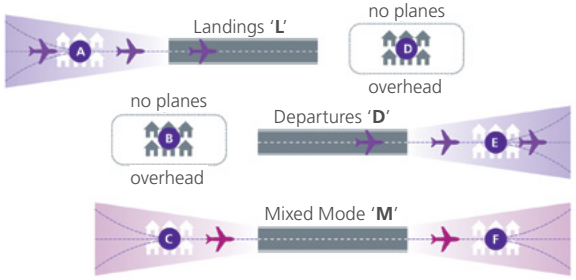


MODE ALLOCATION 3



MODE ALLOCATION 4





WHAT IS MODE ALLOCATION?

Mode allocation is how we describe the way runway modes are used together across all the runways at one time. We have developed four different arrangements between the three runways.

For example, the new Northwest Runway might be allocated to a mixed mode ('M'), the centre runway on arrivals mode ('L' for landings) and the southern runway on departures mode ('D') running north to south. We would call this mode 'MLD'. Because the middle runway cannot be used for mixed mode for safety reasons, there are four operationally viable runway mode allocations: MLD, MDL, LDM and DLM.

Our current thinking is that we could cycle through mode allocations in a daily runway alternation pattern that will repeat sequences every four days. So, on Day 5 we would start again as on Day 1.

We are considering two options for the timing of runway alternation, overnight only and 3pm and overnight.

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CHANGING THE PATTERN AT 3PM AND OVERNIGHT

Since our current runway alternation scheme changes at 3pm and overnight, this proposal would mean no change to the time we alternate modes on our runways compared to current operations.

CHANGING THE PATTERN TO OVERNIGHT ONLY

Based on community feedback that longer periods of respite are valued, and advice from NATS that changes during the day add operational complexity and reduce resilience of the airport's operation, we include an alternative option in this consultation where we alternate runways overnight in between the runways closing for the night and opening the next morning. This would essentially mean that alternation of the runway modes would take place overnight rather than during the day.

This proposal would mean local communities could expect at least one full day of respite during the four-day sequence.

YOUR VIEWS

We are keen to receive views on both '15:00 and overnight runway alternation' and 'overnight alternation only' as options for the time to alternate the runways.

FURTHER INFORMATION

Further information on the runway alternation scheme is in the **Future Runway Operations Document**.

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NIGHT FLIGHTS

A high proportion of long-haul flights arrive in the early morning and allow onward connecting flights both to key domestic routes and strategically important global routes. Early morning flights have important economic benefits for the UK. Late evening flights are also important to freight operators, airlines and businesses across the UK due to the nature of their 'just-in-time' overnight operations.

Currently there is no ban on night flights at Heathrow, but there are restrictions on the type of aircraft that can be scheduled and operated from 23:00 to 07:00 (the 'Night Period'). There is then a more restrictive period from 23:30 to 06:00 (the 'Night Quota Period') which has limits on the total number of movements and quota count points which are set by the Department for Transport. Around 90% of the night flights at Heathrow are between 04:30 and 06:00 with an average of 16 aircraft arriving each day between these hours. Heathrow has a voluntary ban in place that prevents flights scheduled between 04:30 and 06:00 from landing before 04:30. These are some of the strongest restrictions on night flights of any hub airport in Europe.

However, if Heathrow expansion is granted, we would support the introduction of a night flight ban. The way we believe this ban should operate is outlined next.

WHAT IS THE QUOTA COUNT?

The quota count system, set by the government, has been in place at Heathrow since 1993 and applies to all the major London airports. Each plane has a number of points based on how noisy it is: the noisier the plane, the higher the number of points. If a plane lands or takes off during the Night Quota Period (23:30 to 06:00), its points count towards a limit based on whether it is operating during the summer or winter period.

The night quota count system is designed to discourage the use of noisier older planes and encourage the use of quieter newer planes. No plane with a very high score (the oldest and noisiest) is allowed to take off or land during the night quota period.

WHAT IS THE MOVEMENT LIMIT?

The movement limit restricts the total number of flights that can take place in the Night Quota Period over each summer and winter period.

There are currently no scheduled departures between 22:40 and 06:00 and no scheduled arrivals between 22:55 and 05:05.

SCHEDULE VS RUNWAY TIME

It is important to understand the difference between the scheduled time (the times shown on arrival and departure boards) and the time planes arrive or depart from the runway.

Using arrivals as an example:

- The scheduled time of an arrival is the time that the plane reaches the airport stand (when the plane stops at the terminal gate and you get off).
- The runway time is the time the plane touches down on the runway.

Today, there is approximately 15 minutes between the plane touching down on the runway and taxiing to the airport stand (although this varies between flights and times of day).

It is the same for departures. The scheduled time is the time the plane will push back from the gate, and the runway time will be approximately 15 minutes later when it takes off.

We support the introduction of a scheduled night flight ban based on a six-and-a-half hour break in scheduled operations. A night flight ban based on runway times would introduce significant complexity to airport and airline planning and would naturally result in under-utilisation of the runways to allow for uncertainty in taxi times.

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Our view is that a six-and-a-half-hour ban should not begin before 23:00 or end after 06:00 because of the following constraints:

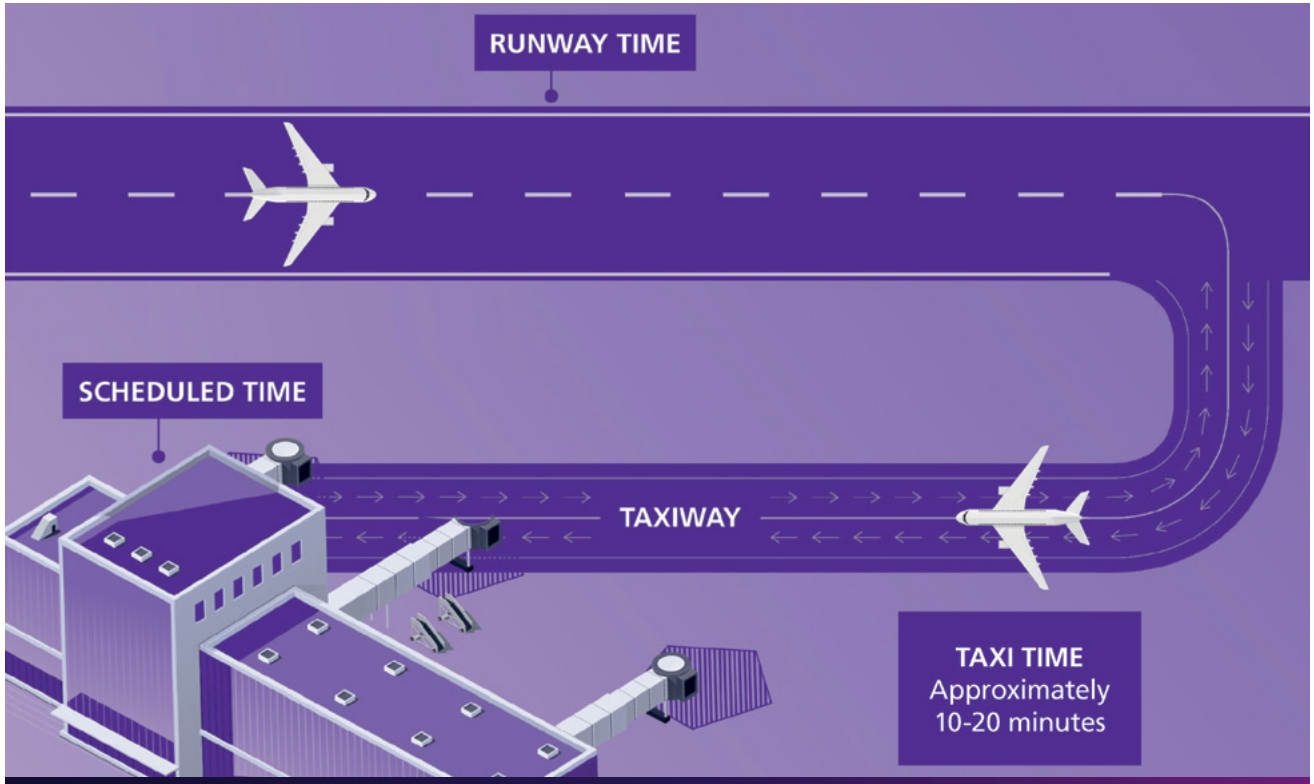
- The night period in the UK is set by the government and is between 23:00 and 07:00.
- A ban on scheduled operations after 06:00 would have significant economic implications and would seriously impact our ability to compete with other European hub airports. Crucially, it would not enable us to meet the capacity requirements set out in the ANPS. Equally, this time period is important for both arriving and departing passengers whether travelling for business or leisure.

Based on analysis of consultation responses, further evaluation of the options and impacts, we are retaining our proposal for a six-and-a-half hour ban on scheduled night flights between 23:00 and 05:30. Together with the use of just one runway for early morning arrivals before 06:00, this will provide each local community with at least seven hours' respite between 22:00 and 07:00.

The introduction of this ban on scheduled night flights will mean that no arrivals or departures will be scheduled after 23:00. The latest time for a scheduled arrival on the runway would therefore be approximately 22:45 (to allow an average of 15 minutes for the aircraft to reach the gate) and the latest time for a scheduled departure on the runway would be approximately 23:15 (15 minutes after it pushes back from the gate).

A ban on scheduled night flights is different from a full airport closure. Aircraft could still operate after this time, but only if there was a specific reason, such as a need to use the ***'recovery period'*** (on page 84) or if they have been dispensed by government.

The proposed ban on scheduled night flights has been designed alongside other elements of our night flight proposals as part of a package of operational measures. This package balances the need for provision of respite for overflown communities with the operational and economic requirements of our operation.



Schedule time versus runway time

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CHANGES TO THE RECOVERY PERIOD AND EARLY MORNING OPERATIONS

Our current ***'recovery periods'*** allow late running planes to use the runways up to 01:00 and sometimes later. With expansion, we propose to limit the recovery period so that it stops at midnight. We recognise that this could be challenging for airlines. Equally, however, we know that providing greater certainty around when aircraft will and will not be overhead and extending periods of predictable respite are of high importance for our local communities.

In addition to the changes to the recovery period, we propose that we will no longer have any discretion to allow delayed aircraft to arrive or depart after the recovery period. This will mean that we have extended to at least five hours and 15 minutes the period during which aircraft will only be allowed to operate if they have been dispensed by the government. These proposed changes will reduce the extent to which delays are able to extend later into the night, while allowing a degree of flexibility to support airlines and passengers in times of disruption.

With three runways, we can also apply a runway alternation pattern that ensures that communities close to the runway end that experience night operations during the recovery period will not experience any operations in the first part of the following day. This would provide communities close to the airport with a longer period of respite from noise.

Our proposal is to only use one runway for the early morning arrivals that are scheduled from 05:30, when the scheduled night flight ban ends. The runway used will change in line with our alternation proposals. An arrival scheduled for 05:30 will land on the runway approximately 15 minutes earlier, at around 05:15.

There would be no departures scheduled before 06:00 and the other two runways will not become operational until this time. Scheduled departures would only begin from 06:00 and would not take off from the runway until around 06:15.

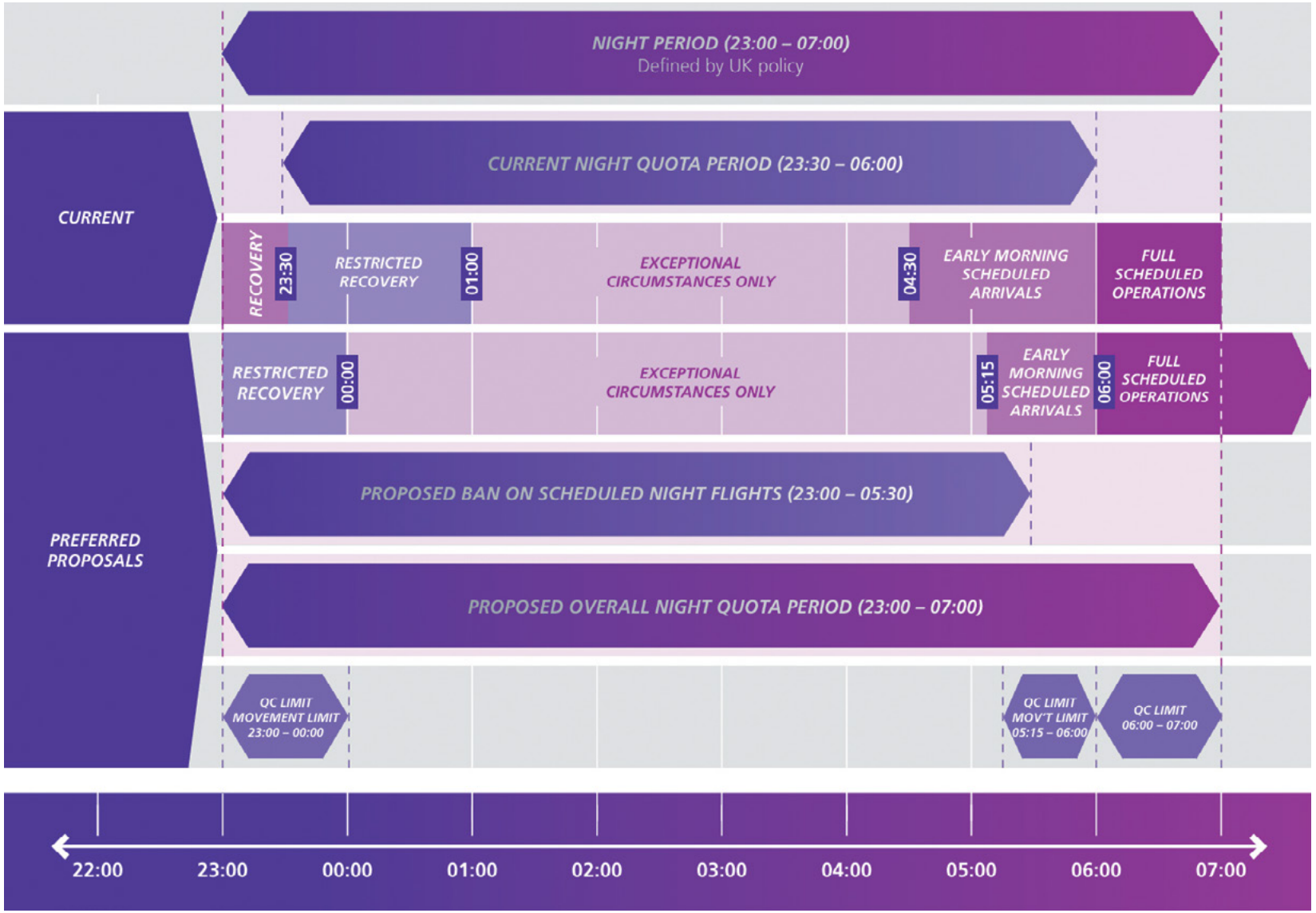
The use of one runway for early morning arrivals will mean that fewer people are overflown at this time of the day. This approach is intended to minimise the total number of people affected by noise at the most sensitive times of day.

SUMMARY OF PREFERRED NIGHT FLIGHTS PROPOSALS

The diagram 'Current and the future night flight arrangements', on page 84, sets out our preferred proposals for managing the effects of night flights, compared to the existing night operations. Our proposals combine a scheduled night flight ban with more stringent recovery period arrangements, a reduction in the number of people affected by early morning arrivals and measures to encourage quieter aircraft. This combination of measures is intended to deliver longer continuous periods of respite from noise and reduced disturbance for communities in the late evening and early morning.



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Current and future night flight arrangements

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DIRECTIONAL PREFERENCE

Aircraft generally take off and land into the wind. When winds are light (below 5 knots – about 6 miles per hour), aircraft can potentially take off or land in either direction. Rules are set by the government to determine what to do in these circumstances. These are called a ***'directional preference'***, and they say in which direction operations should be when the winds are light enough for there to be a choice.

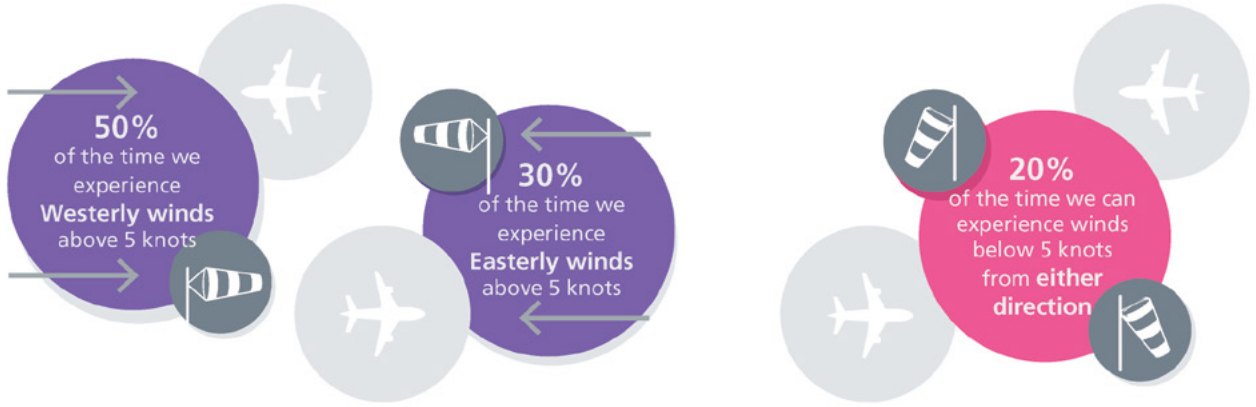
Currently, during the day, a 'westerly preference' is operated at Heathrow. This means that even during periods of light easterly winds, aircraft will continue to land in a ***westerly direction***, making their final approach to land over London. With this westerly preference in place, the result is as shown in the diagram '"Summary of wind direction and speed experienced at Heathrow" on page 85.

As a long-term average, the wind direction means that we have westerly operations for approximately 50% of the time, and easterly operations for approximately 30% of the time. The current westerly preference means that the remaining 20% of the time, where wind speeds are low enough to operate in either direction, we choose to operate in a westerly direction. Therefore, applying a directional preference in the future will only apply to this 20%.

FEEDBACK FROM PREVIOUS CONSULTATION

Feedback from the Airspace and Future Operations Consultation in January 2019 showed support for measures which help to deliver respite from aircraft noise. Responses also showed a preference for Heathrow to intervene if planes had been operating in the same direction for a long time.

Based on community feedback – and to reduce the times where we operate long, uninterrupted periods in a single operating direction – we believe that a managed preference may be beneficial and our proposals have not changed since 2019 in this regard. This would allow us to choose the direction of operations when safe to do so. There is a benefit in being able to interrupt long periods of operation in the same direction.



Summary of wind direction and speed experienced at Heathrow

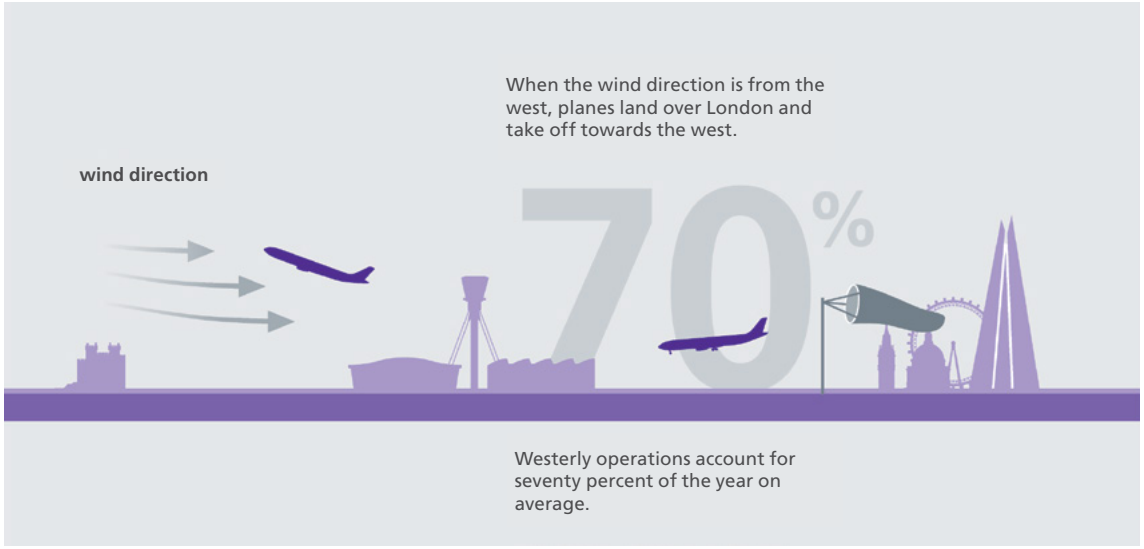
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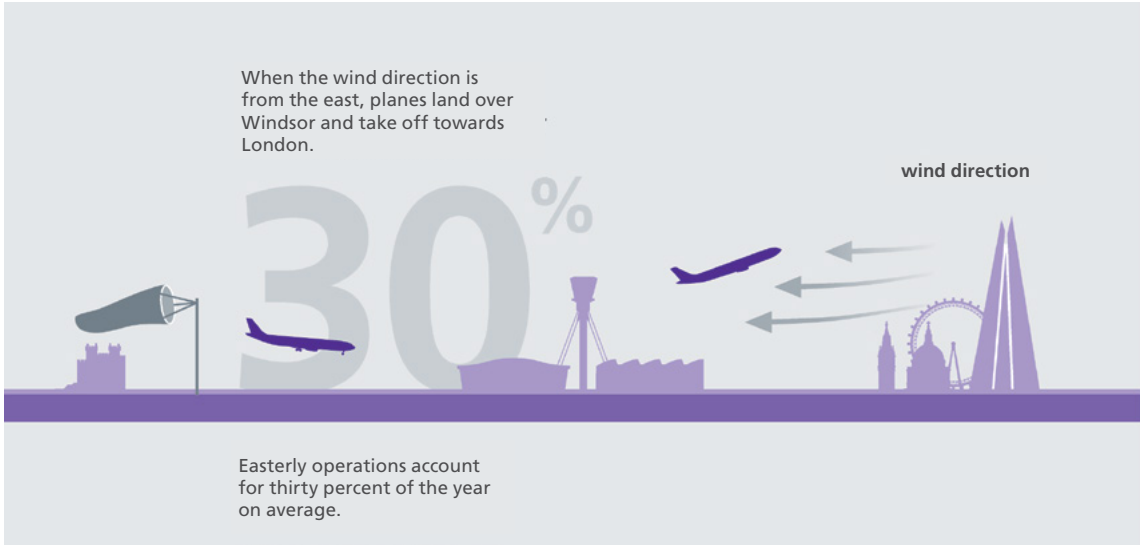
The ability to operate with a managed directional preference will be new and will therefore need to be developed to ensure it is operationally safe, but also fair and equitable to all local communities. An example of further work required is how this is integrated into wider London airspace. This will require further work in partnership with ***UK Airspace Design Service (UKADS)*** in order to confirm this approach.



FURTHER INFORMATION

Further information on the new operational approach is in the **Future Runway Operations** document.





Summary of time spent in easterly and westerly operations

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OTHER OPERATIONAL MEASURES

We are considering a number of additional operational procedures. For example, we aim to encourage the adoption of steeper gradients when descending to land.

Working with UKADS, we aim to encourage the use of steeper approach gradients, meaning that aircraft on approach would follow a steeper descent than under current procedures. This would mean aircraft are higher, reducing noise levels on the ground. An example of this is shown in the diagram 'Steeper approach angles to reduce noise'.

Other measures being considered include:

- **Displaced thresholds** to all runways so that aircraft land further along the runway. This means aircraft are higher as they approach the airport at all distances and therefore reduce noise levels on the ground. These reductions in noise are likely to be most noticeable for people living under the final approach paths to our existing runways.

- **Continuous Descent Operations (CDO):** In partnership with UKADS, we are working on securing CDO so that aircraft follow a continuous descent profile on approach to Heathrow. A continuous descent ensures that aircraft are kept as high as possible for as long as possible and generally requires less engine thrust to maintain than level flight, reducing noise levels on the ground. CDO means aircraft are higher above noise-sensitive locations, reducing noise levels on the ground.

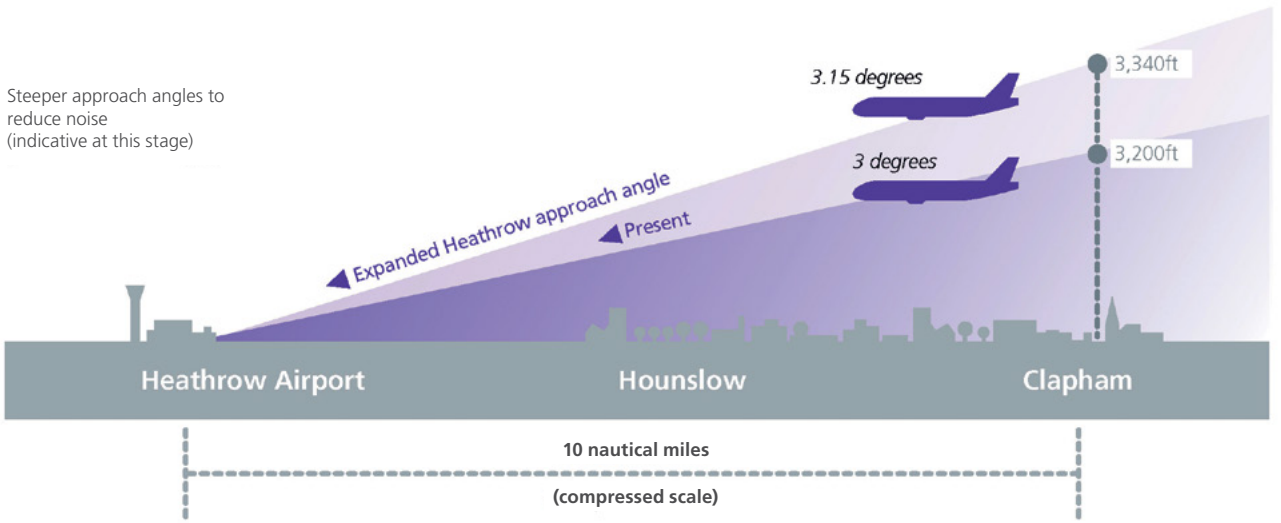
- **Continuous Climb Operations (CCO):** In partnership with UKADS, we are also working on securing CCO, where aircraft would climb continuously following take-off to a much higher altitude than today, with a minimum climb gradient of 5%. As above, CCO means aircraft are higher above noise-sensitive locations, reducing noise levels on the ground.

YOUR VIEWS

We welcome your views on our proposals for managing future flights in and out of the airport. Please see **Chapter 8** on page 148 for details on how to provide your comments.

FURTHER DETAILS

Further details on operational measures are available in the **Future Runway Operations** document.



Steeper approach angles to reduce noise

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5.3 SURFACE ACCESS

Surface access means how people and goods travel to and from Heathrow by land-based transport from across the UK. This includes travelling by private car, taxi or private hire vehicle, public transport such as bus, coach, train and the London Underground, and active travel such as walking, wheeling and cycling. It considers how air passengers, people who work at the airport and goods are able to reach Heathrow efficiently, sustainably and reliably. This section outlines our approach to surface access for Heathrow expansion.

Heathrow is well connected to the existing transport networks, including public transport such as rail, bus and coach services, and private transport such as taxis, private hire vehicles and private cars. A relatively small number of journeys are made on foot, by bicycle or by scooter, mainly by people who work at the airport (colleagues).

We welcome feedback on our surface access proposals. All feedback we receive will be considered alongside ongoing technical work and stakeholder engagement to help refine the proposals before submitting our DCO application.

HOW TRANSPORT IMPACTS ARE CONSIDERED

Our surface access strategy has considered the changes in surface access to Heathrow since the Airport Expansion Consultation 2019 (AEC 2019), including increasing public transport use and growing demand in the recovery period after the COVID-19 pandemic. It is also informed by relevant national, regional and local transport policy, including the ANPS which promotes sustainable transport such as public transport and active travel, minimising vehicle trips, and the mitigation of transport impacts.

Our approach to surface access, and the assessment of our proposals, considers the use and operation of the transport network:

- At and around Heathrow in 2024, when the most recent complete dataset for passengers and colleagues is available (this scenario is referred to as the **'Baseline'**)
- In the future without Heathrow expansion (this scenario is referred to as the **'Future baseline'**)
- In the future with Heathrow expansion (this scenario is referred to as the **'Future with expansion'**).

FURTHER INFORMATION

Further information on surface access is in the **Transport Information Consultation Document**.

This approach helps us understand which impacts are directly associated with Heathrow expansion and which changes may happen because of wider growth, other development and infrastructure proposed by others, or changes in travel behaviour. In addition, because our expansion proposals would take place in phases, with varying impacts over time, our assessment focusses on periods when the implications for the transport network could be greatest, including the busiest construction period and when the expanded airport is fully operating.

Our assessment uses transport models which help us understand changes to transport use for air passengers, colleagues and freight, as well as background (i.e. non-airport-related) travel. We use these models to gain a better understanding of the likely impacts of our expansion proposals on the road and public transport networks. Our assessment of transport impacts covers the areas closer to the airport in the most detail as this is where impacts are more likely to occur.

Our assessment draws upon key data sources such as the Civil Aviation Authority departing passenger survey, our own passenger survey data, Heathrow Colleague and Employer Surveys, and freight data including vehicle surveys.

A summary of our assessment is included in the table on page 89. Note that this assessment is preliminary. The modelling tools, forecasts, design information and assumptions, and the mitigation measures will continue to be refined before the DCO application.

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Assessment element	Technical name	What does it mean	Why it matters
Existing conditions	Baseline	A picture of how the transport network around Heathrow operated in 2024.	This gives a starting point for comparison.
Future without expansion	Future Baseline	A future view of how transport could change if Heathrow did not expand.	This enables us to isolate the potential impacts of expansion from other future changes.
Future with expansion	Future with expansion	A future view that includes expansion and the emerging Surface Access Strategy.	This shows the potential impacts of the expansion proposals and the measures intended to manage those.
Phasing	Assessment years	A staged approach to construction and operation.	This reflects that expansion would be delivered progressively over many years, not all at once.



SUMMARY OF OUR EMERGING SURFACE ACCESS STRATEGY

Our emerging ***Surface Access Strategy (SAS)*** for Heathrow expansion considers the movement of air passengers, colleagues, and freight across different types and modes of transport.

The SAS aims to improve sustainable transport and make it easier to use, enhance the passenger experience, and support inclusive and accessible travel. While there are challenges that can make sustainable travel – such as active travel or using public transport – less attractive for some people, Heathrow expansion provides opportunities to address these over time. The SAS focuses on air passengers and colleagues, as together they account for most journeys to and from Heathrow. They are also groups where significant opportunities exist to encourage more sustainable travel behaviour, including through measures at the airport that we can deliver and manage. The SAS also includes considerations with regard to freight.

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AIR PASSENGER STRATEGY

As part of the SAS, we are developing a dedicated Air Passenger Strategy. The Air Passenger Strategy proposals are focused on making public transport a more convenient and attractive option through improved bus and coach connections, better interchange facilities, support of increased rail services, and clearer information to support journey planning. These measures are expected to increase the proportion of journeys made by public transport over time.

Although the number of passenger journeys would increase with expansion, growth in private vehicle trips is expected to be managed through a combination of improved public transport provision as well as demand management measures, such as vehicle access charges. This approach aims to provide passengers with a wider range of travel choices, while helping to limit congestion and environmental impacts.

COLLEAGUE STRATEGY

A dedicated Colleague Strategy is being developed to respond to expected changes in the airport workforce as a result of expansion. While similar in overall approach to the Air Passenger Strategy, it reflects the different travel patterns and needs of people working at the airport.

Our approach combines improvements to public transport and active travel, with targeted measures such as workforce travel planning, public transport service enhancements, and improved access to employment areas, including through active travel routes. These measures are intended to encourage more sustainable journeys, while maintaining flexibility and accessibility. Although the number of colleagues travelling to and from the airport is expected to change over time, these measures are intended to encourage more sustainable journeys, while maintaining flexibility and accessibility.

MODAL STRATEGIES

These strategies set out proposals for each mode of transport and explain how they contribute to the overall emerging SAS for both air passengers and colleagues. They include both physical infrastructure and operational improvements.

FUTURE RAIL SCHEMES TO HEATHROW

Although new rail schemes such as Southern Rail Access and Western Rail Link to Heathrow are not included as part of the DCO, we recognise the potential benefits that additional rail connectivity could provide. To support future opportunities, we have incorporated enabling infrastructure within our masterplan to the west of Terminal 5. This includes safeguarding provision for potential future rail connections both to the west and to the south, including a rail crossover box (an underground structure designed to allow trains to switch tracks).
We will continue working with stakeholders including the Department for Transport, Great British Railways, Transport for London and the Civil Aviation Authority to investigate options for the delivery of new rail links to Heathrow. Any such links would be separate from the Heathrow expansion DCO and would be subject to their own development, funding and consenting processes. We will continue to investigate the role that new rail links play in our vision for the Surface Access Strategy.



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Strategy area	Our proposals
Active travel	• Improve walking, wheeling and cycling routes in and out of the airport from surrounding settlements, and around the airport perimeter through the Green Loop. • Provide high-quality cycle hubs at key employment and public transport interchanges. • Help local communities connect to routes and hubs so walking, wheeling and cycling become easier for more trips.
Bus and coach	• Provide new and expanded public transport interchanges in the Eastern Landside Terminal Zone (ELTZ) and Western Landside Terminal Zone (WLTZ) to support 50% and 90% growth in bus and coach services respectively, with a focus on currently underserved areas, early morning frequency and increasing frequency of service on current low-frequency routes. • Improvements to reliability and journey times would be supported by a new Southern Road Tunnel (SRT) with bus priority measures supporting access to the terminals, further bus priority provided on the wider airport network, and new routes beyond the airport's current area of influence. The SRT will significantly enhance the viability of many local bus routes from the south of the airport. • In addition, we would provide electric charging facilities at the coach park, as well as space in the new public transport interchanges to allow for charging of potential electric buses during their layover.
Parking and private vehicles	• Consolidation of most passenger parking into fewer, larger sites located close to motorway exits for ease of access and to reduce vehicles which have to travel on local roads. For more information, see **Section 3.3** on page 41. • Redistribution of remaining parking across the campus, with fewer spaces per passenger and colleague compared to today. • Reduce overall colleague parking while maintaining access for those who need it. • Use pricing measures such as the Terminal Drop Off Charge and consider other access controls, including road user charging if required. • High-quality parking products will attract passengers to use them, instead of being dropped off and picked up by a driver, to help reduce total vehicle movements.
Taxi and private hire vehicles	• Improve pick-up and drop-off arrangements/ locations for safer, more efficient and more flexible operations. • Provide additional vehicle holding areas to reduce of vehicles waiting in surrounding areas. Continue to support enforcement of public space protection orders (PSPO) and controlled-parking zone in surrounding communities. • Use technology to support higher vehicle occupancy and work with operators and local authorities to encourage commercial and technological opportunities as they arise, such as robotaxis. • Propose electric charging facilities for taxis and private hire vehicles in taxi feeder parks and holding areas.
Rail	• Maintain the existing rail services and plan to retain control of Heathrow Express. • Support an uplift in services on the Elizabeth line and capacity increase on the Piccadilly line by Transport for London. • Design more efficient and accessible interchange between modes at the airport. • Protect space under Heathrow's terminals for possible future rail links to the west and to the south.

MULTI-MODAL INTERVENTIONS

Improvements to the interchange between different transport modes are also proposed to support a coordinated and integrated approach. These include improving the public transport experience at the airport, supporting integrated ticketing and journey planning and real-time information, managing demand across the surface transport network.

FREIGHT STRATEGY

Heathrow is the UK's primary hub for air cargo as well as passengers. While there are fewer opportunities to shift freight movements away from the road network, we are preparing a dedicated freight strategy to support expansion at Heathrow. These proposals include using digital systems to improve air cargo operations, making retail and logistics movements more efficient, providing more heavy goods vehicle parking and the development of retail and logistics consolidation facilities to satisfy early demand as part of our DCO application. In addition, we are proposing electric charging facilities for lorries and other freight vehicles in the truck park, providing parking and holding facilities for drivers who arrive in advance.

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TRAVEL TO HEATHROW

This section covers how people and goods travel to Heathrow today and how this could change in future, with and without expansion. Our assessment looks at both person and vehicle trips on a typical September weekday, which represents both a busy period for the airport and normal levels of travel demand on the transport networks around Heathrow.

Our findings indicate that person trips made by air passengers and colleagues travelling to and from the airport on a typical weekday are expected to grow by around 52% from 251,000 in 2024 to 382,000 in the future with expansion. Our strategy is to avoid road traffic increasing by an equivalent amount and therefore focuses on encouraging more journeys by public transport and walking, wheeling and cycling, and managing private vehicle demand. This approach builds on progress that has already been made: traffic levels at the airport are lower today than in 2019, thanks to interventions including the ***Sustainable Travel Zone (STZ)***, the ***Terminal Drop-Off Charge (TDOC)*** and the opening of the Elizabeth line.

Our interim assessment based on our emerging Surface Access Strategy suggests that vehicle trips made by air passengers, colleagues and freight to and from the airport would increase by less than 30% over the same period, from around 155,500 in 2024 to 199,500 in the future with expansion. Even with the inclusion of freight vehicle trips, this is significantly lower growth than the forecast 52% increase in person trips due to measures currently included in our SAS. It also represents a reasonable worst-case scenario as it does not account for the full range of measures that we expect will form the basis of the SAS submitted with our DCO application.

The overall picture is that more people and goods would travel to and from Heathrow, but vehicle trips are expected to grow more slowly than person trips because of our ***Surface Access Strategy***.



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EMERGING CONSTRUCTION TRANSPORT STRATEGY FOR HEATHROW EXPANSION

Construction of Heathrow expansion is expected to take 20 to 25 years. We would need to transport a lot of material, equipment and people to build the new runway, terminals and supporting infrastructure. This section explains how this would affect the transport network.

Our approach to managing construction activity is described in **Chapter 4** on page 58 of this document. This approach would substantially reduce the number of lorry movements that would be needed. However, we expect there could be around 8,000 lorry movements per day during the busiest construction period. This level of lorry activity is broadly comparable with the 8,400 daily lorry movements that Heathrow currently generates each day. Approximately 25% of lorries required to deliver expansion would be bringing construction materials from elsewhere in the UK. These vehicles would use the motorway network for most of their journey, only using local roads to travel between Heathrow and the M4 and M25. Most of the remaining lorry movements would be transporting materials along approved routes between different parts of the construction site where there is no alternative to using public roads.

We expect to need thousands of people to help us build an expanded Heathrow. The number of construction workers at peak would rise to 21,500, before falling to fewer than 6,000 in later stages of construction (refer to **Section 4.1** on page 44). Some workers may live in temporary accommodation near the site to reduce the distance they have to travel. Workers would be on different shift patterns based on the work they are doing, with some needing to work at night and at weekends.

Our approach to construction workforce travel prioritises reducing reliance on private vehicles. We are aiming for at least 60% of all workforce journeys to be made by sustainable modes, including public transport, active travel and car sharing. While we are proposing some on-site parking for workers, we would seek to build on our current car sharing incentives while also encouraging use of public transport.



Travel group	What we looked at	What we learned
Construction material by rail	How we are planning to make use of the rail network to transport construction material to and from Heathrow.	By using freight trains, we can substantially reduce the number of lorries on roads around Heathrow.
Construction material by road	How we are planning to make use of the motorway and local road network to transport construction material to and from Heathrow.	Lorries would need to carry construction material to and from Heathrow, but lorry drivers will be told what roads they have to use (including new temporary roads) and this will be monitored.
Construction workforce travel	How construction workers will get to and from work and how they will be encouraged to use public transport instead of cars.	Construction worker travel could affect roads and public transport, especially when their shifts start and finish, so it will need to be carefully managed.

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POTENTIAL IMPLICATIONS ON THE TRANSPORT NETWORK AROUND HEATHROW

Heathrow expansion would increase the number of journeys to and from the airport made by air passengers, colleagues and construction workers. We have assessed how this could affect public transport, active travel (walking, wheeling and cycling) and road travel during both construction and operation. The findings are preliminary and based on the information available at this stage.

Type of Travel	What could change?
Rail and London Underground	More people travelling on services that directly serve Heathrow, particularly the Piccadilly line, Elizabeth line and Heathrow Express. Limited change on the wider network.
Bus and coach	More demand for local, regional and longer-distance services serving Heathrow.
Walking, wheeling and cycling	Some temporary diversions during construction, but with opportunities for new and improved routes in the longer term.
Road travel	On many roads, traffic changes would not be noticeable to most road users. Some traffic increases are expected to occur, concentrated on airport perimeter roads, sections of the M25 and M4 and A-roads around Heathrow.

RAIL AND LONDON UNDERGROUND

Rail and London Underground services already play an important role in journeys to and from Heathrow. Heathrow expansion is expected to increase demand on these services as passenger numbers grow. Regardless of expansion, increased frequency on the Elizabeth line is expected within the lifetime of the project and new Piccadilly line rolling stock will add extra capacity on the London Underground. The largest increases in demand are expected on the Piccadilly line, Elizabeth line and Heathrow Express because these routes provide direct access to the airport.

Our assessment indicates that overall demand associated with Heathrow expansion could largely be accommodated on the existing rail and London Underground network. This is partially due to airport demand being evenly distributed across the days and weeks and therefore does not align with the typical commuter peaks. As a result, some services may become busier, and some increases in the number of standing passengers are expected on parts of the Piccadilly line. However, much of the additional demand is expected to occur where there is available capacity, including on sections of the network and at times of day that are generally less busy.

More people are expected to travel through Heathrow stations as the airport grows. Other stations where passengers change between services may also become busier. However, any increase at the busiest stations is expected to be small compared with the number of people who already use them each day. We will continue to assess this as we develop our proposals.



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BUS AND COACH

Bus and coach services are an important part of Heathrow's transport network, providing local, regional and longer-distance connections. As Heathrow expands, more people are expected to travel to and from the airport by bus and coach. Demand is forecast to grow quickly in the earlier phases of expansion, then increase more gradually as the airport continues to grow.

The largest increases are expected on coach services and longer-distance bus routes used by air passengers. Additional demand from airport colleagues and construction workers is expected to be focused on local bus services and occur outside the busiest commuter periods, when there is usually more space available on the bus network.

We are working with transport authorities and operators to develop new and improved bus and coach services to and from Heathrow as the airport grows. The proposed Southern Road Tunnel will make many new bus and coach services from the south of the airport more viable, which will add extra capacity to the public transport network. New and expanded public transport facilities are also proposed at the airport. As a result, widespread crowding is not expected on bus and coach services or at Heathrow's bus and coach interchanges, although some locations may become busier as demand grows.

Some bus and coach routes would need to change as roads around Heathrow are realigned and new airport infrastructure is delivered. Construction works may also lead to temporary changes to routes, stopping locations or journey times. We will continue to work with operators and transport authorities as proposals develop to help minimise disruption and support future service improvements.



Indicative bus routes after Heathrow expansion

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ACTIVE TRAVEL

Walking, wheeling and cycling currently make up a small share of journeys to Heathrow, but they remain important for colleagues and local communities. Heathrow offers opportunities for active travel both during construction and in the longer term.

During construction, some Public Rights of Way and other local walking, wheeling and cycling routes may need to be temporarily diverted, altered or closed. Any disruption would be managed through construction planning and mitigation measures. Further assessment will be undertaken to understand the impacts and any mitigation that may be required.

In the longer term, Heathrow expansion provides an opportunity to improve active travel connections through the active green network: new routes, cycle hubs and improved links between Heathrow and neighbouring communities, and the Green Loop, a leisure network proposed to connect communities, heritage features and green spaces. Our proposals seek to encourage more walking, wheeling and cycling where possible and particularly among airport colleagues. Improved connections could help create a more connected and accessible network around the airport.



Sketch of the Green Loop in Stanwell and Stanwell Moor

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ROAD TRAVEL

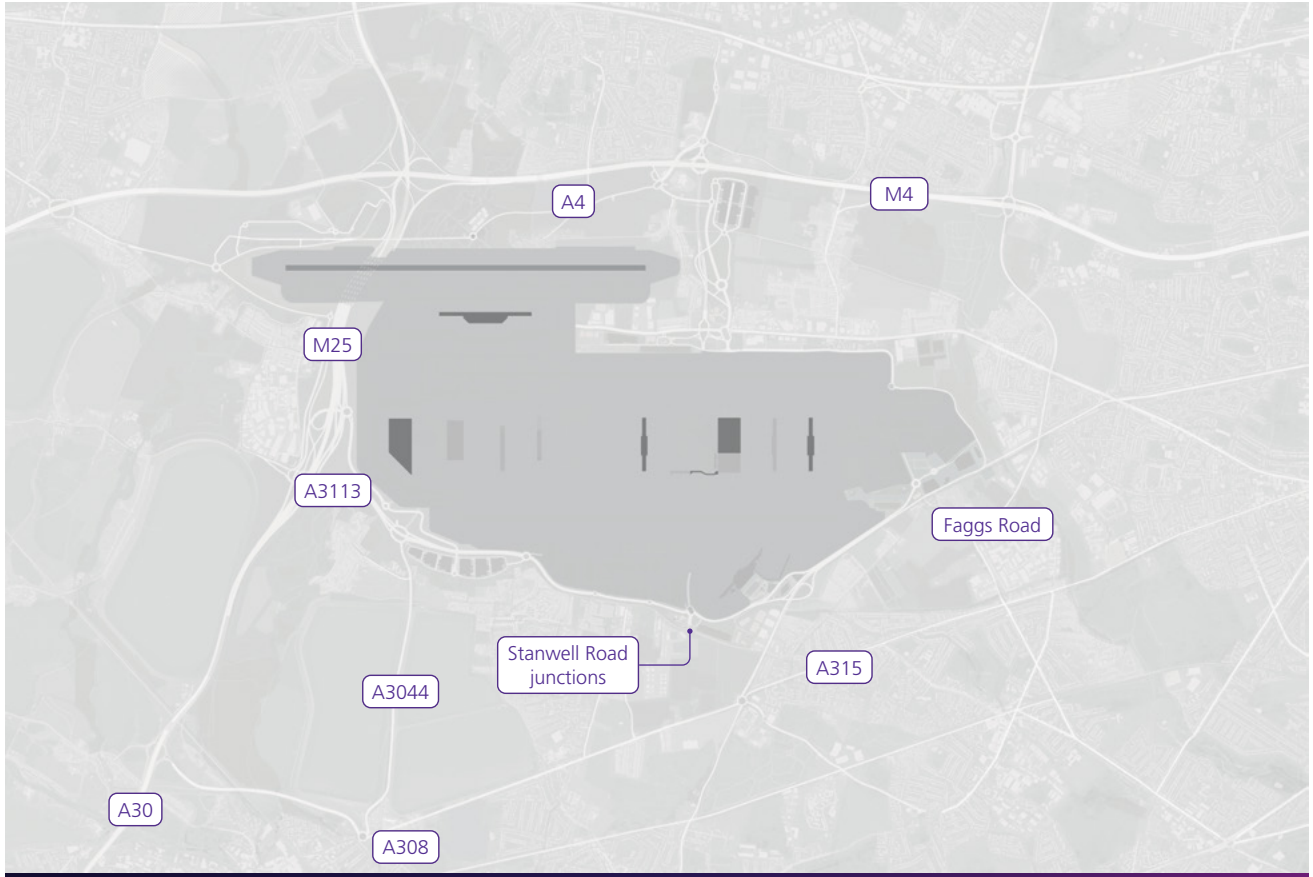
Our preliminary assessment indicates that most Heathrow-related traffic would continue to use the network of motorways and major A-roads managed by National Highways, particularly the M25 and M4. In the vicinity of the airport, Heathrow-related traffic would comprise only 9% of ***Strategic Road Network (SRN)*** traffic, 6% of ***Transport for London Road Network (TLRN)*** traffic and less than 2% of local road traffic, even when the expanded airport is fully operational.

On many roads around the airport, traffic changes due to expansion would be within normal day-to-day variation (less than 5%) and therefore would not be noticeable to most road users. However, some roads could experience larger increases, particularly during peak periods. During the busiest construction period (Phase 1), these would be largely located close to the airport, including the airport perimeter roads, sections of the M25 and M4, and A-roads such as the A4, A3044, A3113, A30, A308, and A315. Some local roads may experience temporary increases in construction-related lorry traffic associated with earthworks. New and replacement freight forwarding facilities could also increase traffic on specific local roads around them. However, we expect that these facilities would, through consolidation, reduce overall lorry movements generated by freight forwarding activity on roads around the airport.

In the longer term, when the expanded airport is fully operational (Phase 4), changes in traffic could occur further afield from the airport and include roads such as the A40 and the A316. However, the roads that are most likely to experience an increase in traffic would be similar to those in Phase 1 (the airport perimeter roads, sections of the M25 and M4, and A-roads around Heathrow).

Some junctions may require mitigation due to forecast traffic changes associated with expansion. This is likely at the Faggs Road and Stanwell Road junctions on the A30 Great South West Road, and potentially at 16 further junctions located predominantly to the north and north-east of the airport around Hayes and Southall.

Our assessment of implications for roads and our approach to mitigation will be updated for our DCO application following further development of our proposals and feedback from this consultation.



Road network around the airport

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SURFACE ACCESS MANAGEMENT AND CONTROLS

We have developed our proposed approach to actively monitor and manage the day-to-day surface access impacts of Heathrow expansion as it is delivered. We are proposing to help reduce transport effects on local communities and limit congestion and transport-related emissions in a number of ways. Our proposed approach enables us to respond to changes over time, so that more measures can be added and funded where and when they are needed. There are two main processes being proposed to manage effects: ***Environmentally Managed Growth (EMG)*** and ***Traffic Related Impacts Monitoring and Mitigation Strategy (TRIMMS)***. More information on EMG is provided in **Chapter 6** on page 100 of this document. A summary of the TRIMMS process is provided in the "Funding and delivery mechanisms" on page 99.

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TRAFFIC RELATED IMPACTS MONITORING AND MITIGATION STRATEGY (TRIMMS)

We are developing an approach to monitor and respond to changes in road traffic linked to Heathrow expansion. This is known as the ***Traffic Related Impacts Monitoring and Mitigation Strategy (TRIMMS)***.

TRIMMS is proposed because, with a project of this size and duration, it is not possible to predict exactly when and where all traffic impacts could occur, even when we use the best available data and forecasting methods. Where impacts on the road network are expected, we will identify these in our DCO application and, where needed, commitment made to mitigation. If we have less certainty about if or when impacts could occur, we would use TRIMMS to monitor traffic levels and enable action to be taken on the road network if issues arise. TRIMMS would include clear arrangements for monitoring traffic, deciding when action is needed and how decisions will be made.

FUNDING AND DELIVERY MECHANISMS

As part of the DCO application, we will demonstrate how monitoring, mitigation measures and transport improvements will be funded and delivered over the long term. Different transport improvements may be needed at different times as circumstances change throughout the life cycle of Heathrow expansion. The funding approach will need to be flexible and proportionate, while making sure enough money is available to reduce impacts on the transport network and meet environmental commitments.

We are continuing to work with the ***Civil Aviation Authority (CAA)***, which sets rules around our investment in surface access, and the best way to secure the funding needed to support surface access improvements linked to expansion.



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6.0
Managing environmental effects







Our ambitious proposals for growth are matched by our commitment to reduce their negative environmental effects. Feedback from the consultation will help to further refine our environmental measures.

With our proposals for Heathrow expansion, aircraft, passenger and cargo travel to and from the airport will change over time, as will the resources required to operate the airport. Without careful and balanced consideration, these changes could result in unacceptable environmental effects. As we describe in **Chapter 3** on page 16, environmental sustainability has been integral to the development of our proposals to date and was presented as part of the ***Airport Expansion Consultation 2019 (AEC 2019)***.

Since consultation in 2019, we have taken the opportunity to refresh our proposals and further integrate environmental considerations to reduce the environmental effects of Heathrow expansion. This has taken into account technical assessment work completed to date, feedback from the AEC 2019 and stakeholder engagement. In addition, we have ensured updated environmental information, policy and guidance has been incorporated. We have also reflected on other recent airport ***Development Consent Order (DCO)*** applications.

FURTHER INFORMATION

For more information, refer to the **Environmental Information Consultation** document.

The refinement of our proposals includes the following environmental measures that we are seeking feedback on through this consultation:

- Our package of **noise mitigation measures** to manage aircraft noise, road traffic noise and community noise exposure.
- Our package of **air quality mitigation measures** to manage aircraft and road traffic emissions.
- Our proposed **health and community measures** that help those whose properties are potentially within areas affected by the proposed expansion, including compensation.
- Details of our proposed **carbon strategy measures** and the interface with our existing strategies and government commitments to aviation and Net Zero targets.
- Details of our proposed **Environmentally Managed Growth** framework to monitor and manage aircraft noise, air quality, carbon and surface access effects within agreed limits.
- Details of our multi-functional **Blue and Green Infrastructure Measures** that respond to effects arising from, for example, changes to ecological habitats and the species they support, changes to the water environment including water quality and flood storage and the displacement of publicly accessible open spaces and other recreation facilities.
- Our potential **heritage interventions** within locations surrounding the expanded airport.

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To demonstrate the environmental effects of our refined proposals, this chapter describes, at a high level, the assessment work undertaken to date in respect of noise, air quality, carbon, health, ecological and water environments, landscape and recreation, and heritage, as well as the environmental measures that will be implemented to address effects. Further community focused information and environmental measures are presented within the **'In Your Area'** booklets.

Information is also provided in relation to waste management and the displacement of the Lakeside Energy from Waste facility.

Our environmental assessment considers the scheme proposals as they are currently defined in their entirety, including those changes described in **Chapter 3** on page 41. We have not therefore presented a comparison of our findings from the AEC 2019 and the accompanying environmental assessment.

ENVIRONMENTAL MEASURES

We use environmental measures as a collective term for interventions that avoid, reduce or mitigate negative environmental effects.

These are interventions that have been integrated into the design, operation and management of infrastructure, construction activities and operation of the expanded airport. They may comprise physical infrastructure, or specific environmental management practices, procedures or restrictions that will be implemented during the construction and operation of our proposals, or a combination of these.

Examples include:

- The Northwest Runway will have displaced aircraft landing points known as 'displaced thresholds' that will reduce noise from approaching aircraft by keeping the aircraft at higher altitudes for longer.
- The replacement of recreational facilities that would be lost due to construction of the Northwest Runway.
- Policies, such as those set out for noise insulation, that enable communities affected by our proposals to make decisions about where they live.

We are considering our environmental measures to be 'embedded' within our assessment of environmental effects. This means they are considered as being integral to the built infrastructure design or management activities of our proposals during construction and operation.

ENVIRONMENTAL IMPACT ASSESSMENT

The DCO application will include an Environmental Statement (ES). This is required as part of the mandatory ***Environmental Impact Assessment (EIA)*** process. The ES, along with supporting documents setting out our Environmental Measures, will document our assessment of the likely significant effects that the scheme will have on the environment, and support the decision makers as they consider whether to grant a DCO.

The EIA process began with establishing the extent of the environmental aspects and significant environmental effects that would need to be assessed and reported in the Environmental Statement (a formal report that explains a project's likely significant effects on the environment and how negative impacts will be avoided, reduced, or offset). In 2018, we prepared a Scoping Report, and the Planning Inspectorate published a Scoping Opinion in relation to the Project. To maintain continuity of the EIA process as the Project advanced through further design development, in 2025 we submitted a Scoping Addendum to the Planning Inspectorate and a further Scoping Opinion was published. The Environmental Statement will address matters raised in both Scoping Opinions.

The ES will be a detailed technical document, so a Non-Technical Summary will also be produced to allow anybody with an interest to understand the assessment of environmental effects that has been made. Further details of the DCO process are provided in **Section 8.3** on page 156.

FURTHER INFORMATION

For environmental measures related to the construction, please refer to **Section 4.5** on page 62. This section outlines the role of the draft **Code of Construction Practice (CoCP)**, which provides the framework for construction specific environmental measures and explains its relationship with other management plans, including the Construction Traffic Management Strategy.

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6.1 NOISE

We know that noise is a very important issue for communities around the airport. Limiting and reducing noise from Heathrow expansion has been key in developing our proposals.

This has been embedded through physical infrastructure design, operational restrictions and measures which minimise community noise exposure. Our proposals build upon our long-established and successful noise strategies already in place at the airport.

NOISE AT HEATHROW, OUR NOISE ACTION PLAN AND THE 'BALANCED APPROACH'

The primary sources of noise for the areas that immediately surround the airport include aircraft taking off and landing (particularly for those communities that lie to the east and west of the airport), as well as aircraft on the ground as they taxi around Heathrow's airfield. Noise is also generated by vehicles travelling to and from the existing airport by road, and people and goods accessing the airport by rail. Noise can also arise from the use of buildings such as the airport's terminals, and during construction and maintenance activities. At locations further away, overflying aircraft are the main source of noise from the airport.

Noise from the airport is controlled and managed by Heathrow in accordance with government policy and environmental noise regulations. These establish thresholds for when noise may have a detrimental effect on health and quality of life, and when mitigation or management measures may be required.

Minimising the effects of noise, as far as reasonably possible, is a priority for us. We have been at the forefront of efforts to tackle noise and, as a result, the airport's noise footprint has shrunk considerably over the past few decades.

KEY NOISE STATS

> 39%

Noise contour reduction[1] between 2006 and 2024

> 200,000

Over 200,000 fewer people experiencing noise within the footprint

[1] As measured using the 55 dB L_{den} noise contour

Nevertheless, we understand that noise remains one of the most important issues that we must manage. As a result, we continue to make efforts to reduce the effects of noise.

Our ***Noise Action Plan 2024–2028*** is the latest in a series of long-established strategies that set out how we currently manage noise effects, along with actions and initiatives for how noise will be further reduced. This noise strategy is built around the ***International Civil Aviation Organization (ICAO)*** Balanced Approach to Aircraft Noise Management. The Balanced Approach is a process by which measures to address noise issues are explored while also considering their cost effectiveness. Cost-effectiveness in this context means not just the cost to the airport of implementing noise measures, but also any impacts on safety, capacity and the wider aviation network. The consideration of cost-effectiveness assessment can also take account of the health and safety of local residents, environmental sustainability (including interdependencies between noise and emissions) and effects on employment and the wider economy. The Balanced Approach sequentially considers noise management measures as follows:

- **A reduction at the noise source**, such as the use of quieter aircraft
- **Consideration of land use planning and management**. This may include noise insulation for residential buildings
- **Operational procedures are considered**, for example optimising how aircraft are flown and the routes they follow
- **Operating restrictions are considered**, only when all other measures in the Balanced Approach have been implemented. Examples of operating restrictions include preventing certain noisier types of aircraft from flying at certain times of the day

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We have already successfully introduced a range of initiatives and measures to manage noise in line with this strategy. This includes the development and introduction of our Quieter Neighbourhood Support programme of noise insulation, development of quieter operating procedures and improvements in fleet technology.

Our Heathrow expansion proposals and noise mitigation measures will continue to follow the Balanced Approach framework while building upon initiatives such as those described in this section and introducing new measures within the framework.

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 changes needed would be developed separately by the ***UK Airspace Design Service (UKADS)***, working in partnership with Heathrow, and would include consultation and engagement, as well as environmental assessment.

UKADS was established in May 2026 by the Department for Transport and the ***Civil Aviation Authority (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.

For more information, please visit: www.caa.co.uk/commercial-industry/airspace/airspace-modernisation/uk-airspace-design-service/uk-airspace-design-service-ukads/

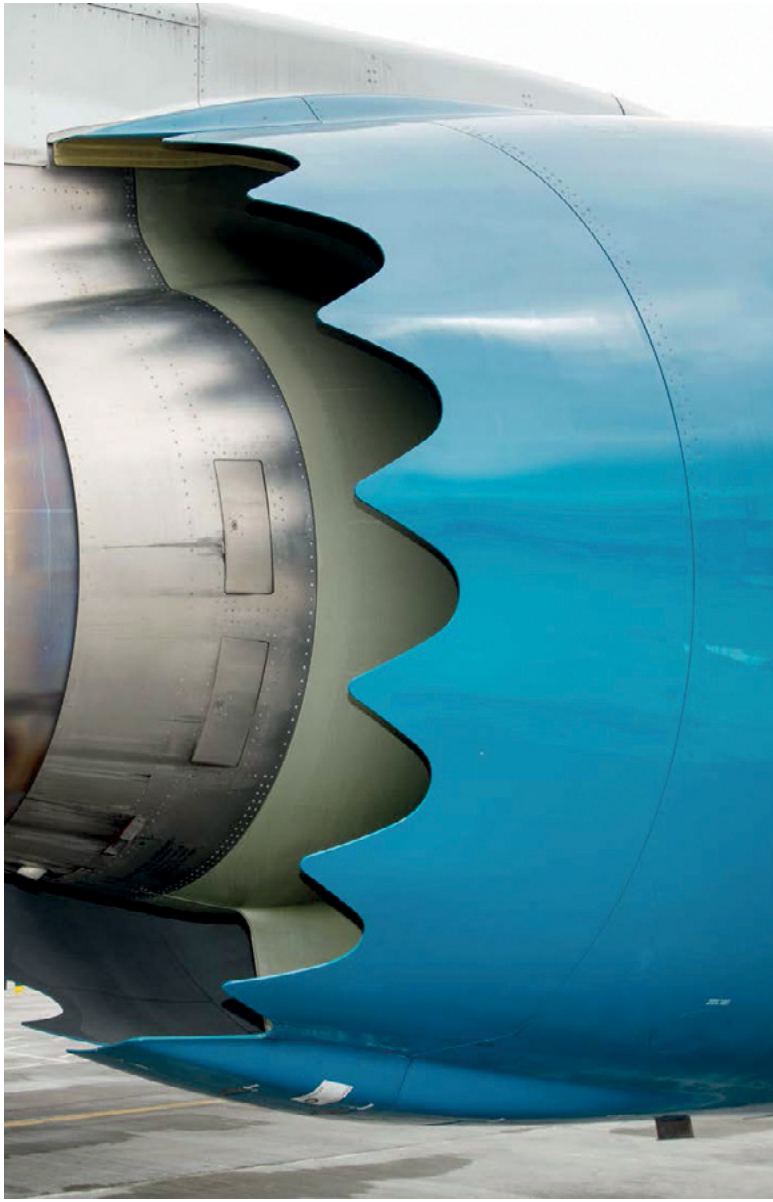
Heathrow has worked with UKADS to identify the areas where flight paths may be designed or changed. On this basis, a range of indicative flightpaths have been prepared to support the noise assessment. These assume that flightpaths could be located anywhere around Heathrow without wider design constraints.

As airspace design is currently indicative (and will remain indicative even at the time of submission of our DCO application), we have used these assumptions to assess a range of indicative flightpaths which have been prepared to support the assessment of air noise. Between now and submission of our DCO application, we will continue to work with UKADS to refine the noise assessment using indicative flight paths based on the most up-to-date airspace design information available at the time.

It is important to understand that the use of the airspace, and in particular the design and location of flight paths, will have a specific 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 previously noted, has not yet been finalised.

FURTHER INFORMATION

Further details of UKADS and Airspace Modernisation can be found at: UK Airspace Design Service (UKADS) | UK Civil Aviation Authority and https://www.gov.uk/government/publications/airspace-modernisation/airspace-modernisation

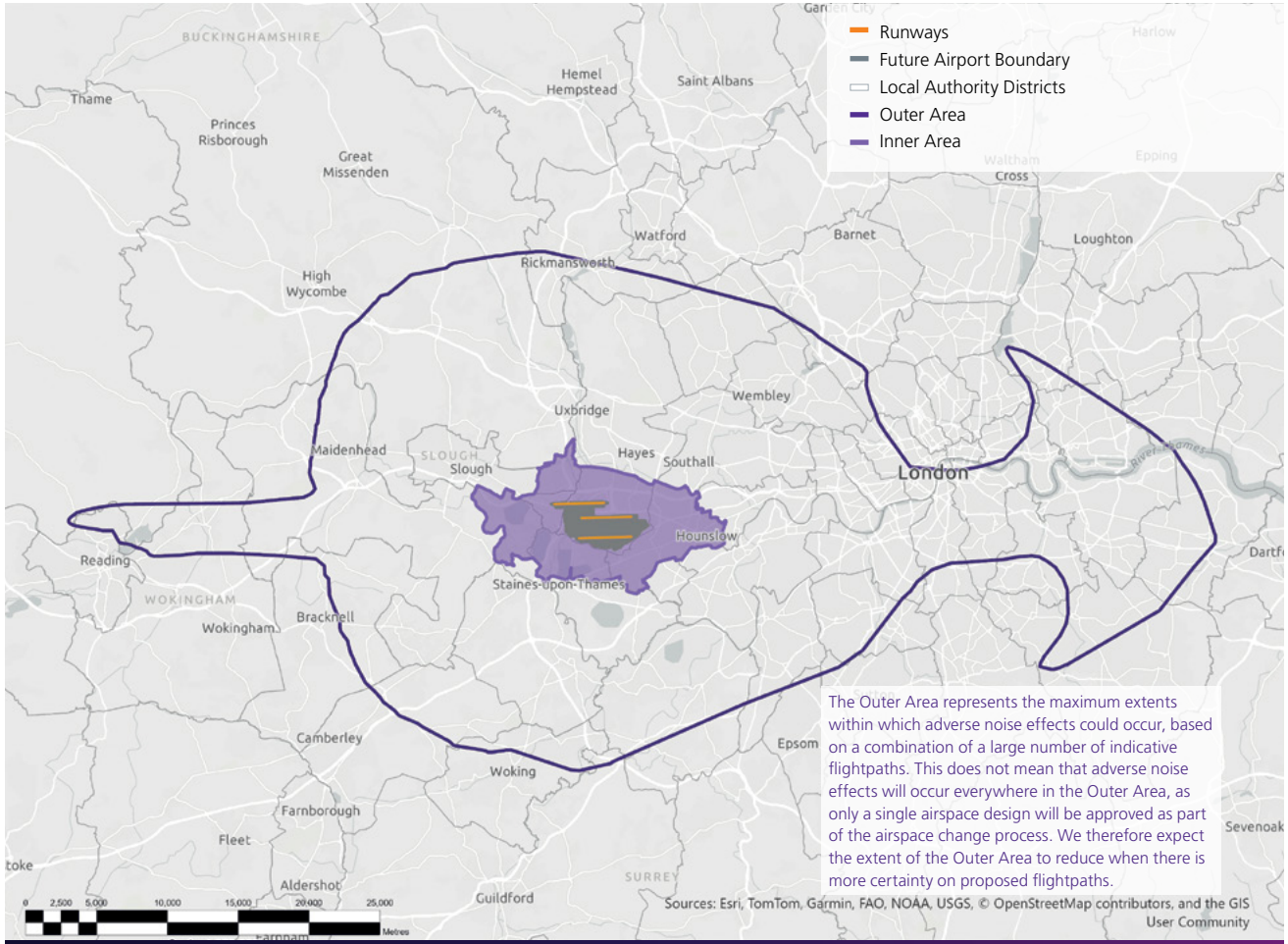


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AIRCRAFT NOISE

As described in **Section 5.1** on page 74, we want to bring forward some of the benefits of expansion as soon as possible by making increased use of our existing runways before the new runway is completed. We call this 'early growth'. We expect to be able to introduce up to 25,000 additional ***Air Transport Movements (ATMs)*** before the opening of the new runway. This is a relatively small increase in proportion to the already permitted 480,000 ATMs and, as such, no significant noise effects are predicted.

Once the Northwest Runway is open, areas exposed to aircraft noise will change as a three-runway operation. This change, along with when and how noise is experienced by communities, will be influenced by the runway alternation pattern and directional preference proposals as described in **Section 5.1** on page 74. The location and magnitude of noise impacts in communities close to the airport (described as the 'Inner Area') will be predominantly determined by the runway locations and their operations. Within the Inner Area, the runway alternation pattern will provide mitigation by predictable respite from aircraft noise, particularly for those communities close to and aligned with the runway ends. Further from the airport (described as the 'Outer Area') impacts will mostly be influenced by the design of flightpaths. The Outer Area represents the maximum extent within which aircraft noise effects could occur across a wide range of indicative flightpaths. This does not mean that noise effects will occur everywhere in the Outer Area. The extent of the Outer Area will reduce as the airspace design progresses through the separate airspace change process being undertaken by UKADS. The Inner Area and Outer area are shown in the figure 'Maximum extent in which adverse noise effects could occur'.



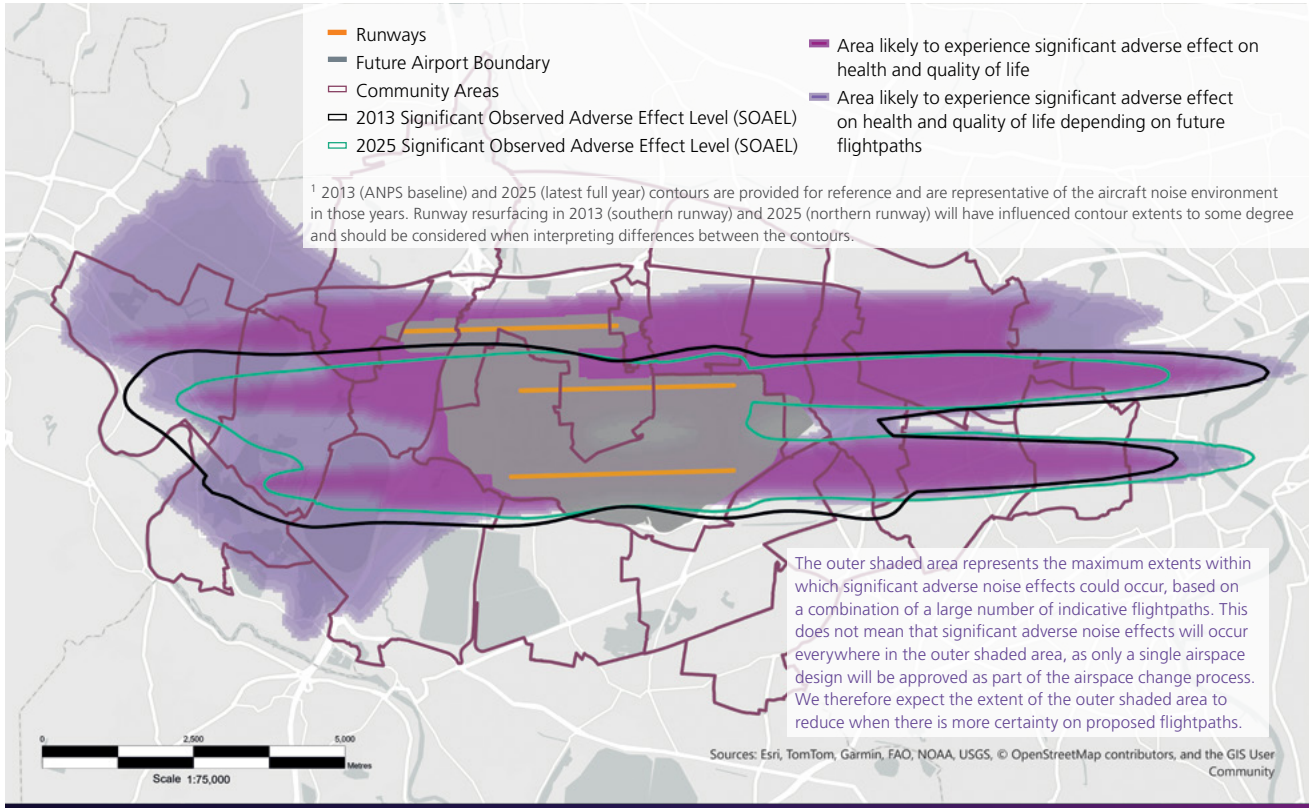
Maximum extent in which adverse noise effects could occur

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Within the Inner Area, there is a greater degree of certainty around the location of aircraft noise effects due to its proximity to the runway where airspace design is more certain. This is because aircraft will need to be lined up to land on the runways irrespective of the wider airspace design. The areas where significant noise effects (due to very high noise exposure) are likely to occur regardless of airspace design is shown on the diagram 'Significant Noise Extents'. This also shows where significant noise effects could occur, but where this is dependent on airspace design. Again, the outer shaded area represents the maximum extents within which significant noise effects (very high noise exposure) could occur across a wide range of indicative flightpaths. This does not mean that significant noise effects will occur everywhere in the outer shaded area.

NOISE FROM AIRCRAFT ON THE GROUND

Aircraft noise may also be experienced in locations close to the airfield due to aircraft activity on the ground. This is because the way aircraft move around the airfield (known as 'taxiing') will change as aircraft move to and from the Northwest Runway and around the airfield on new and altered taxiways. The location of ground noise effects will be mostly associated with aircraft moving around the airfield, queuing to use the runways, and activity at stands such as the running of engines and aircraft systems within the expanded airfield. Effects are likely in the vicinity of the expanded airfield boundary in parts of communities such as Poyle, Harmondsworth, Colnbrook, Harlington, Stanwell Moor, Sipson, and Bedfont.



Significant Noise Extents

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ROAD TRAFFIC NOISE

Noise effects from road traffic are expected to be highest shortly following the opening of the new and realigned roads. During this period there will also be construction traffic on the roads. Noise effects from changes in road traffic noise are anticipated in certain communities due to the re-routing of roads and/or changing traffic patterns on the existing road network. These effects are likely to occur at areas close to the new or altered roads in parts of Colnbrook, Harmondsworth, Harlington, Longford, Poyle, Sipson, Stanwell and Stanwell Moor and due to increased traffic on existing roads in Bedfont, Cranford and Cranford Cross.

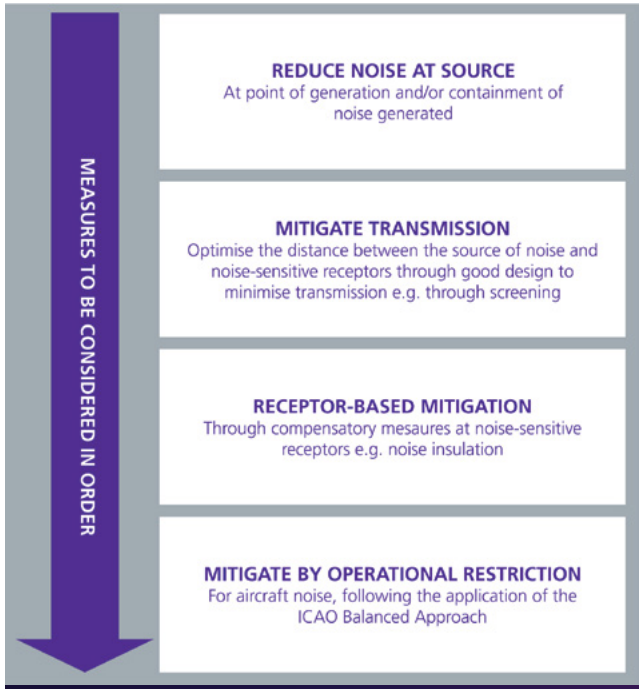
OTHER NOISE SOURCES

While the noise sources described above are expected to result in the greatest noise effects, we will also be considering noise and vibration effects from noise-induced vibration (vibration of structures as a result of airborne noise from aircraft), carpark noise, and railway noise and vibration. All sources of noise and vibration will be assessed in greater detail between now and the submission of our DCO application.

NOISE MITIGATION MEASURES

We want to ensure the most effective measures to reduce noise and vibration impacts are taken forward, and are seeking feedback from communities.

In accordance with the Balanced Approach, a hierarchy of measures has been considered.



Noise mitigation measures

MEASURES APPLIED TO OUR ASSESSMENT

Noise Envelope

This is a component of our proposed Environmentally Managed Growth framework and is the primary measure for managing aircraft noise as the airport grows.

WHAT IS A NOISE ENVELOPE?

A Noise Envelope is a framework that sets clear limits and targets to manage aircraft noise as Heathrow grows. It is designed to ensure that the noise effects of an expanded airport remain within the levels assessed and approved through the planning process, while encouraging ongoing improvements in aircraft and operating technology.

The Noise Envelope aims to strike a balance between supporting Heathrow's growth and protecting local communities from the effects of aircraft noise. It provides a transparent way to monitor performance, measure progress and hold the airport accountable for meeting agreed noise commitments.

The proposed Noise Envelope has two main parts:

- Noise limits that define the maximum level of aircraft noise permitted, based on the noise impacts assessed as part of the planning application.
- Noise performance targets that drive continuous improvement and help ensure that the benefits of quieter aircraft, improved operating procedures and new technologies are shared between industry and local communities.

Together, these measures are intended to ensure that Heathrow operates within agreed environmental boundaries while seeking opportunities to reduce noise impacts over time.

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Predictable Respite

The runway alternation and night flight operating restrictions explained in **Section 5.2** on page 76 will give our communities predictable respite from noise i.e. they will know (from the published schedule) during what times of the day they will get a break from aircraft noise.

Airfield Measures

Screening from airfield noise barriers or bunds will minimise exposure to noise when aircraft are operating on the ground. The provision of electricity and pre-conditioned air prevents aircraft from having to use their engines while parked on stands.

Surface Transport Noise

Our Surface Access Strategy includes individual strategies for air passengers and colleagues that encourage the greater use of sustainable transport modes, including public transport and active transport (e.g. cycling and walking) and disincentivise the use of private vehicles, managing the number of vehicles on the road and hence reducing noise. New and realigned roads will be built with low noise surfacing to reduce noise from tyres on the road at higher speeds. Further details are provided in **Section 5.3** on page 88**.**

YOUR VIEWS

We welcome your views on our proposals, including our Noise Insulation Policy, for managing noise during construction and operation. Please see **Chapter 8** on page 148 for details on how to provide your comments.

Noise Insulation

An expansive and comprehensive noise insulation programme for both homes and community buildings is proposed. Alongside other measures, the insulation programme is designed to mitigate and minimise the effects of our proposals, extending eligibility to a wider geographical area than is currently covered by our existing noise insulation schemes. More information on the noise insulation proposals can be found in **Section 7.4** on page 147. While the eligibility criteria for the noise insulation schemes are defined in the proposals, the geographic extent of the scheme will be dependent on airspace design. The noise insulation policy will address noise from aircraft, construction and road traffic.

FURTHER INFORMATION

Further details of Noise Insulation can be found in the **Noise Insulation Policy** document.

FURTHER NOISE MITIGATION MEASURES BEING CONSIDERED

We are considering the following further noise mitigation measures. These are not yet included within our noise modelling and assessment work presented in this Consultation Document.

Displaced Thresholds

The new Northwest Runway will have displaced aircraft landing points known as 'displaced thresholds'. These will further reduce aircraft noise by keeping aircraft higher as they approach the expanded airport. The phased introduction of displaced thresholds on Heathrow's existing runways is also being considered, which may further reduce noise effects. Further details are presented in **Section 5.2** on page 76 of this Consultation Document.



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Operating Procedures and Airspace Design

We have partnered with UKADS to explore measures to manage aircraft noise through the airspace design process, including the introduction of quieter operating procedures, described in **Section 5.2** on page 76 of this document. Such measures may include steeper descent approaches and continuous climb out operations for departures.

Surface Transport Road Noise

To minimise communities' exposure to road traffic noise, we will consider whether it is appropriate to use low noise road surfacing and install roadside noise barriers or bunds in selected locations. These will be considered further where potential adverse noise effects arise for residential and community facilities, in conjunction with the implementation of the Noise Insulation Policy.

Construction

Details of how the construction process will be managed to minimise noise effects will be written into a Code of Construction Practice (CoCP) and Construction Traffic Management Strategy. Measures will include the use of ***Best Practicable Means (BPM)***, for example, the selection of quieter working methods and quieter equipment. Specific measures will also be implemented to control the transmission of sound from the worksites and support sites, for example through the use of local enclosures and screening of equipment, and/or perimeter solid hoarding, bunds or dedicated noise barriers. Noise insulation and, where necessary, temporary rehousing will also be provided for construction noise in line with the Noise Insulation Policy. For further details refer to **Section 4.5** on page 62 of this document.

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6.2 AIR QUALITY

Minimising air quality effects with increased airport activity has been critical to the development of our proposals for infrastructure design, operation and management.

AIR QUALITY

The Government requires local authorities to assess the quality of air within their administrative areas against ***Air Quality Objectives (AQOs)*** and put measures in place to ensure compliance. In developing our proposals, we are undertaking technical stakeholder engagement with local authorities to understand compatibility with the AQOs that have been set.

Air quality modelling studies indicate that the airport's influence on air quality falls sharply with increased distance from its boundary. Only those areas close to runways, taxiways and stands are affected by aircraft and related support vehicle/equipment operations on the ground. Once aircraft are airborne and reach more than around 100 to 200 metres above ground level, emissions disperse rapidly such that they do not affect people on the ground. As such, the main sources of poor air quality away from the airport are exhaust emissions from road traffic. However, road traffic emissions are not solely the result of airport traffic and the further the distance from the airport, the smaller its influence on road traffic and therefore air quality contributions.

Air quality in and around the airport has, since the 1990s, been routinely monitored by both Heathrow and local authorities. This has shown notable background air quality improvements on account of government policy interventions, such as the introduction of the ***Ultra Low Emission Zone (ULEZ)*** by TfL and other technological and behavioural changes over time, including greater use of electric vehicles and increased levels of home working. Heathrow has contributed to this improvement through investment in our Sustainable Travel Zone that incentivises bus and coach travel close to the airport. We are also in the process of converting all airport vehicles to those that have zero emissions or run on biofuel, and are investing in on-airport electric vehicle charging points. Ongoing initiatives such as these, which are set out in our existing Air Quality Action Plan, will become integrated into our proposals for Heathrow expansion.

Recent monitoring of existing air quality within the communities surrounding the airport indicates that there are very few instances where the AQOs for NO_2, PM10 and PM2.5 are currently exceeded. Where there are exceedances, these are at busy roadside locations.

Much work has been undertaken to integrate air quality considerations into our proposals. Airfield design and operations have been arranged to ensure runway, taxiway and stand distribution minimise aircraft taxiing distances and consolidate activities. Emissions are also reduced by the provision of electricity and pre-conditioned air for aircraft, thereby preventing them having to use their engines while parked on stands. Similarly, the development of strategies for passenger, colleague and cargo transport, as indicated in **Section 5.3** on page 88, will minimise the number of private vehicle road journeys and associated exhaust emissions. These measures will all contribute to minimising emissions arising from an expanded airport and changes in pollutant concentrations experienced by communities.

The largest and most notable air quality changes are to the northeast of the Northwest Runway, due to aircraft emissions. These changes mainly affect locations in Harmondsworth, Sipson and Harlington. Road traffic emissions on the reconfigured road network also result in air quality changes at other locations. Air quality levels, though, are predicted to remain within Air Quality Objectives at all locations.

WHAT IS AIR QUALITY?

Air quality is the term used to describe how polluted the air people breathe is. When air quality is poor, pollutants in the air may be harmful to people, particularly those with existing lung or heart conditions. The main pollutants of concern in the UK in relation to health effects are nitrogen dioxide (NO_2) and Particulate Matter (PM10 and PM2.5). In the Heathrow area the main sources of these pollutants are road vehicle emissions, industry, energy generation plant and aircraft. The Government has set levels for concentrations of these air pollutants, known as **Air Quality Objectives (AQOs)**.*

*There is no numerical PM2.5 objective for local authorities. Convention is to assess against the UK limit value which is currently 20 µg/m^3.

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Prior to the opening of the Northwest Runway, and accounting for early growth and additional traffic using the roads to facilitate construction, our modelling indicates that all residential areas likely to be affected by the proposals remain well beneath the AQOs for NO_2, PM_{10} and $PM_{2.5}$. Once the Northwest Runway is operational, and when the greatest predicted number of operational road vehicle trips occur on the road network, pollutant levels will still remain below AQOs.

Specifically, our modelling indicates that there will be a decrease in pollutant concentrations in some locations. However, there are some locations where modest increases in pollutant concentrations arise as a result of our proposals, even with environmental measures in place. These increases occur in the context of year-on-year improvements to background air quality, and pollutant concentrations will still remain within the AQOs. The greatest changes in NO_2 levels are in Harlington, Harmondsworth and Sipson, which are located closest to the Northwest Runway.

ULTRAFINE PARTICLES (UFP)

We recognise emerging international research, which shows that ***Ultrafine Particles (UFP)*** are also of concern with respect to human health and that aircraft emissions can be an important source. Accordingly, in 2017 we started the implementation of a UFP monitoring programme at the airport.

There are currently no set legal limits, targets or thresholds for UFP levels, or recognised methodologies for assessing their potential effects. Nevertheless, we continue to engage with relevant stakeholders to develop an appropriate and credible methodology for assessing UFP. An assessment using the most up-to-date methodology available at the time will be presented within the Environmental Statement.

ODOUR

Odour is also considered when assessing air quality. At airports, odours can arise from jet engines during taxiing and take-off, and from general maintenance and refuelling activities. Additionally, during construction activities, there is the potential for emissions of odours to occur, particularly during earthworks and ground preparation. To better understand existing odour effects we are undertaking baseline odour monitoring at numerous locations in the vicinity of the existing airport.

An initial high-level odour assessment suggests that the expanded airport would have the effect of distributing potential odour impacts over a wider area than at present due to the increased size of the expanded airport and the increase in aircraft movements. Members of communities close to the existing airport boundary may have developed a tolerance to odour emissions arising from airport operations, but this may not be the case for those close to the Northwest Runway in Harmondsworth, Sipson and West Drayton. Overall, though, odour experienced by communities is considered likely to remain at a limited level due to prevailing wind speeds and direction and types of odours associated with the airport.

YOUR VIEWS

We welcome your views on how we propose to manage air quality during construction and operation of the expanded airport. Please see **Chapter 8** on page 148 for details on how to provide your comments.

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AIR QUALITY MITIGATION MEASURES

We want to ensure the most effective measures are taken forward and are seeking feedback from communities.

Measures	What we looked at
Construction	A Construction Transport Plan and the Code of Construction Practice provide a framework of Environmental Measures during construction. These will include measures for mitigating air quality effects including dust and odours. For further details refer to **Section 4.5** in this document: Managing the Effects of Construction.
Environmentally Managed Growth (EMG)	Air quality is included within our proposed approach to EMG, in order to ensure that the airport grows within agreed air quality limits.
Aircraft emissions	Airfield design and operations have been arranged to ensure runway, taxiway and stand distribution minimise aircraft taxiing distances and consolidate activities. Emissions are also reduced by installing infrastructure that provides aircraft with electricity and pre-conditioned air while parked at stands, thereby avoiding the need for them to use their engines.
Road traffic emissions	The Surface Access Strategy includes individual strategies for air passengers and colleagues that encourage the greater utilisation of sustainable transport modes, including public transport and active transport (e.g. cycling and walking) support for electric vehicles and disincentivising the use of private vehicles. This is expected to reduce the proportion of journeys made by private road vehicles and their associated emissions.
Ultra Fine Particles (UFP)	We intend to extend the existing programme of UFP monitoring around the airport to further understand the contribution of aircraft to UFP levels today, and as the airport grows.



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6.3 CARBON

Growth in air travel must go hand-in-hand with a transition to Net Zero emissions. Expansion and Net Zero are not competing goals. A new Northwest Runway at Heathrow is not a choice between economic growth and the environment – we will deliver for both.

We are committed to meeting Net Zero by 2050. This commitment applies to our existing operations and our proposals for an expanded airport. Given the potential to increase carbon emissions, our Net Zero commitment has been integral to developing our proposals. Particular focus is placed on emissions from construction activities, vehicles travelling to and from the airport, airport buildings, ground operations and aircraft.

OUR EMISSIONS, JET ZERO AND DECARBONISATION

By way of context, provisional ***greenhouse gas (GHG)*** emissions reported by government for the UK as a whole in 2025 amount to 407 million tonnes of CO_2e (407 $MtCO_2e$). This total includes emissions from international aviation fuel use (36 $MtCO_2e$). Our 2025 emissions, including from flights, were 19.4 $MtCO_2e$ and therefore represent around 4.8% of UK GHG emissions.

In February 2020 the government, through its Jet Zero Strategy, made a commitment to meet a Net Zero target for aviation emissions by 2050. Carbon Budgets, set every five years by the government, limit GHG emissions and provide the pathway to Net Zero, decreasing as the UK approaches 2050.

We built on this commitment through the publication of our Net Zero Plan in 2022, which sets out our pathway to Net Zero and established interim 2030 goals to reduce carbon emissions both 'in the air' and 'on the ground'.

Over 99% of our carbon footprint (of which 95% is from air transport) is outside of our direct control. Our approach has therefore been centred on working collaboratively with airlines, partners, suppliers, passengers and government to accelerate decarbonisation across the aviation system. We cannot deliver Net Zero aviation alone through our proposals, so this collaboration within the industry is essential. Nevertheless, we do play a role by implementing policies and offering incentives to encourage change, such as our ***Sustainable Aviation Fuel (SAF)*** Incentive Programme and differential landing charges that reward newer, more fuel-efficient aircraft.

We have also taken action to reduce carbon emissions on the ground through investment in electric vehicle (EV) charging infrastructure, sustainable transport initiatives, renewable energy procurement and strengthened carbon management requirements for maintenance.

We have calculated anticipated carbon emissions in respect of construction, airport buildings and ground operations, surface transport activities and air transport. Our carbon calculations are based on the most rapid forecast available in terms of growth in passengers and flights.

This approach helps us to undertake a precautionary, robust appraisal of our projected carbon emissions to allow us understand the relative scale of the effect of expansion. This has highlighted areas for further development and strengthening of our proposed Carbon Strategy Measures to meet Net Zero targets.

WHAT ARE CARBON EMISSIONS?

The terms 'carbon' and 'carbon emissions' are used as a shorthand way to refer to greenhouse gas (GHG) emissions. GHGs are a group of seven gases reported under international climate agreements due to their capacity to trap heat in the Earth's atmosphere and, regardless of where they are released, contribute to global warming. These gases arise from human activities such as burning fossil fuels and are the focus of efforts to reduce their release and so minimise future consequences of a warming climate. The most common of these GHGs is carbon dioxide (CO_2).

Each of the GHGs has a different capacity to cause atmospheric warming, which is referred to as its Global Warming Potential (GWP). To represent the total GWP of all seven GHGs, they are reported using a common unit, measuring their impact relative to CO_2. The common unit is called the carbon dioxide equivalent (CO_2e).

In reporting amounts of CO_2e, the unit of mass that is used most commonly, is metric tonnes of CO_2e (tCO_2e) or million tonnes ($MtCO_2e$).

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We recognise that Heathrow's expansion has the potential to result in likely significant adverse effects in relation to carbon emissions, however, we are confident expansion can be accommodated within the UK's Carbon Budgets because the development is an integral part of UK policy and its carbon emissions are already embedded in the Government's planning and strategy for aviation decarbonisation and Net Zero.



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OUR CARBON STRATEGY MEASURES

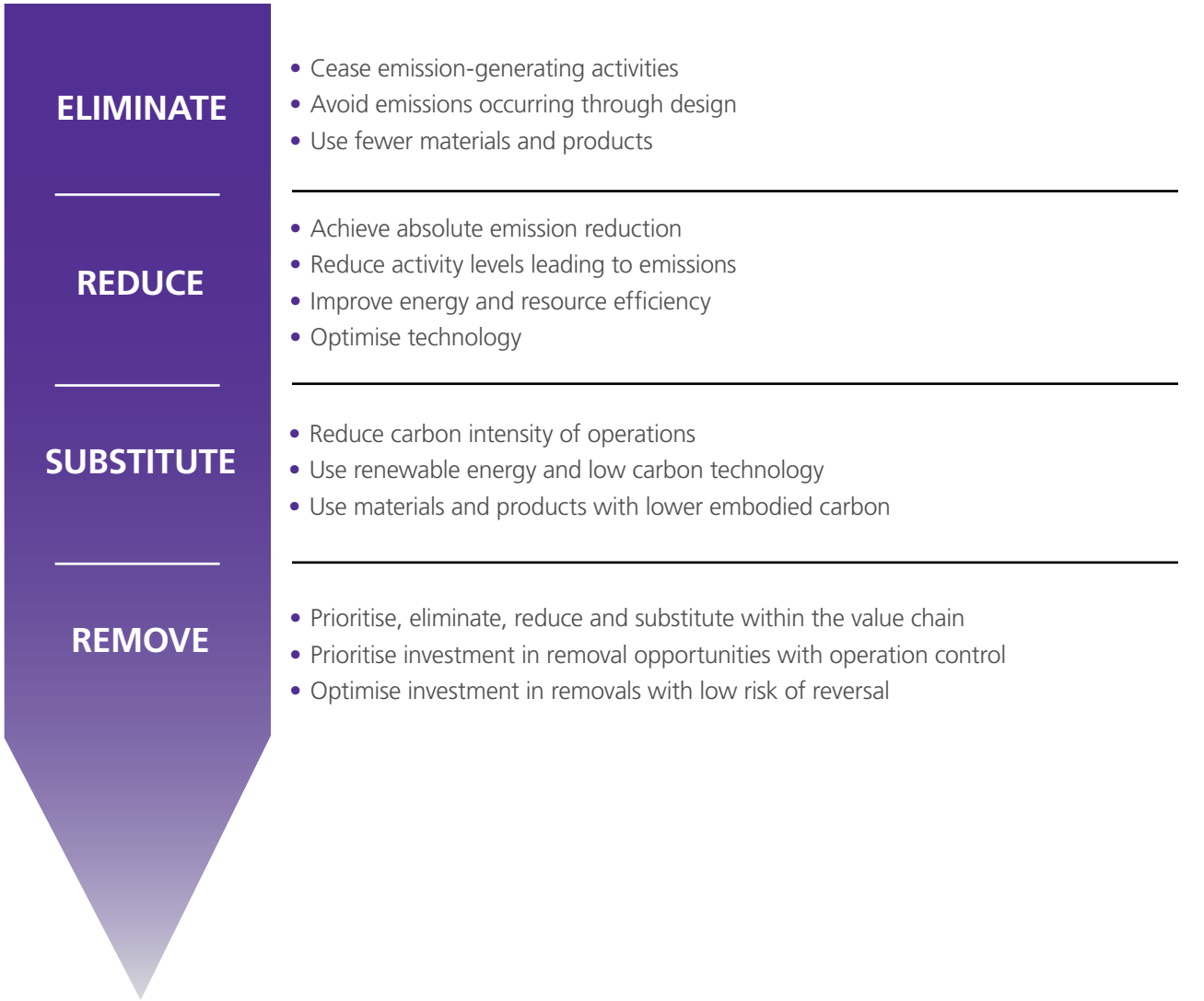
Our carbon related measures are based on a hierarchy, and seek to complement other environmental measures including those defined in the ***Code of Construction Practice (CoCP)***, Surface Access Strategy and Environmentally Managed Growth Framework. They also build upon our existing Net Zero Plan and sustainability strategy ***'Connecting People and Planet' (CPP)*** that sets out our overarching framework for sustainability. The CPP strategy embeds our Net Zero Plan and also includes measures and targets with indirect carbon benefits such as waste reduction actions.

Construction

The CoCP will set out a framework for managing carbon emissions during construction, aligned with our existing **PAS2080 Carbon Management Standard**. Our construction planning process will continue to refine the quantities and types of materials required and seek efficiency in site activities and the associated movement of materials, staff and equipment, thereby seeking to reduce carbon emissions where possible.

Airport Buildings and Ground Operations

No new buildings will use fossil fuels. Fuel use by airside vehicle fleets is already reducing as the fleet electrifies, and much of the non-electric fleet runs on biofuels. The deployment of additional electric vehicle infrastructure to facilitate full electrification will further reduce emissions. Water demand will increase as passenger numbers grow. However, because the energy used to supply and treat water is predominantly electricity, the associated carbon emissions will largely depend on the wider decarbonisation of the national electricity grid. We will also continue to look for opportunities to minimise the scale of waste arisings and increase the volume of waste that is recycled.



Carbon strategy measures

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Surface Transport

Our Surface Access Strategy includes individual strategies for air passengers and colleagues that encourage the greater utilisation of sustainable transport modes, including public transport and active transport (e.g. cycling and walking) and disincentivise the use of private vehicles. This reduces carbon emissions as sustainable transport typically has lower carbon emissions per person than private road vehicles. The freight strategy also contributes to a reduction in carbon emissions by using digital systems to optimise air cargo operations and improve the efficiency of retail and logistics movements.

Air Transport

Air transport emissions are controlled at a national and international level for instance through Government policy such as the UK Emissions Trading Scheme (UK ETS), Carbon Offsetting Scheme for International Aviation (CORSIA) and the UK SAF Mandate, which is accelerating the use of sustainable aviation fuels. These policies support the decarbonisation of air transport emissions in line with the UK's pathway towards the 2050 Net Zero target other measures which include more efficient aircraft, improved airspace efficiency and development and scaling up of greenhouse gas removals. Our approach to deliver these measures is to work collaboratively with the Government, our airline customers and industry partners to accelerate decarbonisation across the aviation system. The Government has a vital role in creating the policy frameworks to scale new low-carbon technologies and deliver Net Zero.

DELIVERING NET ZERO

Heathrow has reduced emissions in the air by approximately 10% from 2019 to 2025, outperforming the UK Climate Change Committee's 6% target from its Sixth Carbon Budget.

Four levers support Net Zero "in the air":

1. Operating more efficiently – modernising fleets with cleaner aircraft and engines and airspace reform to enable more direct and efficient fleet modernisation.
2. ***Sustainable Aviation Fuel (SAF)*** scale-up through financial incentives and the right policies from Government.
3. Zero-emissions hydrogen aircraft, likely initially on small aircraft and shorter routes.
4. High-quality durable removal of any residual emissions, through natural solutions like peatland restoration and engineered solutions like carbon capture and storage.

"Non-CO_2" effects from aviation also contribute to climate change. Although scientific understanding of the precise impact and appropriate mitigation strategies is still developing, Heathrow is committed to contributing to research to understand this issue.

SUSTAINABLE AVIATION FUEL

Transitioning the aviation industry to SAF is projected to account for around 40% of total carbon reductions by 2050. Heathrow is already leading the way with our pioneering incentive scheme which makes SAF more affordable for airlines by halving the price gap with conventional jet fuel. The scheme has been oversubscribed by airlines since its inception. Heathrow is now using more SAF than ever before; in 2024, 17% of SAF produced globally was used at Heathrow.

WHAT IS SAF?

Sustainable Aviation Fuel (SAF) is an airplane fuel alternative designed to cut lifecycle carbon emissions. It is almost chemically identical to traditional jet fuel and so directly replaces fossil fuel. It can be made from a variety of resources, including different types of waste, and by combining hydrogen with captured carbon.

The biggest single contribution that will help us get to Net Zero is changing airline fuel to SAF – it is projected to account for around 40% of the total carbon reductions by 2050. Our scheme achieved 3% SAF use in 2025, equivalent to 187,000 tonnes and 1% above the government's mandate.

> The LHR Incentive Programme will support the SAF market's increasing momentum, allowing airlines like Emirates to take advantage of its availability and make it more commercially viable."
>
> **Adel Al Redha, Deputy President and Chief Operations Officer, Emirates Airline.**

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We first published our Net Zero Plan in 2022, which sets out our plan to transition to Net Zero. We will be updating that plan over the next year to provide our latest view on the transition to Net Zero. As part of our Development Consent Order application, we will provide a detailed assessment of future carbon emissions and how we can deliver a new runway within the UK's climate change obligations.

We recognise that decarbonising air transport emissions, which contribute over 95% of our total carbon emissions, cannot be delivered by Heathrow alone. This will require coordinated action and investment by Heathrow, our airline customers and the wider aviation sector, acting to deliver Government policies together with other aviation commitments.

YOUR VIEWS

Your feedback is important to us and will help us determine our final proposals for expansion. Please see **Chapter 8** on page 148 for details on how to provide your comments.



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6.4 ENVIRONMENTALLY MANAGED GROWTH (EMG)

The EMG framework will provide a flexible regime through which the four main environmental effects associated with increased throughput 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). This follows precedent from the Luton Development Consent Order (DCO) and seeks to provide a framework for monitoring and managing effects resulting from aspects that are directly associated with a forecast growth in passenger and flight activity at the airport. Other environmental aspects will be managed and secured through other more traditional planning and legal controls.

The four managed aspects are:

- Aircraft air noise
- Surface access (transport)
- Air quality
- Carbon emissions

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 ahead of the Northwest Runway opening (up to 25,000 ATMs are proposed). 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. The general principles for the EMG framework are set out in the following table.

EMG principles
Four environmental aspects
• Aircraft air noise • Surface access (transport) • Air quality • Carbon emissions
Forward planning
• To plan for growth whilst meeting environmental objectives • Reporting on environmental effects
Agreed limits and thresholds
• Thresholds act as an early warning for a limit exceedance • Limits set the upper bound of environmental effects assessed in the environmental statement
Monitoring and reporting
• Environmental effects monitored and reported • Reporting against thresholds and limits
Independent scrutiny
• Independent scrutiny is included to provide transparency for the EMG framework
Prevention and controls
• Growth will take place whilst meeting the environmental limits as set out in the forward planning process • If a threshold is exceeded a prevention plan will be implemented • In the event of a limit exceedance a mitigation plan will be implemented

FURTHER INFORMATION

A full overview of our proposal for EMG is available in the **Environmentally Managed Growth (EMG) Topic Paper**.

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Changes to EMG since 2019

FEEDBACK FROM PREVIOUS CONSULTATION

Heathrow first proposed a version of EMG in 2019, as it was recognised that creating a clear framework for managing long-term uncertainty and focusing on delivery of environmental outcomes provided a robust and transparent approach.

Supporting growth within clear environmental limits is still the key principle of EMG. Feedback from the 2019 version has been taken into account when shaping this proposed version, along with lessons learned from the Luton and Gatwick airport expansion projects.

A change made for this proposal, compared to the 2019 AEC, was to add thresholds along with limits to provide additional transparency, act as an early warning and demonstrate the actions being taken to avoid limits. In the event of reaching a threshold (set below limits) a Prevention Plan would be provided.

EMG PRINCIPLES

This section sets out an overview of the key principles for EMG. The topic paper also includes information for each of the four aspects to explain the proposed approach for monitoring and setting limits.

Monitoring

Heathrow will monitor the effects associated with the four aspects controlled by EMG. The results of monitoring will be collected at various time intervals dependent on data availability and sampling methods. Results of monitoring undertaken will be reported to an independent scrutiny panel.

Independent Scrutiny Panel

Heathrow recognises 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.

FURTHER INFORMATION

Further information on changes is provided in the **2019 AEC Feedback Report**.

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Limits and thresholds

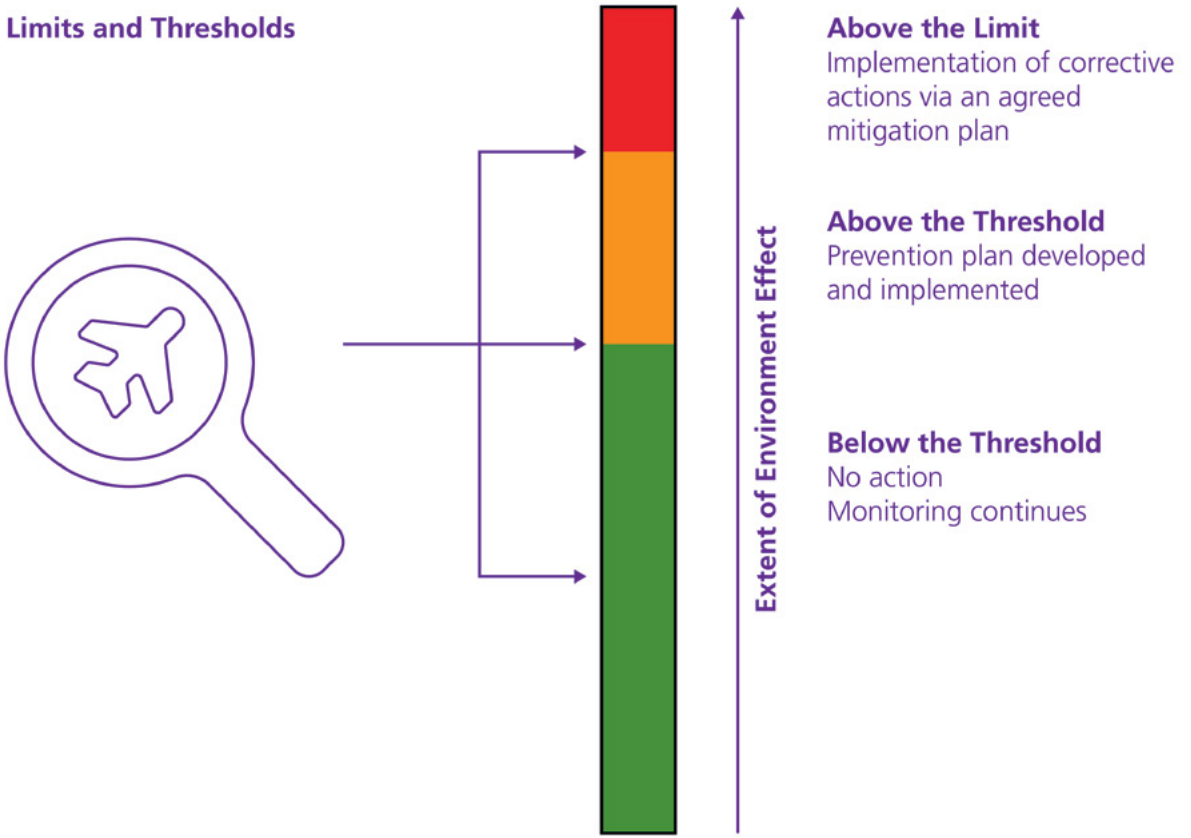
Setting limits and thresholds is a core component of the EMG approach. By setting thresholds as well as limits, Heathrow will take a proactive approach to compliance. It is in our interest to avoid exceeding a limit and monitoring against the thresholds will provide an early warning to allow prevention plans to be developed and implemented so as to avoid exceeding a limit.

For each environmental aspect, the measured environmental effects of increased throughput can exist in one of three states as shown in the diagram 'Environmentally Managed Growth (EMG)'.

It is proposed that the limits and thresholds would be reviewed periodically by Heathrow (proposed every five years). This review would take into account any material changes relevant to EMG that have occurred since the previous review.

Prevention and controls

In the event that action is required due to exceedance of either a threshold or limit, Heathrow will consider the relevant actions available. Due to the nature of the four aspects, there is not a single approach that would apply to all and it will be up to us to manage growth by identifying and implementing appropriate measures from a 'toolbox' of options and including them in prevention plans and mitigation plans. Mitigation plans will be consistent with requirements from any existing national legislation.



Environmentally Managed Growth (EMG)

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6.5 BLUE AND GREEN INFRASTRUCTURE

Our Blue and Green Infrastructure (B&GI) strategy defines our approach for water, landscape, wildlife, open space and recreation around the airport.

The area around the airport supports important habitats, resources and amenities that communities and wildlife depend upon, including the River Colne and River Crane catchments, lakes and reservoirs, woodland, grassland and hedgerows, playing fields, allotments and local parks, and the wider Colne Valley Regional Park. In developing our proposals, we have sought to minimise negative effects to the natural environment, while seeking opportunities for betterment.

Decades of development in the area around the airport has had a profound influence on the characteristics and functionality of the natural environment. It is a modified landscape that serves many purposes and continues to face challenges. We are not, therefore, seeking solely to maintain these characteristics or functionality, but also to provide opportunities for enhancement while avoiding, reducing, mitigating and, where possible, offsetting the negative effects of our proposals. Our proposals recognise the natural environment as being multi-functional, often with multiple benefits including biodiversity, supporting habitats, amenity value to people and carbon sequestration. This approach is captured in our Blue and Green Infrastructure (B&GI) strategy.

We propose to design and manage B&GI as one connected network, which is needed because our proposals will change many features at the same time. Each of the changes could be considered on its own, but we have taken an integrated approach to make efficient use of land and combine uses where they work well together.

WHAT IS BLUE AND GREEN INFRASTRUCTURE (B&GI)?

We use the term ***'Blue and Green Infrastructure' (B&GI)*** to describe the water and green space in and around our expanded airport. Blue is water: rivers, wetlands, ponds and drainage. Green is land and planting: habitats, woodland, parks, playing fields, paths and open space. We call it infrastructure because we plan and maintain it in the way we do roads and drains. It has a job to do. It moves water safely, gives wildlife room to move, softens views and noise, and gives people places to walk, cycle and spend time. It can also support physical and mental health and wellbeing, which can benefit vulnerable groups and help reduce health inequalities.



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CHANGES TO B&GI SINCE 2019

FEEDBACK FROM PREVIOUS CONSULTATION

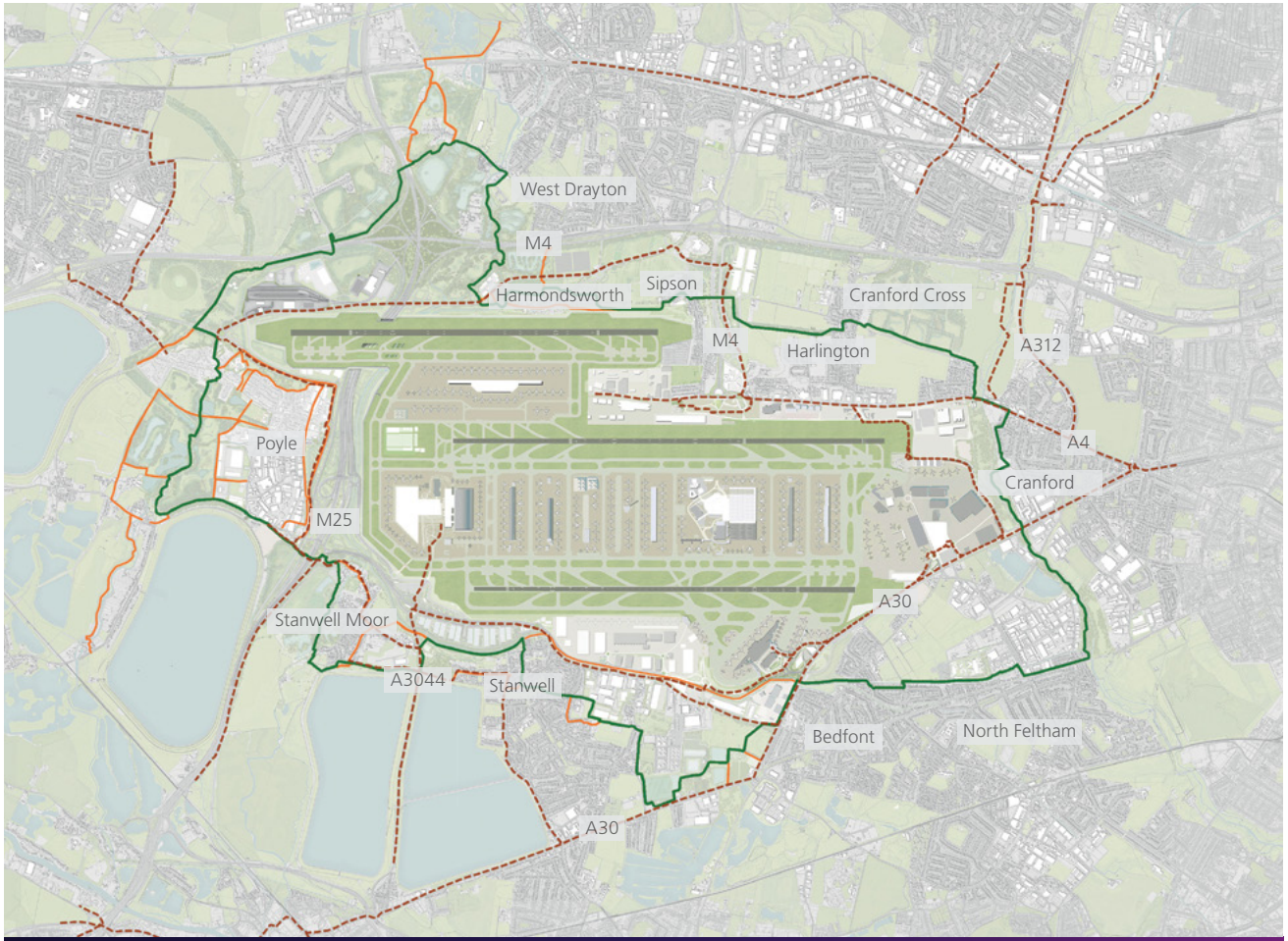
We received stakeholder feedback from our 2019 AEC that it was not possible to fully understand the detail and rationale for the provision of, for example, re-provided open space. In response, we have provided more detail of our ***Blue and Green Infrastructure (B&GI)*** approach, and more information about why certain measures have been proposed.

Our B&GI measures respond to the changes that are brought about by our proposals to the water environment, biodiversity and ecology, availability of and access to public open space and recreation facilities, and landscape amenity. Our measures not only address negative environmental effects that may arise, but seek enhancement and betterment.



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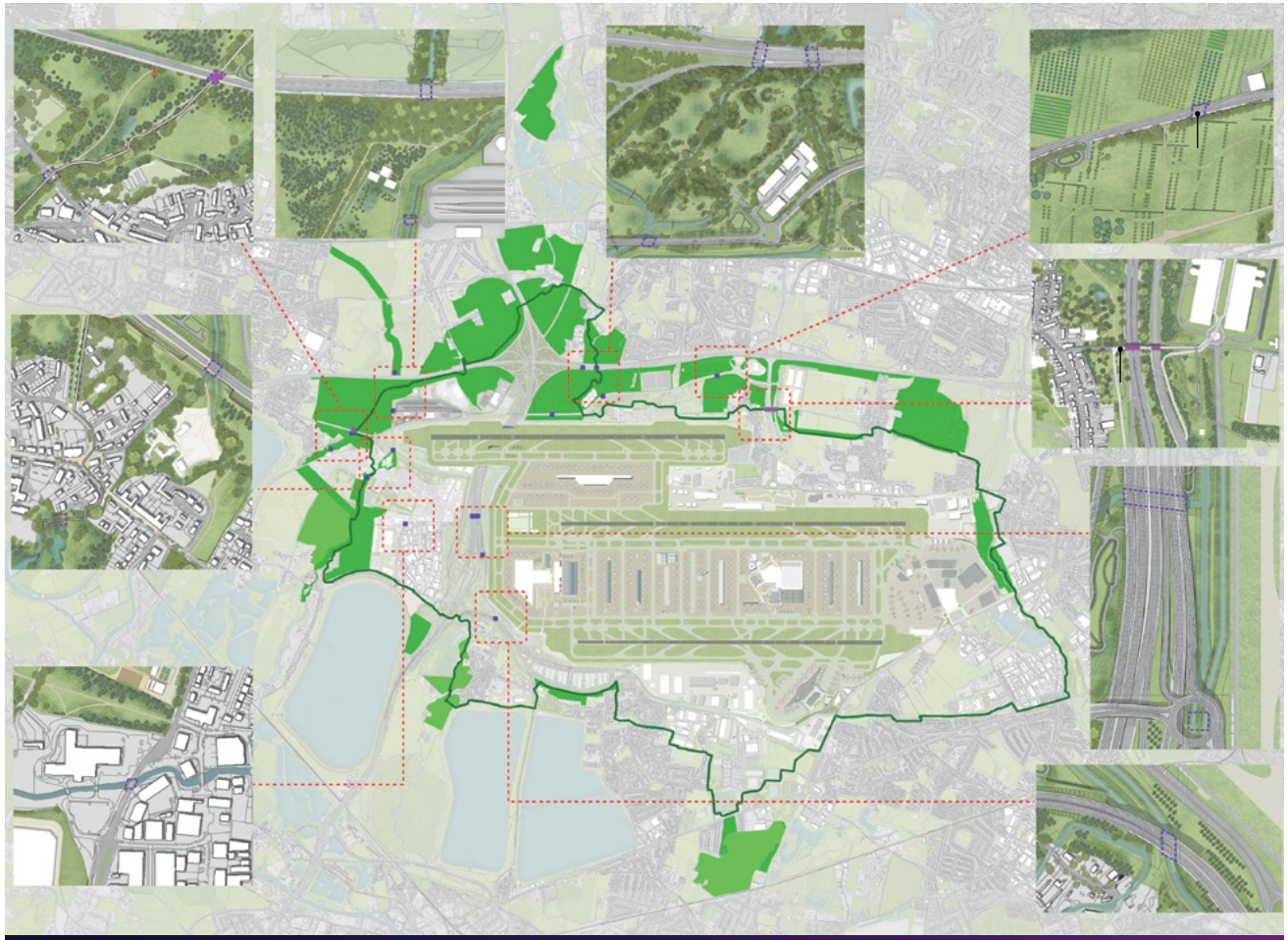
Aspects	A summary of the effects of the expansion proposals on existing blue and green infrastructure (B&GI)
The Water Environment	Our proposals will require the realignment of parts of several of the rivers in the Colne Valley. The River Colne itself, the Wraysbury River, Bigley Ditch, Colne Brook, the Duke of Northumberland's River, the Longford River and Poyle Channel will all be diverted. Some lakes and ponds will be infilled or made smaller. Land that floods today near Stanwell Moor, Poyle and Harmondsworth Moor will be built upon, flows near Staines Moor will change, and rainwater would need to drain differently.
Ecology and Biodiversity	Wildlife habitat will be lost as a result of our proposals. Eighteen local wildlife sites lie fully or partly within the draft Order limits, and part of Poyle Meadow, which forms part of the Staines Moor Site of Special Scientific Interest (SSSI), will be lost to works at M25 junction 14. Bats will lose roost sites and also some of the routes they use between feeding and roosting areas. Important species such as otters, fish, barn owls, breeding birds and great crested newts will all be affected. The ecological corridor running north to south through the Colne Valley will be broken where the new runway crosses it.



Green infrastructure measures - proposed public rights of way and recreational routes

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Aspects	A summary of the effects of the expansion proposals on existing blue and green infrastructure (B&GI)
Public Open Space, Access and Recreation	Some of the open space people use will be lost or disturbed. The largest losses are 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 will be disturbed by construction but kept. Footpaths will be affected too, and some routes cut, severing connections between communities and the spaces around them. The proposed green active network will reinstate and improve connections between communities and landscape.
Landscape and Visual Amenity	The look and feel of the area will change as a result of our proposals. The new runway, taxiways, terminal buildings and the realigned M25 and A4 will appear in views from Harmondsworth, Sipson, Longford, Poyle, Harlington, Cranford, Bedfont, Stanwell, Stanwell Moor and Colnbrook. Trees, hedgerows and tree belts that screen views of the airport today will be lost, and the shape of the land will change as large volumes of material are dug out and moved. There will be less separation between the airport and the villages around it. Construction will temporarily add compounds, cranes, stockpiles and lighting into the landscape.



Proposed active green network & connectivity

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A SUMMARY OF OUR BLUE AND GREEN INFRASTRUCTURE MEASURES

We have designed a wide ranging package of B&GI measures that seek to reduce the effect our proposals are having on the existing environment. In fact, our ambition in developing these measures is to leave the local B&GI environment in a better state than it is now, thereby not only dealing with the effects of our proposals but also dealing with historic issues such as landscape fragmentation.

To outline our B&GI measures we have presented them separately as Blue Infrastructure measures and Green Infrastructure measures, with acknowledgment of their interconnectivity where relevant.

SUMMARY OF BLUE INFRASTRUCTURE MEASURES

RIVER DIVERSIONS

To make room for the new runway and taxiways, several watercourses west of the airport will be moved. The River Colne, Wraysbury River, Bigley Ditch, Duke of Northumberland's River and Longford River will come together north of the airport and pass beneath the new runway in the Covered River Corridor, separating again in stages to the south and returning towards their own alignments. To the north, the Colne Brook will be moved around the proposed railhead west of Harlington and rebuilt as a naturalised channel through the Colne Valley. Downstream flows will be maintained to match existing conditions.

COVERED RIVER CORRIDOR

Where the combined rivers pass beneath the new runway, they will run through the Covered River Corridor. This part of the diverted river will include a riverside zone around 80 to 85 metres across where space allows, though it is acknowledged that lower levels of light (despite being supplemented with artificial lighting) will limit the amount of planting able to grow beneath the runway. Concrete retaining walls will be needed where the realigned M25 meets the Corridor as these also support the runway. Because the Corridor sits within the flight paths, its open water section will include measures such as netting to reduce the risk of bird strike.

HABITAT CREATION

Moving or reshaping rivers could help re-provide aquatic habitats. This is because the river would vary in shape, with backwaters and shallow edges to create different habitats and flows, in contrast to straight artificial channels. By reusing riverbed material where suitable and choosing any new material to match the natural riverbed of the area, we will also support the establishment of new habitat alongside new riverside planting.

HABITAT AND COMMUNITY CONNECTIVITY

Connection is a guiding principle throughout our proposals. Rivers will be designed as continuous routes for wildlife and, where suitable, people. Each change will be taken as a chance to create healthier, better-connected habitats.

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FLOOD STORAGE

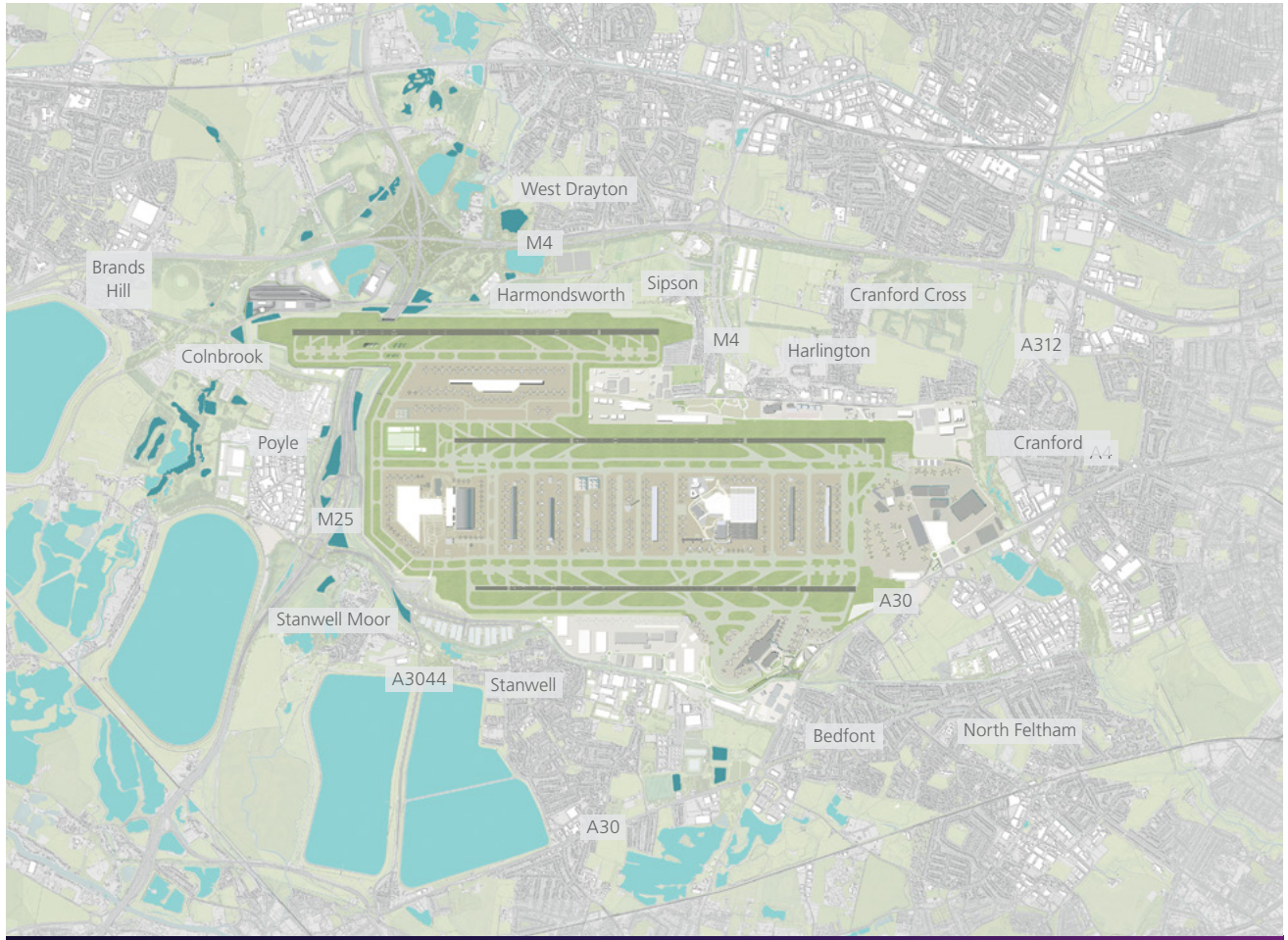
To replace the loss of the Colne Valley floodplain, and prepare for future climate change scenarios, replacement flood storage areas are proposed, so that flood risk is not increased on site, downstream or for nearby communities. These are all situated in the Colne Valley so that the replacement storage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

GROUNDWATER

Groundwater in this area is shallow and closely linked to the rivers. Where the ground is clean, the design will keep that natural connection rather than sealing the channel. Where work takes place near old landfill, the cap that seals the waste will be protected, and the channel base lined so that water does not come into contact with it.

SURFACE WATER TREATMENT AND DRAINAGE

It is not possible in many areas for rainwater to directly infiltrate into the ground due to the shallow level of groundwater in the Heathrow area, the limited capacity for infiltration and, in many locations, contamination present. As such, two approaches for managing surface water drainage are proposed to hold back rainwater to avoid localised flooding and release of untreated water. The first is creation of new waterbodies that comprise wetlands and reedbeds. The second is attenuation features, which allow for treatment and then subsequent controlled release into the environment.



Blue infrastructure measures - proposed lakes, waterbodies & flood storage sites

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SUMMARY OF GREEN INFRASTRUCTURE MEASURES

HABITAT CREATION

To compensate for the loss of, and disruption to, ecological habitats, the following new and improved habitats will be created. These habitats will be focused in the Colne Valley to the west and the Crane Valley to the east of the airport:

- Wet woodland
- Species rich grassland and meadow
- Birch woodland
- Scattered scrub, varied grassland and bare ground
- Riverside and marginal habitats (associated with realigned rivers)
- Shallow pool and edge habitats (associated with proposed flood storage sites and new water bodies)



Artists illustration of Cranford

HABITAT AND COMMUNITY CONNECTIVITY

The new and improved habitats in the Colne and Crane Valleys will be connected via the establishment of an ecological corridor. This will be created through planting, landscaping and by other physical measures such as safe wildlife routes integrated into transport infrastructure. A continuous east to west link will run from the Crane through Cranford and Harlington, through an area near Sipson and through Harmondsworth towards the River Colne. Where wildlife routes cross the M25, the M4 and the realigned A4 and Bath Road, crossings will be provided, including a green bridge over the realigned Bath Road near Colnbrook and a small mammal tunnel beneath the realigned A4 at Harmondsworth. The ecological corridor shares much of the same space as the proposed Active Green Network which includes the Green Loop, providing access for communities to areas of open space.

PROTECTED SPECIES

Our proposals will affect European Protected Species. In addition to habitat creation and connectivity, we have established the following species-specific measures:

- **Great Crested Newts** – Relocation of displaced newts to new ponds at Princes Lakes; and creation of new ponds near Stanwell will replace those lost. The area of reprovided ponds will be greater than existing.
- **Bats** – To account for habitat loss and disturbance, bat habitat features such as roosting boxes will be provided. Where established bat navigation routes are crossed by new infrastructure, sensitive lighting will be installed to minimise any barrier to travel.
- **Otters** – Otters are recorded along the River Colne, where bank habitat and movement routes will be affected by the river diversions. Resting sites and holts will be provided at intervals along the affected river corridors, set within scrub planting and away from paths.
- **Badgers** – Where setts will be affected, they will be replaced with artificial setts. Crossing points such as tunnels will be provided where new roads would otherwise cut across badger movement routes.
- **Fish** – Measures for fish, particularly for European eel, bullhead and barbel which are protected, will be delivered through the river design, helping them move past new structures and keeping the rivers connected to their floodplains.
- **Reptiles** – Grass snakes and slow worms are recorded across the area. Winter shelters will be installed, with south-facing banks alongside them where reptiles can warm up, with vegetation, log piles and stumps provided for shelter and foraging, mostly around Colnbrook and Poyle and at the northern flood storage sites.
- **Breeding Birds** – Kingfishers, Cetti's warblers and skylarks will each benefit from habitat created across the project: open grassland at Poynings managed for skylarks, nesting banks for kingfishers at Thorney, Huntsmoor, Mayfield and Hithermoor and along the Crane Valley, and dense bankside vegetation for Cetti's warblers.
- **Barn Owls** – Nest boxes will be provided within retained and created grassland at Stanwell Place, and grassland at Poynings will be managed for barn owls foraging alongside skylarks.

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BIODIVERSITY NET GAIN

Biodiversity net gain aims to ensure that developments leave the environment in a better condition than before the development took place. It requires an increase in biodiversity value (according to the Government's Biodiversity Metric) compared to the pre-development condition of a site, rather than just providing compensation for any environmental impacts. Our measures will ensure a minimum of 10% Biodiversity Net Gain, which will be secured and maintained for a minimum of 30 years.

PUBLIC OPEN SPACE AND RECREATION

To directly compensate for the loss of existing public open space and recreation facilities, re-provided open space is proposed to meet the following standards:

- **Quantity**: the area provided will match or exceed the area lost.
- **Quality**: new spaces will be designed to a Green Flag Award standard.
- **Accessibility**: we will ensure areas provided serve the same communities, with safe and convenient access.
- **Facilities**: play areas, sports courts and seating are replaced like-for-like.
- **Timing**: the aim will be to re-provide areas ahead of the loss of existing spaces, so that provision is maintained throughout construction as far as practicable.

Where spaces are affected but not fully lost, they will be kept and improved.

Community sports facilities will be re-provided in line with Sport England Guidance. These facilities are proposed in locations as close to their existing location as is practicable.

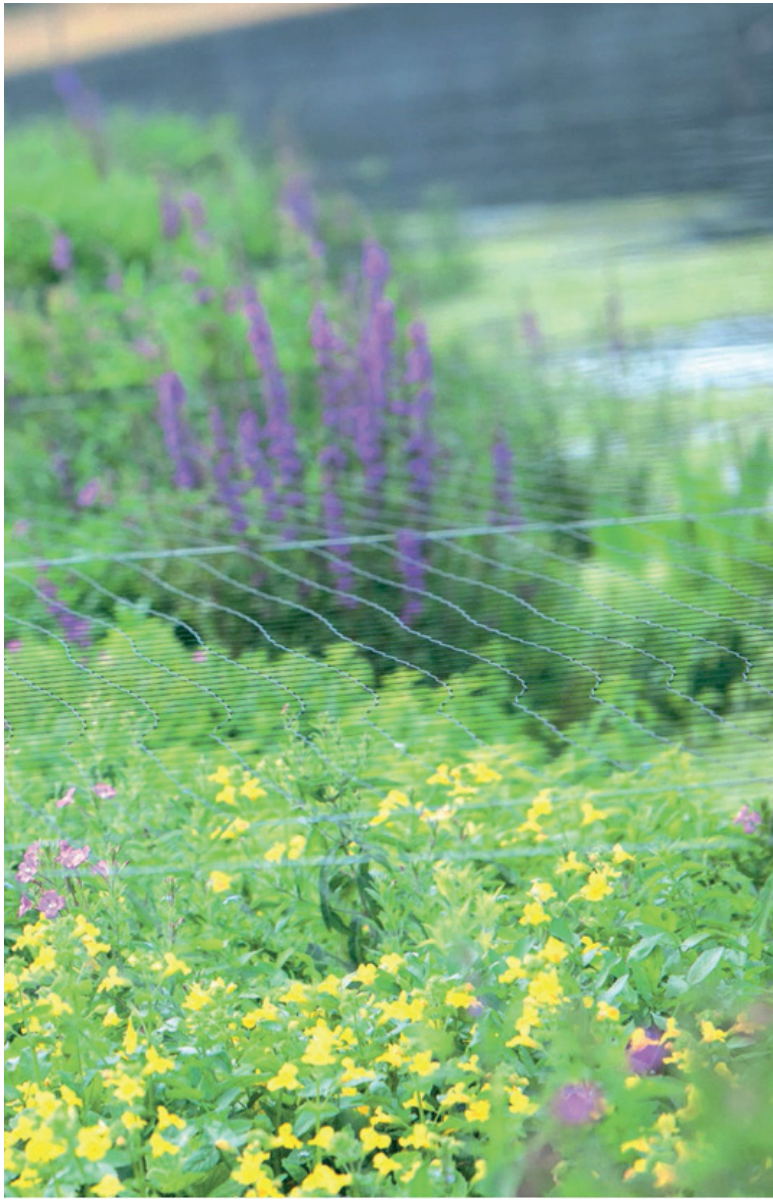
Planting at re-provided or improved open spaces will align with our proposals for habitat creation, and where possible align with ecological corridors, active travel routes, connecting communities into the wider landscape rather than providing isolated parks.

LANDSCAPING

We propose measures such as bunds, walls and planting to manage the transition of the expanded airport infrastructure where it meets homes and public space.

Please refer to the relevant **'In Your Area'** booklet for further details of:

- Re-provided open space
- Measures to improve retained open spaces
- Play, sport and recreation facilities
- Re-provided allotment sites
- Landscaping at community areas adjacent to the expanded airport boundary



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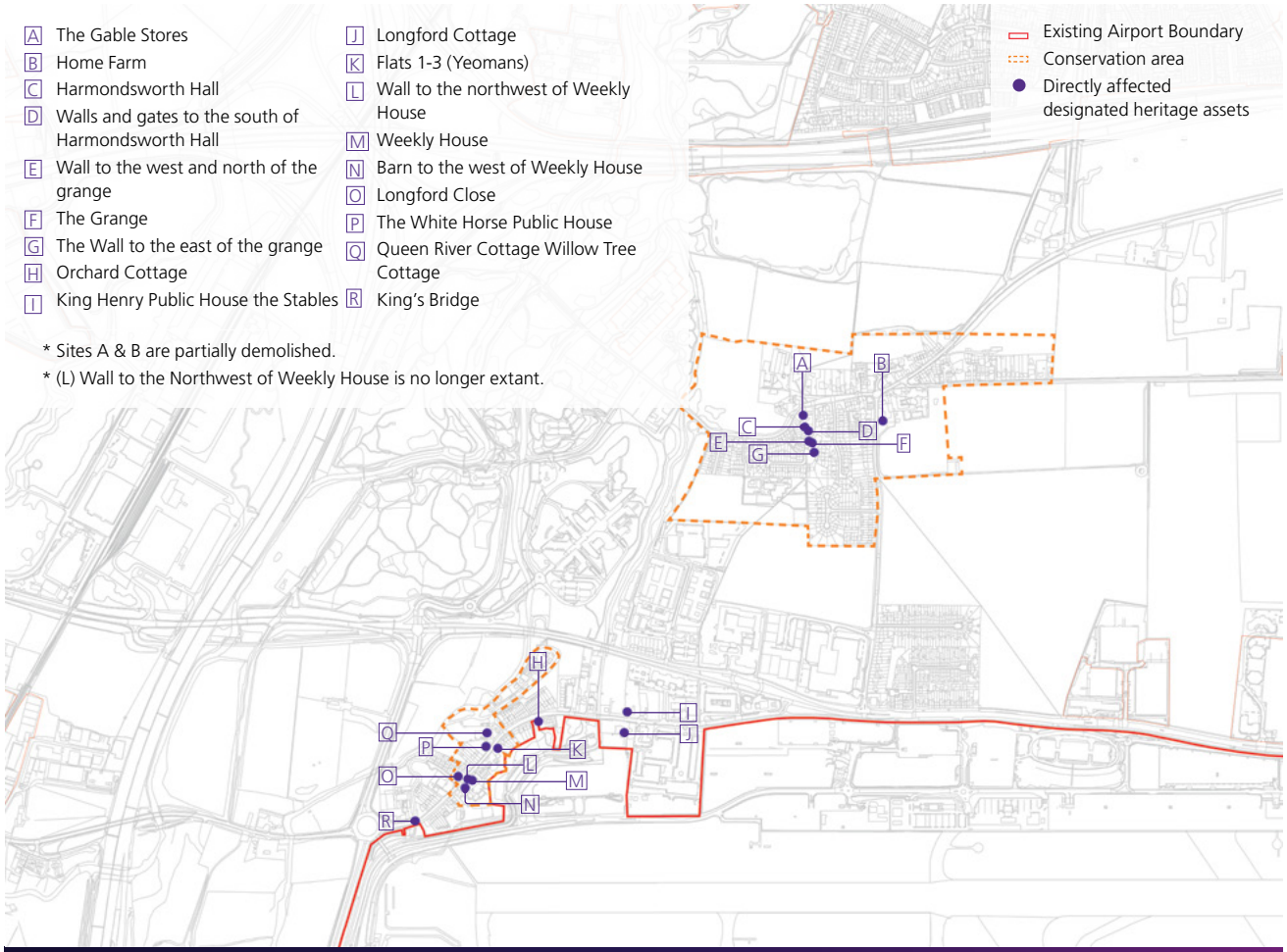
6.6 HISTORIC ENVIRONMENT

The land required for Heathrow expansion will result in the partial or total demolition of several heritage assets. This includes the southern part of Harmondsworth Village Conservation Area and a number of listed buildings within it. The entirety of the Longford Village Conservation Area and all designated built heritage assets in Longford will also be lost. Ground disturbance, particularly topsoil removal and excavations, could result in the partial or complete loss of any remaining undiscovered buried archaeological remains.

We will conduct a programme of targeted trial trench excavations, informed by a mapping exercise to identify the potential for previously unrecorded archaeological remains. Known heritage features that would be totally or partially lost are identified in the diagram 'Directly affected heritage features'.

A The Gable Stores
B Home Farm
C Harmondsworth Hall
D Walls and gates to the south of Harmondsworth Hall
E Wall to the west and north of the grange
F The Grange
G The Wall to the east of the grange
H Orchard Cottage
I King Henry Public House the Stables
J Longford Cottage
K Flats 1-3 (Yeomans)
L Wall to the northwest of Weekly House
M Weekly House
N Barn to the west of Weekly House
O Longford Close
P The White Horse Public House
Q Queen River Cottage Willow Tree Cottage
R King's Bridge

* Sites A & B are partially demolished.
* (L) Wall to the Northwest of Weekly House is no longer extant.



Directly affected heritage features

WHAT IS THE HISTORIC ENVIRONMENT?

The historic environment includes both designated and non-designated heritage assets. This includes below ground archaeological remains, historic landscapes, scheduled monuments, conservation areas, and listed buildings, as well as locally listed buildings and non-designated heritage assets that are valued for their historical value.

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Operation of the expanded airport will result in changes to the setting of above-ground heritage assets. Increased aircraft movements are likely to increase the visibility and prominence of aircraft within views from, and towards, historic assets, which may influence how they are experienced, valued and understood. In addition, elevated noise levels from aircraft may adversely affect the contribution that setting makes to the appreciation and interpretation of historic buildings, registered parks and gardens, and historic landscapes. Examples of heritage assets that could experience such effects include Royal Botanic Gardens, Kew; and Osterley Park.

HERITAGE INTERVENTIONS

We are continuing to shape our proposals to ensure that the remaining historic environment is respected and that new opportunities are identified to help people connect with the area's past. Our proposals will be informed by a number of activities which, alongside this consultation and ongoing engagement, are intended to help define measures to ensure effects to the historic environment are appropriately dealt with. These include:

- A programme of archaeological survey and evaluation work which would inform preservation.
- A programme of historic building recording for assets that are lost.
- The retention, salvage and re-use of materials, such as brickwork, from assets to be reused or displayed elsewhere.
- Supporting vulnerable heritage assets on Historic England's Heritage at Risk Register.
- Possible relocation of specific designated heritage assets which would otherwise be totally lost, where feasible and appropriate.

FURTHER INFORMATION

Please see the **In Your Area** documents for details of specific heritage effects to relevant communities.



Sketch of the retained Great Barn and St Mary's church in Harmondsworth

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6.7 HEALTH

OUR APPROACH

We recognise that our proposals can affect the physical and/or mental health of people who live and work in the communities surrounding the airport, in both positive and negative ways. When people's health is already under pressure due to conditions and circumstances that already exist, those affected by change have less capacity and resilience to cope. This is particularly the case for vulnerable groups, including people who may be vulnerable for multiple reasons. Through the health assessment, we have identified such public health pressures to characterise the sensitivity of the population.

The health assessment work undertaken to date has incorporated the findings of other ongoing environmental assessments (including, but not limited to, the noise and vibration, air quality, socio-economics, recreation and amenity, and landscape and visual assessments) enabling us to take more informed decisions with awareness of local health vulnerabilities and opportunities. This means we have been able to identify and then reduce negative, and increase beneficial, health effects through design and mitigation. Notwithstanding this, there is work ongoing around developing additional environmental measures that specifically respond to vulnerable groups and health inequalities.

WHAT IS HEALTH?

Health is a state of complete physical, mental and social wellbeing and not merely the absence of disease or infirmity.

CONSTRUCTION

As noted in **Chapter 4** on page 42, construction will require a large temporary workforce, some of whom will need to temporarily reside in the area. We understand that this may place additional pressure on local healthcare services. To avoid this, we are working to define a specification for delivering on-site construction workforce healthcare with input from specialist consultants and the NHS. One of the options being actively pursued is a collaboration directly with the NHS so that funding of the extra onsite healthcare supports the NHS more broadly and is delivered in a way that does not reduce or divert services for the community. An operational stage medical centre is also being investigated to further reduce NHS pressures associated with the airport passenger healthcare needs and service access.

DISPLACEMENT

The displacement of communities (including Harmondsworth, Longford and parts of Sipson and Poyle) and community facilities (including schools and parks) to facilitate construction will be a source of stress and change, affecting people's physical and mental health. Land and Property Acquisition and Compensation Policies for Tenants, Owner Occupiers and Residential Landlords are being developed, including a Home Relocation Support Service for displaced residents. Additionally, through the health assessment process, we are seeking to include an appropriate mechanism for working with health and social care services to ensure appropriate individual health care plans are available for exceptionally vulnerable individuals.

Open and natural spaces around the existing airport that are used for recreation, leisure and play will also be displaced. These spaces are recognised as an important resource for community health, including physical activity. Time spent within natural settings also promotes mental and social wellbeing. As outlined in **Section 6.5** on page 122, our proposals include a comprehensive allocation of new open spaces, informed by the health assessment, which has promoted the appropriate siting of re-provided green spaces to enable continuity of use and inclusion of amenities and active travel infrastructure. Our aim is to promote positive behavioural change for people of all ages, genders and identities.

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OPERATION

Localised exposure to higher noise levels will arise during operation of the expanded airport in areas close to the new and existing runways, under flight paths close to the airport, and along parts of the road and rail network. The measures described will seek to provide an appropriate indoor environment in terms of acoustics, air quality and thermal considerations, including consideration of climate change projections. Such integrated solutions are better at avoiding health effects from noise, particularly for individuals who are more vulnerable.

Regulatory air quality standards in England have become stricter, with lower limits for fine particulate matter. This reflects strong evidence from many international studies on the relationship between these air pollutants and associated population health effects. The evidence indicates it is likely that air pollutants are associated with a degree of health effect even below statutory thresholds. The statutory thresholds are set by Government to balance avoiding health harms, while not overly forgoing the social and economic benefits that are lost by achieving greater emission reductions. To ensure the full health implications are accounted for, even below the statutory thresholds, the health assessment is also considering lower thresholds that are set out in the ***World Health Organization (WHO)*** Guidelines (Ref 5, Ref 6). Similarly, we are also considering noise thresholds below those that are commonly adopted in line with policy, to ensure the known health effects of community noise exposure are robustly assessed.

It should be noted that even the WHO does not provide methods for determining the health effects of Ultrafine Particles (UFP) because the evidence is not yet sufficiently established. As indicated in respect of air quality earlier in this chapter, this issue is taken very seriously, and our approach is to use the proposals to develop better methods and monitoring to support a greater general understanding of UFP effects. We acknowledge that as air traffic increases, so will UFP, but the long-term aim is to use cleaner fuels like Sustainable Aviation Fuel (SAF), hydrogen and electric, which are likely to reduce UFP emissions over time.

The design for an expanded Heathrow includes a number of environmental measures to control and manage increased noise and air emissions and by doing so, minimise associated health effects. These are outlined in **Sections 6.1** on page 104 and **6.2** on page 111. The health assessment helps to refine such measures in relation to vulnerable groups, reducing potential for health inequalities.

The expansion of the airport is anticipated to result in health benefits through increased employment opportunities, both directly and indirectly. Positive effects are expected at local and regional scales, with the greatest benefits likely to accrue where employment initiatives are focused on local vulnerable groups. Furthermore, training, skills development and upskilling opportunities are expected to support individuals facing barriers to employment and career advancement, contributing to enhanced socio-economic outcomes and associated long-term health benefits.

YOUR VIEWS

We welcome your views on our approach to understanding and planning to minimise the health impacts of our proposals. Please see **Chapter 8** on page 148 for details on how to provide your comments.



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7.0
Supporting people and communities





7.1 PROPERTY POLICIES

INTRODUCTION

To construct and operate an expanded Heathrow we will need to acquire areas of land which currently include residential properties, generally located in Longford and parts of Harmondsworth, Sipson and Stanwell; agricultural units, generally between Sipson and Harmondsworth, on Harmondsworth Moor and in Stanwell; and commercial properties located along the A4, in Poyle and Colnbrook but also in Stanwell.

We also recognise that property owners living near to the new boundary of the expanded airport could be affected.

We also recognise this may be worrying and unsettling. We have therefore developed a set of discretionary property compensation schemes for which owners or occupiers of affected properties may be eligible.

The schemes are set out in our Interim Property Policies. We have prepared these interim policies to help those whose properties are potentially within the area most affected by the proposed expansion to understand our offers of compensation.

YOUR VIEWS

We are asking for your views on these Interim 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 are over and above the Compensation Code.

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 therefore an important part of our overall approach to property and relocation support.

INDEPENDENT WELLBEING SUPPORT

People living within the ***Compulsory Purchase Zone (CPZ)*** 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.

FURTHER INFORMATION

You can find out more in our **Property Policies Information Paper** and the individual policies.



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KEY DEFINITIONS OF ZONES AND BOUNDARIES

COMPULSORY PURCHASE ZONE (CPZ)

The CPZ is the area within which properties will need to be purchased to enable Heathrow's proposed expansion. This zone was defined by the government in its Airports National Policy Statement, designated on 26 June 2018. Owner-occupiers of homes within the CPZ would be able to sell their home to us by agreement through our proposed Home Purchase Scheme (HPS), rather than the property being acquired through the exercise of compulsory acquisition powers.

WIDER PROPERTY OFFER ZONE (WPOZ)

The WPOZ covers eligible properties close to the proposed new boundary of the airport but which are not expected to be required for the project. Subject to the criteria and terms of the scheme, eligible owner-occupiers would be able to choose to enter into a home purchase bond with us. A home purchase bond would allow the property owner and us to agree the purchase of the home, with the sale to take place after we have obtained Development Consent Order (DCO) approval for the airport expansion and confirmed our intention to proceed with the project.

DEVELOPMENT CONSENT ORDER LIMITS (ORDER LIMITS)

The Order Limits identify the boundaries of the geographical area within which we propose to seek powers through the DCO to construct, operate and maintain the authorised development, ancillary or temporary works, and acquire or use land where necessary. At this stage the Order Limits are in draft and may be refined, including potentially reduced, as the design and land requirements are further defined ahead of submission of the DCO application. Inclusion within the Order Limits does not necessarily mean that land will be acquired or permanently affected by the project.

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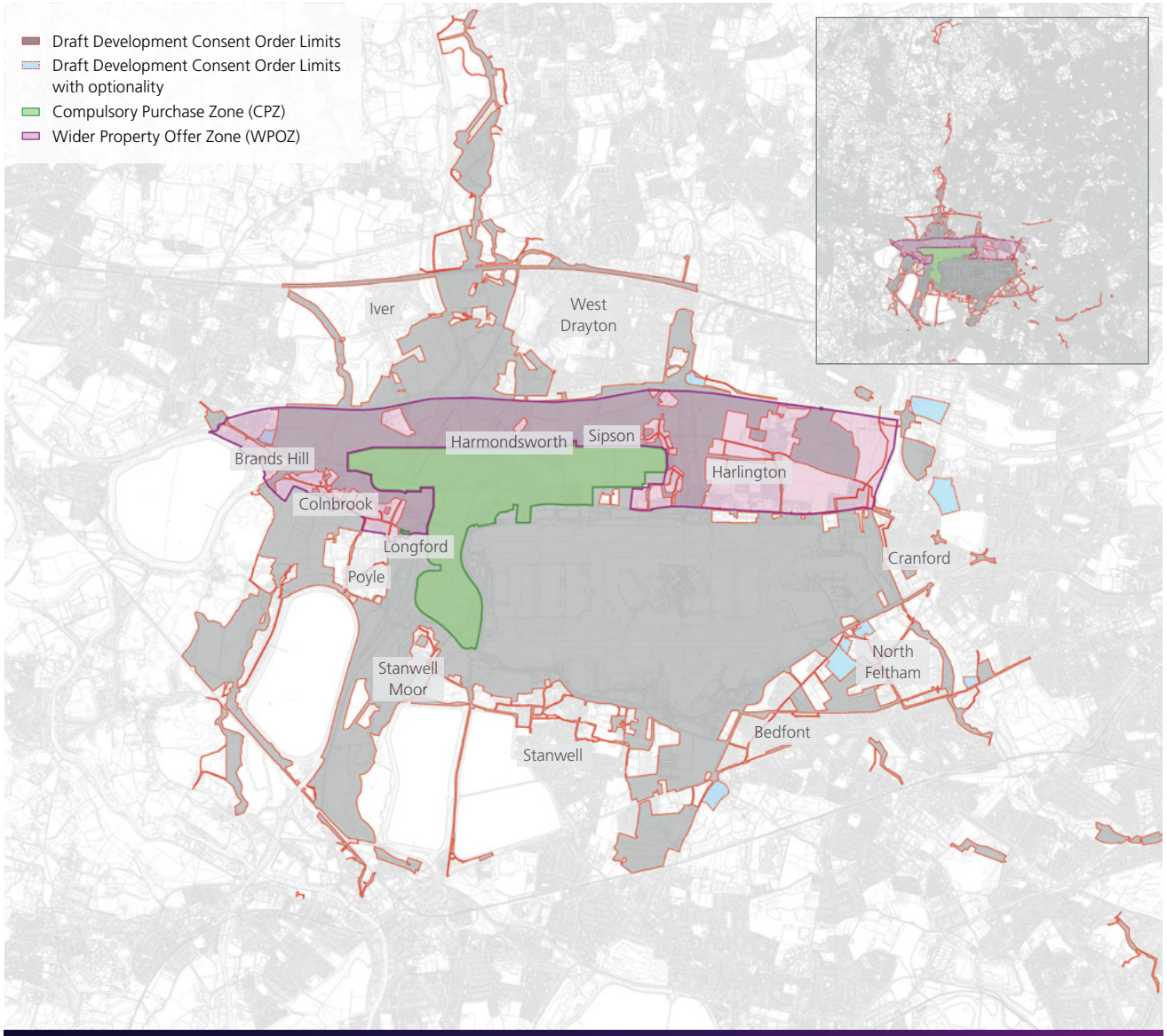
OUR PROPERTY POLICIES

We recognise that Heathrow expansion could affect people who own, rent or manage property near the airport. To deliver our proposals, we would need additional land for new airport infrastructure, including a new runway, terminals, transport connections and other supporting facilities. As a result, some residential, commercial and agricultural properties could be required for the Project.

We understand that uncertainty about your property can be worrying, particularly when decisions may affect your family, finances, business or future plans. Our property policies are designed to provide clarity about the support that could be available and help you understand your options throughout the process.

WHAT IS A COMPULSORY PURCHASE ZONE?

The ***Compulsory Purchase Zone (CPZ)*** includes properties currently expected to be required for Heathrow expansion.



Compulsory purchase zone, wider property offer zone and draft Order Limits

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OUR PROPOSED APPROACH IS GUIDED BY FOUR KEY PRINCIPLES:

- Providing clarity about what support may be available.
- Treating affected property owners and occupiers fairly.
- Supporting people through any future relocation process.
- Offering additional support beyond statutory compensation where appropriate.

OUR DRAFT INTERIM 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.

The draft policies include:

- Draft Residential Owner-Occupier
- Draft Residential Landlord Property
- Draft Residential Tenant
- Draft Agricultural Land and Property
- Draft Commercial Property
- Interim Property Hardship Scheme
- Draft Neighbouring Property Support Schemes
- Draft Professional Fees



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WHICH POLICIES SHOULD I READ TO FIND OUT MORE?

The table on next page gives an indication of which policies you should read to find out more information based on the location of your property and your interest in it. We have also published our Property Information Paper and Residential Properties Explainer to help you navigate the policies.

FURTHER INFORMATION

You can find out more in our **Property Information Paper** and **Residential Property Policies Explained**.

YOUR VIEWS

We welcome your views on our draft property policies. Please see **Chapter 8** on page 148 for details on how to provide your comments.

WHEN WILL THE NEW POLICIES START TO APPLY AND FOR HOW LONG?

The interim Property Hardship Scheme reopened in 2021, following the Covid-19 pandemic, and since then we have processed some successful applications. This scheme will remain in operation and be made available alongside the other policies we are now introducing.

We will be able to confirm the launch date of the draft property policies after consultation, having considered the feedback received.

We intend to launch the final property policies in advance of our Development Consent Order application. In relation to residential properties within the CPZ, applications for the Home Purchase Scheme can then be made but we do not, however, expect to complete the purchase properties unless the Project receives development consent and a decision to proceed with the Project has been taken by us. This decision will be communicated by us to all directly affected landowners and occupiers that we are aware of. If consent is granted, we currently anticipate that this would occur in 2029.

FURTHER INFORMATION

If you are unsure, please refer to the **'In Your Area'** booklets.

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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	

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HOME RELOCATION SUPPORT 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.

People who want to sell their property through the Home Purchase Scheme will be able to use the online HRSS. This hub will help you contact the team, arrange telephone, video or in-person support, find guidance and keep important documents in one secure place.

If you prefer not to use digital tools, the team will still be able to support you in other ways.

When it is time to move, the team will be available to provide practical advice and guidance to help you plan. This could include talking through the steps involved in moving, helping you understand what information you may need to provide, explaining how to submit eligible moving costs, signposting you to relevant services and helping you think through practical arrangements, such as timings, removals and support needs.

The Home Relocation Support Service will not provide independent legal, financial or valuation advice, nor will it make decisions on eligibility or compensation outside the formal policy process. Its role is to provide clear information, practical guidance and dedicated support, helping people understand their options and make informed decisions throughout the relocation process.

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. 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. Consultation events will also provide opportunities for people to speak directly with members of the team and discuss what the proposals could mean for their circumstances.

Our aim is to ensure that everyone affected by Heathrow expansion has access to clear information, practical support and guidance at every stage of the property process. By providing a dedicated support service, we want people to feel informed, supported and better able to plan for the future.



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7.2 COMMUNITY FUND

Heathrow has been part of local communities for decades. We recognise that Heathrow expansion could create new jobs, skills and economic opportunities, but we also recognise that some communities may experience changes as a result of the Project. While we will work to avoid, reduce and mitigate impacts wherever possible, we know that some effects may remain and that some changes to quality of life cannot always be addressed through mitigation measures alone.

To help address these effects, we are proposing a community compensation fund. The fund would provide long-term investment in communities affected by Heathrow expansion, supporting projects and initiatives that improve quality of life and create lasting benefits for local people. The fund would sit alongside our Property Policies and Noise Insulation Scheme as part of our wider approach to mitigation, compensation and community support.

The community compensation fund is a requirement of the ***Airports National Policy Statement (ANPS)***, which supports the development of a fund that is proportionate to the environmental effects of Heathrow expansion and provides ongoing support for affected communities.

During previous consultation, many respondents supported the principle of a community fund and highlighted priorities such as schools and education, public transport, community facilities, outdoor spaces, healthcare and environmental improvements. We also heard that the fund should respond to changing community needs and be managed in a transparent and accountable way.

The purpose of the community compensation fund is to help offset the effects of Heathrow expansion that cannot be fully addressed through mitigation measures and to support the economic, social and environmental wellbeing of communities affected by the Project.

FEEDBACK FROM PREVIOUS CONSULTATION

Our emerging proposals have been informed by this feedback, together with ongoing engagement with communities, local authorities and other stakeholders.

We recognise that even after mitigation measures have been put in place, there may be some effects that remain. There may also be impacts that are difficult to predict in advance, or wider changes that affect how people experience and enjoy their local area. The community compensation fund is intended to provide an additional source of support that helps improve quality of life in affected communities.

For the purposes of the fund, quality of life 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.



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HOW THE FUND COULD WORK

At this stage, we are not proposing a fixed list of projects that would receive funding. Instead, we are proposing a flexible framework that enables funding to respond to community priorities and changing local needs over time.

The fund could support a wide range of projects and initiatives depending on local needs and priorities. This may include improvements to community facilities, parks and public spaces, education and skills programmes, health and wellbeing initiatives, transport improvements, environmental projects and activities that bring communities together. The fund is not intended to replace mitigation measures or statutory obligations. Instead, it provides additional support that helps offset wider effects of Heathrow expansion and delivers lasting benefits for local communities.

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. Eligible projects would then be assessed against a broader set of criteria to help ensure funding is directed where it can provide the greatest benefit.

YOUR VIEWS

We welcome your views on our proposals for a new Community Compensation Fund. Please see **Chapter 8** on page 148 for details on how to provide your comments.

The community compensation fund is intended to support the communities most affected by Heathrow expansion. We are therefore proposing criteria to help guide where funding should be directed. These areas would be informed by a range of evidence, including environmental assessments, community feedback and an understanding of where the effects of Heathrow expansion are most likely to be experienced.

Funding would not necessarily be distributed equally across all communities. Instead, 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. Funding will continue to reflect changing impacts and community needs over time.



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THE SIZE OF THE FUND

The ANPS states that the community compensation fund should be proportionate to the environmental effects of Heathrow expansion. This means that the size of the fund should reflect the scale and nature of the impacts experienced by local communities.

The ANPS notes that the Airports Commission considered that a fund of around £50 million per year could be appropriate for an expanded Heathrow Airport. Over a 15-year period, this could equate to approximately £750 million of funding for local communities.

We are not proposing a fixed fund size at this stage. The final size of the fund will be confirmed in the DCO application and will be informed by environmental assessment work, evidence of community impacts and ongoing engagement with communities and stakeholders. We expect the level of funding required to change over time as Heathrow expansion progresses through different phases, with the fund reviewed periodically to ensure it remains proportionate to the effects of Heathrow expansion and responsive to local needs.

We are also considering different ways in which the fund could be financed. This includes options such as contributions linked to airport activity, funding associated with airport operations or other funding mechanisms that provide a transparent and reliable source of long-term investment for affected communities. No decision has been made at this stage, and we are seeking views on the most appropriate approach.

MANAGING THE FUND

We want the community compensation fund to be transparent, accessible and accountable to local communities. We are therefore considering governance arrangements that provide local communities and authorities with a meaningful role in shaping priorities and decisions about how funding is allocated.

Our current proposal is that the fund would be managed by an independent organisation, such as a community foundation or similar body. This organisation would be responsible for administering the fund, supporting applicants, distributing funding and monitoring outcomes.

A board made up of community representatives and other stakeholders could help oversee the fund and ensure that funding decisions remain aligned with the purpose of the fund.

We are also considering independent scrutiny arrangements to help provide transparency, accountability and public confidence in how decisions are made and how funding is spent.

To ensure the fund remains effective over time, we propose regular reviews of its operation, priorities and impact. These reviews would help identify changing community needs, assess whether funding remains proportionate to the effects of Heathrow expansion and ensure that investment continues to deliver meaningful benefits for local communities.

FURTHER INFORMATION

Further details can be found in the **Community Compensation Fund (CCF)** document.

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7.3 MAXIMISING LOCAL OPPORTUNITIES

Heathrow expansion will 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 Science, Technology, Engineering and Mathematics (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.

FURTHER INFORMATION

Further details can be found in the **Economic Development Framework (EDF)** document.



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7.4 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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8.0
Next steps

We want to hear your views about Heathrow expansion. This section explains how you can find out more, ways to have your say as part of this consultation and how we will consider your feedback. We also outline the next steps, including what happens once we have submitted our application for a Development Consent Order (DCO).





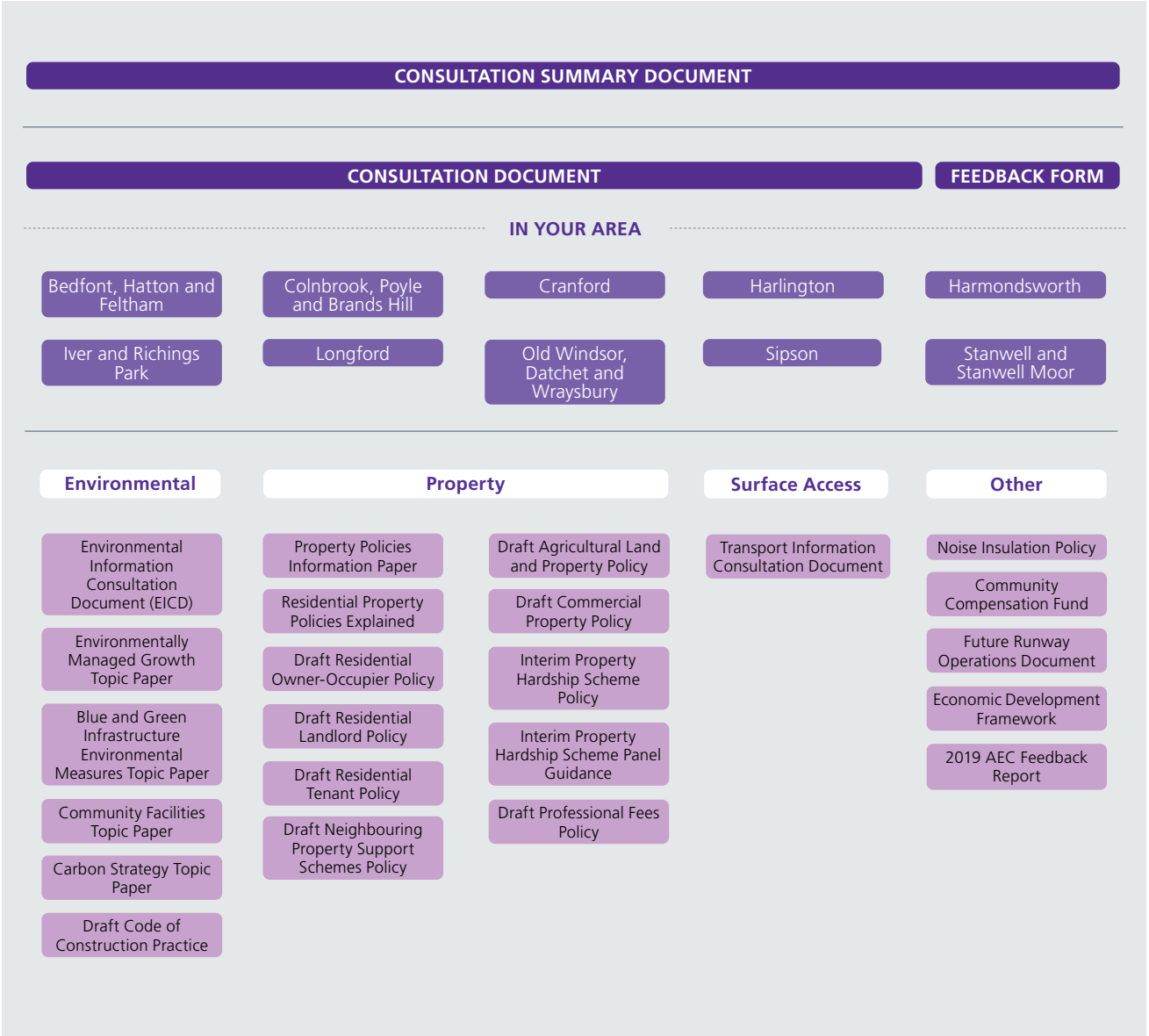
8.1 FIND OUT MORE

We have designed this Consultation Document and the locally-specific **'In Your Area'** booklets to provide a detailed description of our proposals. We have also produced a number of supporting documents for those who would like to look at individual topics in more detail.

You can find these on our consultation website: www.heathrow.com/expansion or view printed copies by visiting one of our events or the Deposit Information Locations listed on next page.

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

If you require consultation materials in an alternative format, please contact us via our email or freephone line. We will consider any requests on a case-by-case basis.



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INFORMATION POINTS

Our consultation documents will be available to view at the following locations during the consultation period:

Information Points	Address
Botwell Green Library	East Ave, Hayes Town, Hayes UB3 2HW
Ealing Council Offices	14 Uxbridge Rd, London W5 2HL
Hillingdon Civic Centre	Civic Centre, High St, Uxbridge UB8 1UW
Harmondsworth and Longford Community Centre	Harmondsworth, West Drayton UB7 0AW
Hounslow Civic Offices	7 Bath Rd, Hounslow TW3 3EB
Iver Heath Community Library	St Margaret's Cl, Iver Heath SL0 0DA
Langley Library	Trelawney Ave, Slough SL3 7UF
Meadowbank Community Hub and Library	Community Cl, Cranford, Hounslow TW5 9QX
Old Windsor Library	1A Straight Rd, Old Windsor, Windsor SL4 2RN
Richmond Reference Library	Old Town Hall, Whittaker Ave, Richmond TW9 1TP
Runnymede Civic Centre	40-42 Station Rd, Addlestone KT15 2AF
The Curve, Slough	William St, Slough SL1 1XY
Stanwell Library	Hadrian Way, Stanwell, Staines TW19 7HF
Three Rivers District Council	Three Rivers House, Northway, Rickmansworth WD3 1RL
Windsor Library	Royal Free Court, 9 Bachelors Acre, Windsor SL4 1ER

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PUBLIC CONSULTATION EVENTS

We are holding a series of in-person consultation events where you can find out more about Heathrow expansion and speak to a member of the Heathrow team.

Event details, including dates, times and locations, are listed below.

All events information will be published on the consultation website:
www.heathrow.com/expansion

Date	Time	Location	Address
03 Nov (Tue)	13:00 – 19:00 Quiet Hour 13:00 – 14:00	Longford: Thistle London Heathrow Terminal 5	Bath Road, Longford, West Drayton, UB7 0EQ
05 Nov (Thu)	14:00 – 19:00	Sipson: London Heathrow Marriott	Bath Road, Harlington, Hayes, UB3 5AN
06 Nov (Fri)	14:00 – 19:00	Wraysbury: Wraysbury Village Halls	The Green, Wraysbury, Staines, TW19 5NA
10 Nov (Tue)	14:00 – 19:00	Colnbrook, Poyle and Brands Hill: Colnbrook Village Hall	Vicarage Way, Colnbrook, SL3 0RF
11 Nov (Wed)	13:00 – 19:00 Quiet Hour 13:00 – 14:00	Old Windsor: Old Windsor Memorial Hall	Straight Road, Old Windsor, Windsor, Berkshire, SL4 2RN
12 Nov (Thu)	14:00 – 19:00	Stanwell Moor: Stanwell Moor Village Hall	Horton Rd, Staines-upon-Thames, TW19 6AQ
13 Nov (Fri)	14:00 – 19:00	Rickmansworth: Mill End Community Centre	Church Lane, Mill End, Rickmansworth, WD3 8HD
14 Nov (Sat)	10:00 – 15:00	Harmondsworth: Harmondsworth and Longford Community Centre	School Road, Harmondsworth, Middlesex, UB7 0AU
17 Nov (Tue)	13:00 – 19:00 Quiet Hour 13:00 – 14:00	Walton on Thames: Xcel Sports Hub	Waterside Dr, Walton-on-Thames, KT12 2JP
18 Nov (Wed)	14:00 – 19:00	Feltham: Feltham Assembly Hall	Hounslow Road, Feltham, TW14 9DN
20 Nov (Fri)	14:00 – 19:00	Iver: Iver Heath Village Hall	St. Margaret's Close, Iver Heath, Iver, Buckingham, SL0 0DA
21 Nov (Sat)	10:00 – 15:00	Egham: The Hub	57 Larchwood Drive, Egham TW20 0SL
24 Nov (Tue)	14:00 – 19:00	Ealing: Hilton Doubletree	2-8 Hanger Ln, London W5 3HN

Please check the website in case of any changes to the event schedule.

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Date	Time	Location	Address
25 Nov (Wed)	14:00 – 19:00	Iver and Richings Park: Richings Park Golf Club	North Park, Iver, Bucks SL0 9DL
26 Nov (Thu)	14:00 – 19:00	Windsor: York House	Sheet Street, Windsor, SL4 1DD
27 Nov (Fri)	14:00 – 19:00	Richmond: Richmond Hill Hotel	144-150 Richmond Hill, Richmond upon Thames, TW10 6RW
28 Nov (Sat)	10:00 – 15:00	Slough: The Curve	William Street, Slough, SL1 1XY
30 Nov (Mon)	14:00 – 19:00	Southall: Dominion Centre	112 The Green, Southall, Middlesex, UB2 4BQ
01 Dec (Tue)	14:00 – 19:00	Twickenham: Allianz Stadium	200 Whitton Road, Twickenham, TW2 7BA
02 Dec (Wed)	14:00 – 19:00	Harlington: Radisson Blu	140 Bath Road, Hayes, UB3 5AW
04 Dec (Fri)	14:00 – 19:00	Datchet: Datchet Village Hall	Allen Way, Slough, SL3 9HR
05 Dec (Sat)	10:00 – 15:00	Staines: Staines Community Centre	Thames Street, Staines-Upon-Thames, TW18 4EA
08 Dec (Tue)	14:00 – 19:00	Cranford: Hilton Garden Inn	Hilton Garden Inn London Heathrow Airport, Heathrow Airport, Eastern Perimeter Rd, Hatton, Hounslow TW6 2SQ
11 Dec (Fri)	13:00 – 19:00 Quiet Hour 13:00 – 14:00	Hounslow: Hounslow House	7 Bath Road, Hounslow, TW3 3EB
12 Dec (Sat)	10:00 – 15:00	Stanwell: Stanwell Village Hall	High St, Stanwell Village, Middlesex, TW19 7JR

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ONLINE EVENTS

In addition to our in-person events, we are holding a series of online events that will include a presentation from the project team and a question-and-answer session.

You can register for these events at: www.heathrow.com/expansion

Contact our team

If you have any questions about this consultation, contact our team by email or phone:

Email: **expansionconsultation@heathrow.com**

Freephone: **0800 307 7996**

Date	Event Topic	Time
09 Nov (Mon)	Consultation Overview	18:30 – 19:30
16 Nov (Mon)	Road and Surface Access	18:30 – 19:30
19 Nov (Thu)	Noise	12:00 – 13:00
23 Nov (Mon)	Construction	18:30 – 19:30
03 Dec (Thu)	Managing the Effects of Expansion	12:00 – 13:00
10 Dec (Thu)	Consultation Overview	12:00 – 13:00

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8.2 HAVE YOUR SAY

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

YOU CAN SUBMIT A RESPONSE TO THE CONSULTATION IN ONE OF THE FOLLOWING WAYS:



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



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



Fill in a **printed feedback form** and send it to us at FREEPOST EXPANSION CONSULTATION. Printed feedback forms are available to collect at in-person consultation events and document inspection locations.



Write to us at FREEPOST EXPANSION CONSULTATION

PLEASE SUBMIT YOUR FEEDBACK BY 23:59 ON 22 DECEMBER 2026 TO ENSURE WE CAN TAKE IT INTO ACCOUNT.

Your feedback is important to us and will help shape our proposals for Heathrow expansion. Feedback received during our previous consultations and ongoing engagement has been carefully considered in developing our current proposals.

We encourage you to submit consultation responses via one of the options specified in this section, as we cannot guarantee acceptance of responses submitted to other channels. If you are unable to submit a response via the channels on the side, please contact us on **0800 307 7996** to discuss alternative options.

FURTHER INFORMATION

Feedback received during the consultation will be analysed for the purposes of the project and may be processed using software tools, with human review and quality assurance, to help identify key themes. All responses, including personal information submitted to our consultation, are handled in accordance with our privacy policy, which can be found here:

https://www.heathrow.com/privacy-notice.

HOW WE WILL CONSIDER YOUR FEEDBACK

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 feedback received through other 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.

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8.3 THE DEVELOPMENT CONSENT ORDER PROCESS

Heathrow expansion is a Nationally Significant Infrastructure Project (NSIP), meaning we are required to apply for a Development Consent Order (DCO) to build and operate it.

The Planning Act 2008 sets out the legal framework for applying for, examining and determining DCO applications.

The Planning Inspectorate (PINS) is responsible for administering DCO applications on behalf of the Government, appointing independent inspectors to examine an application and make a recommendation to the relevant Secretary of State (SoS) as to whether a DCO should be granted. For Heathrow expansion, the Secretary of State for Transport will make the final decision as to whether consent is granted.

FURTHER INFORMATION

You can find out more about the DCO process on the Planning Inspectorate's website: https://national-infrastructure-consenting.planninginspectorate.gov.uk/decision-making-process-guide

STAGE 1 — **STAGE 2**

PRE-APPLICATION

We have been working in the pre-application stage for several years. This has included:

- Building the case for expansion, following the Airports Commission Study (2015) and the ***Airports National Policy Statement (ANPS 2018)***.
- Carrying out a number of public consultations since 2018, including the ***Airport Expansion Consultation in July 2019 (AEC 2019)*** and this consultation.
- On-going engagement with local communities and stakeholders.

This consultation is part of the pre-application stage and will help us to further refine our proposals before submitting a DCO application.

ACCEPTANCE

Following submission of the DCO application, the PINS has a statutory period of 28 days to decide whether the application can be accepted for examination. During this stage, the PINS will consider whether the proposal meets the suitable standard required to proceed to examination.

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STAGE 3 | STAGE 4 | STAGE 5 | STAGE 6

PRE-EXAMINATION

If our application is accepted by the PINS, a panel of independent planning inspectors, known as an ***Examining Authority (ExA)***, will be appointed to oversee the upcoming examination process. During this stage, the DCO application will be formally publicised, with all application documents available on the PINS' website for public inspection.

At this stage, members of the public, community groups, landowners and organisations can register as ***Interested Parties (IPs)*** during a set period of time, which is required to remain open for at least 28 days. **You can get involved by submitting a relevant representation, setting out the main issues you wish the ExA to consider.** Once registered, IPs are able to participate in the examination stage, including submitting written representations and requesting the right to speak at hearings.

The ExA will hold a preliminary meeting towards the end of this stage, which will set out the timetable and explain how the examination stage will work.

EXAMINATION

The examination stage starts after the preliminary meeting has been held and is required to be completed within a statutory period of six months.

During this period, the 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.

During the examination stage, there are opportunities for registered IPs to submit their written representations and attend hearings organised by the ExA. The ExA will consider written representations received, and IPs may also have the opportunity to present their views directly in hearings.

RECOMMENDATIONS

After the close of the examination, the ExA is required to prepare a report and make a recommendation to the SoS on whether to grant or refuse the DCO application.

This recommendation stage has a statutory deadline of three months.

DECISION

The SoS then has a three-month statutory period to consider the ExA's recommendation, request more information from different parties if required, and make a final decision on the DCO application.

We expect to receive a final decision on the DCO application around 2029.

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Heathrow

EXPANSION
CONSULTATION 2026