



ENTER ➤

IN YOUR AREA

Bedfont, Hatton and Feltham

EXPANSION
CONSULTATION 2026

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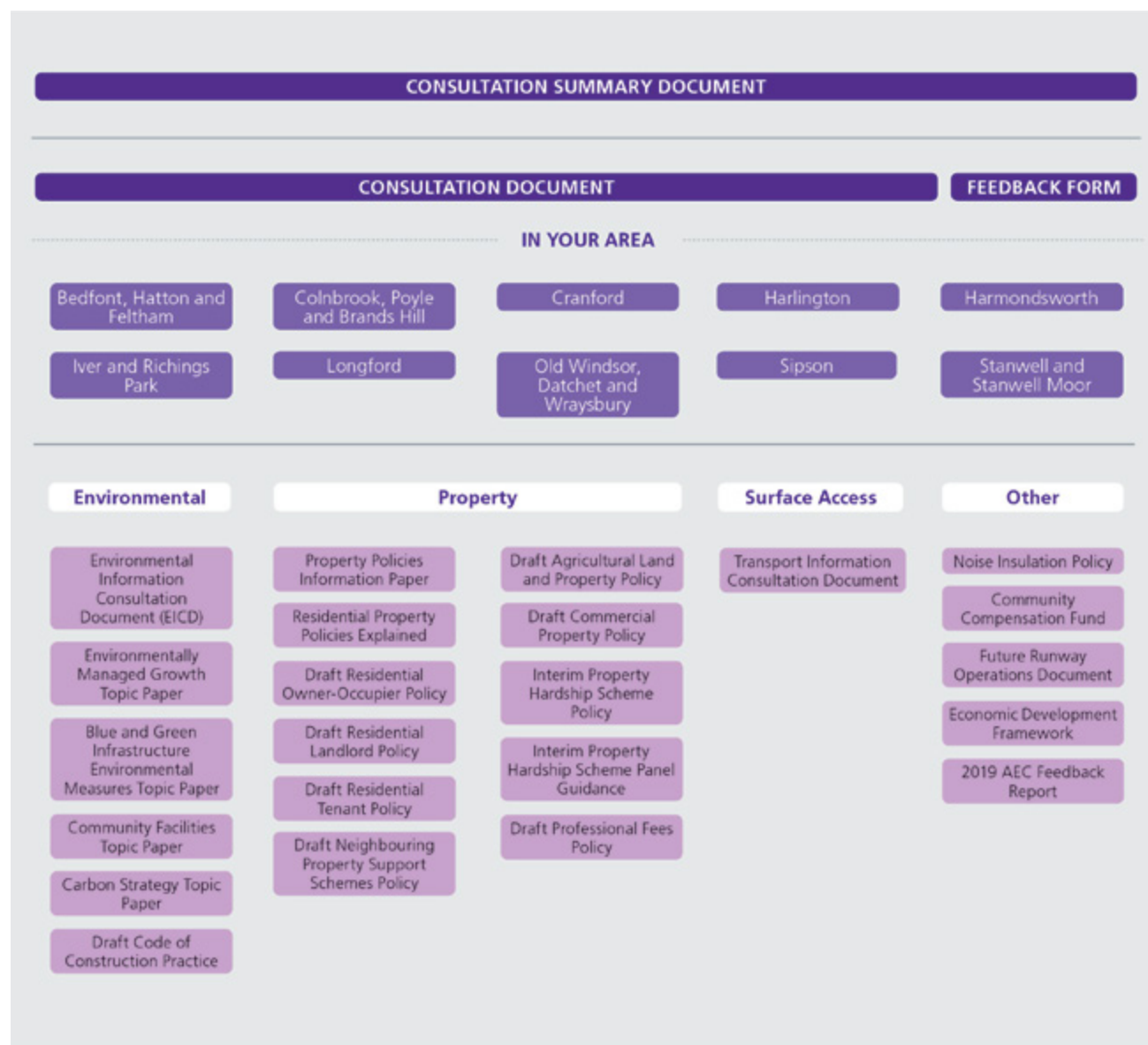
'IN YOUR AREA'

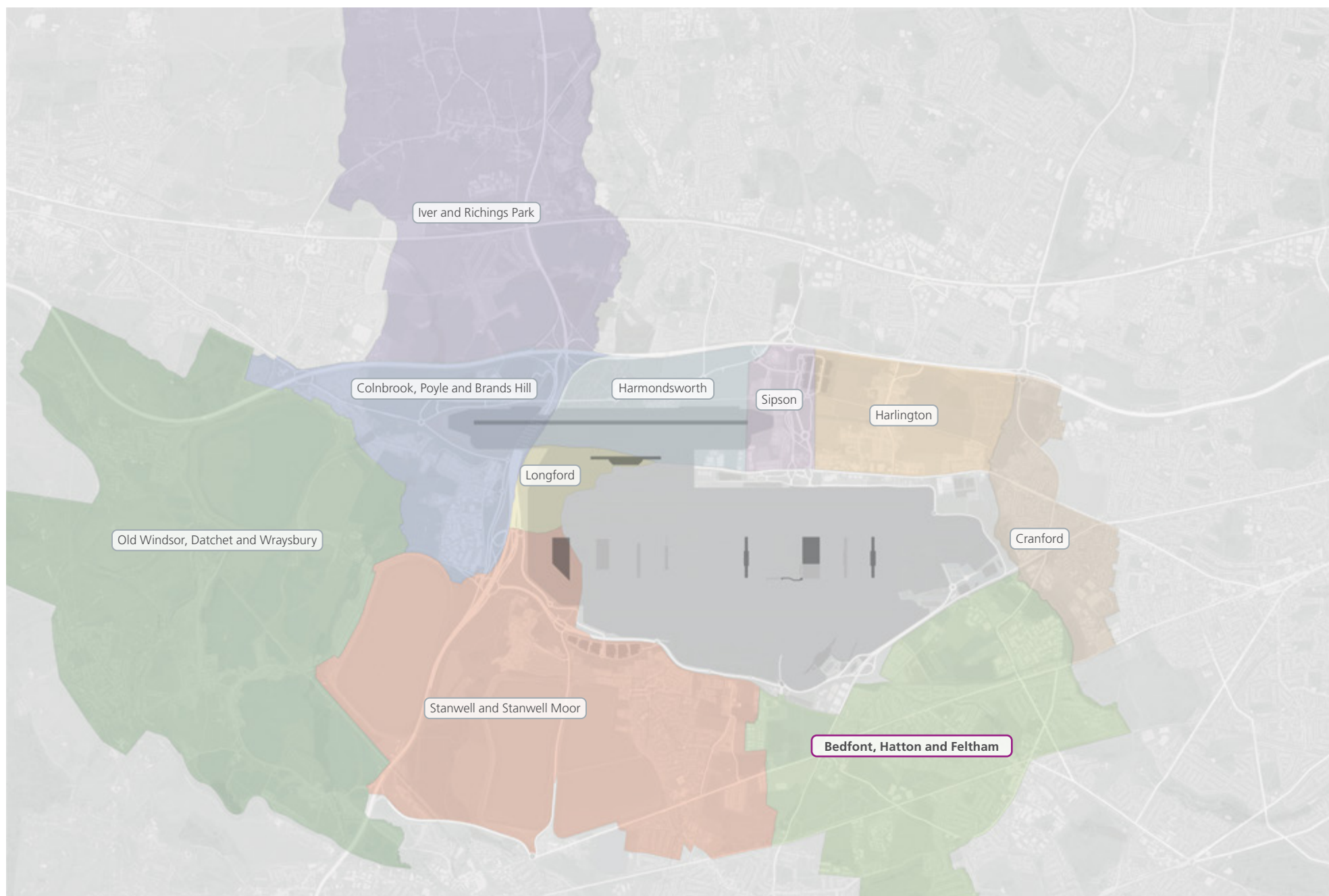
This booklet is one of ten 'In Your Area' booklets that we have produced for local communities around Heathrow (shown on the map on the right-hand side of this page) that would be directly affected by our proposals.

This booklet explains what our plans mean for your local area, your home, and for you. The In Your Area booklets sit alongside the main Consultation Document we have published. The Consultation Document contains more detailed information about our proposals, and importantly how these have changed since we last consulted on our plans in 2019.

As you can see on this page, there are also a number of other documents which go into more detail about different elements of our plans – including our draft property and compensation policies. We will be signposting to some of these documents throughout this booklet for further reading.

We have tried to make the In Your Area booklets clear for you, but we understand that there is a lot of information to take in, and other documents you may want to read. At the end of this booklet, we have set out the different ways you can find out more and speak with the team, including at in-person events.





In Your Area – areas covered by each booklet

1.0

Introduction

We know that for some residents this is a challenging and difficult time. We recognise that local communities have lived with uncertainty about the future of their area for several years, including through earlier rounds of consultation, and that living with uncertainty can be difficult in itself. You may also find reading this document and reflecting on the proposals challenging. We remain committed to listening to and engaging with local communities throughout this process.



St Catherines Church Tower



This booklet summarises our proposals for building and operating a three-runway airport at Heathrow, identifying the expected impacts as we grow, what we would do to mitigate these and how we would invest in the local area.

PURPOSE OF THIS DOCUMENT

It forms one of the 'In Your Area' booklets that sit alongside the main Consultation Document, focusing on what our proposals could mean for specific communities around the airport. It is designed to help you understand the proposals most relevant to where you live or work. This document summarises what Heathrow expansion could mean for Bedfont, Hatton and Feltham. From our conversations with you, we know that topics such as how the proposals affect current operations, including the construction schedule and transport, are things that matter to you. You will find information on these topics in this document. We appreciate that, for some of our neighbours, this will be a challenging time. We remain committed to listening and engaging with residents throughout this process.

HAVE YOUR SAY



We are holding a consultation event in your local area. Come along to look at our proposals and speak to a member of the team:

**Feltham Assembly Hall – 18 November 2026,
14:00 - 19:00**

Hounslow Road, Feltham TW14 9DN

OVERVIEW OF CONSULTATION ACTIVITY TO DATE

We have held three rounds of consultation on our plans, including the most recent 2019 Airport Expansion Consultation. As part of that consultation, we presented our Preferred Masterplan which included our plans for the third runway, terminal options, M25 realignment, environmental mitigation and surface access strategies. We have published a 2019 AEC Feedback Report which sets out the feedback we received.

The impact of the COVID-19 pandemic was a significant challenge for Heathrow as a business, and in 2020 we decided to pause much of our work on Heathrow expansion. We shifted our focus to strengthening the airport and supporting our local communities.

Since 2025, we have resumed our plans for Heathrow expansion and continued to develop our proposals to reflect updated policy, environmental requirements, stakeholder feedback, and changes in how people travel.

This 2026 Public Consultation is a further opportunity for you to have your say on the proposals. This consultation is running between Tuesday 27 October and Tuesday 22 December 2026.

FURTHER READING



To find out more about how you can share your views and what will happen after this consultation, see [Chapter 7 'Have your say'](#).

THE CONSULTATION

As part of this consultation, we are seeking your feedback on:

- Our updated proposals for the expansion of Heathrow (see [Chapter 2](#))
- Updated property compensation policies (see [Chapter 3](#))
- Our proposed construction approach, including phasing or sequencing (see [Chapter 4](#))
- Our mitigation proposals (see [Chapter 5](#))

Your views are important to us and will help us to develop our plans in more detail. While some parts of our plans, including the location of the new runway, are more constrained, other aspects can continue to evolve. We encourage you to share your feedback with us so we can better understand your perspectives and concerns.

You can find out how to submit feedback to this consultation in [Chapter 7](#) of this booklet.

Once the consultation has closed, we will carefully analyse all the responses received during the consultation period. We will consider your feedback as we update our proposed design ahead of submitting an application for a Development Consent Order (DCO). This will include a report setting out information about this consultation, including the feedback we received.

For more information about the DCO process, please read the Consultation Document.



2.0

What we propose in Bedfont, Hatton and Feltham





The Green Man Pub, Feltham

2.1 BEDFONT, HATTON AND FELTHAM TODAY

Bedfont, Hatton and Feltham are located to the south and south-east of Heathrow Airport.

Bedfont is a predominantly residential neighbourhood and is served by a number of community facilities including Bedfont Primary School, Marjory Kinnon School and Bedfont Library. There are several recreational and open spaces such as Bedfont Lakes County Park, Bedfont Recreation Ground and Bedfont Sports Club. Bedfont also contains employment spaces, such as at Bedfont Lakes Business Park.

Hatton is characterised by a mix of residential neighbourhoods, commercial and open spaces and is a key transport hub. Terminal 4 lies immediately to the south-west of Hatton, with a number of airport-related businesses, freight and logistics operations located throughout the area.

Feltham has residential neighbourhoods and commercial spaces based around a town centre. The area is served by a range of community facilities and public open spaces, including Sparrow Farm Primary School and Feltham Park.

There is a train station in Feltham which provides regular services to London Waterloo, Reading and Windsor. Hatton Cross London Underground station provides access to the Piccadilly line and Heathrow Airport.

The A30 Great South West Road and A312 The Parkway provide strategic connections to Heathrow Airport and the wider strategic road network, while the A244 and A315 serve as important local routes connecting Feltham with neighbouring communities. A bus network links Bedfont, Hatton and Feltham with Heathrow Airport and surrounding communities.

The area contains important environmental assets such as Bedfont Lakes Country Park, River Crane, Duke of Northumberland's River, Longford River and Princes Lake.



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Existing aerial view of Bedfont, Hatton and Feltham

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BEDFONT, HATTON AND FELTHAM

Areas will be required either permanently or temporarily for construction and/or operation of the project; this includes land where works would be needed to things like new and existing roads, rivers and footpaths. These areas are included in our draft Development Consent Order limits which can be seen in Section 3.1. Buildings in this area that would be demolished are highlighted on this aerial view.



2.2 OUR PROPOSALS

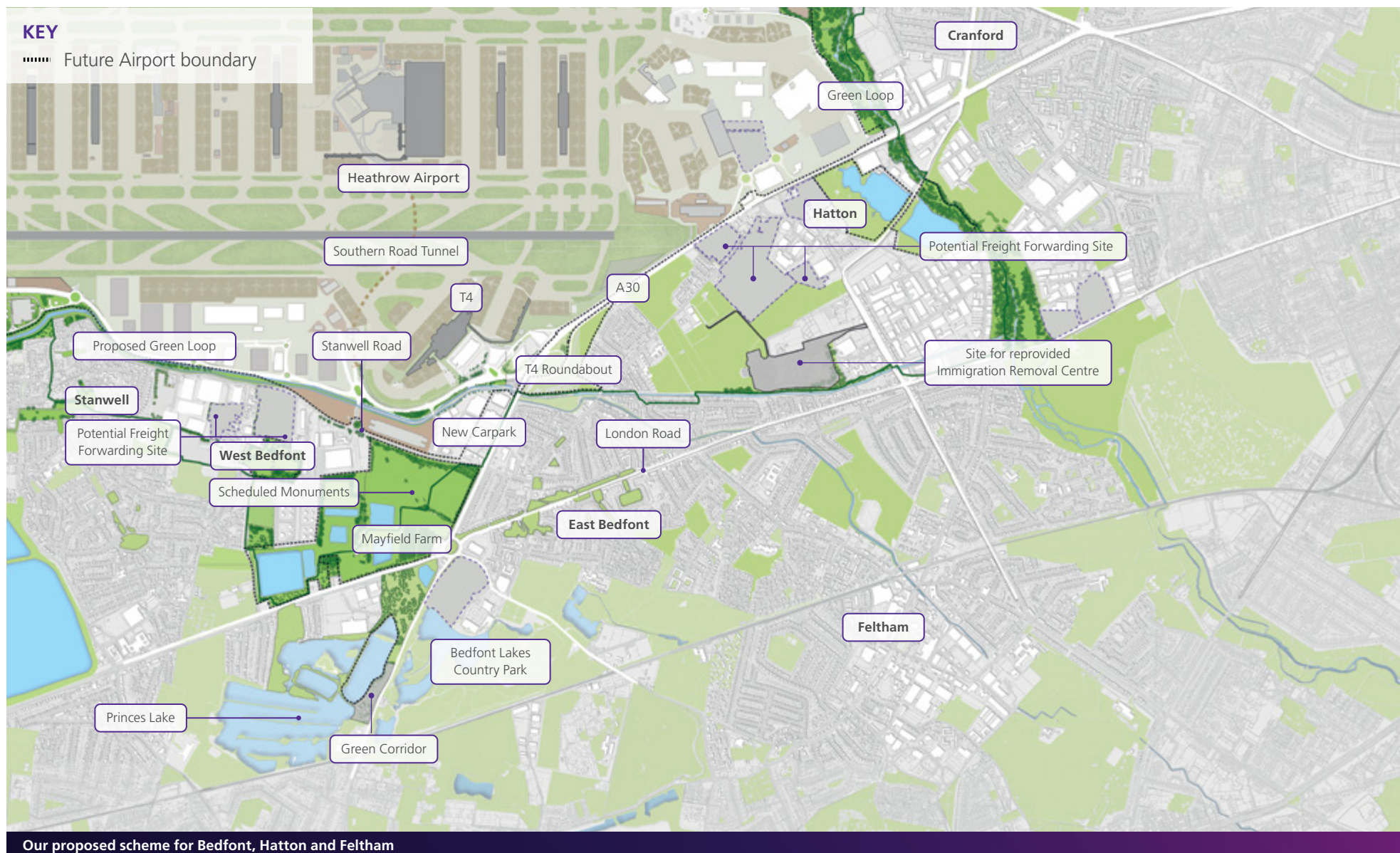
Heathrow expansion would create a new runway to the north west of the airport. The proposals also include upgrades and changes to roads, new car parks, the development of new passenger facilities and the relocation of some existing infrastructures. More detail about the proposed schemes is available in the Consultation Document.

OVERVIEW

We acknowledge that our proposals would bring some changes to Bedfont, Hatton and Feltham and that this may be difficult for residents. We remain committed to listening to and engaging with local communities throughout this process.

If development consent is granted, there would be a number of changes in Bedfont, Hatton and Feltham to support future operations and expansion of the airport, including:

- New freight facilities would be built at locations near Hatton Cross, at Faggs Road and north of Bedfont Lakes.
- New tree and hedgerow planting would be provided around the edges of new freight sites, in and around Bedfont East, and to enhance the existing Crane Valley landscape.
- New development, including a new multi-storey car park would be built near Terminal 4, on the site of the existing Terminal 4 long-stay car park at Beacon Road.
- The Immigration Removal Centre in Harmondsworth would be relocated to a location near Hatton Cross at Faggs Road.
- Green Corridor, a charity providing horticultural and catering training, as well as a personal employability programme currently located to the west of Terminal 5, would be demolished. In consultation with Green Corridor and local authorities, our proposal is that its facilities would be re-provided at Princes Lake in Bedfont.
- At Mayfield Farm, south of Stanwell Road, we would open up land that is closed to the public today. Former gravel pits would become reed beds and ponds to hold and treat surface water naturally from the airport, the two Scheduled Monuments (nationally important archaeological sites) would be kept in place and maintained. We are proposing a community farm, an orchard and a tree nursery.
- The Southern Perimeter Road would be expanded from two to three lanes in each direction from Stanwell Moor Junction in the west to a new roundabout at Stirling Road.
- A new Southern Road Tunnel (SRT) is proposed to connect to the Central Terminal Area (Terminals 2 and 3) from an improved roundabout at the junction of Beacon Road to the west of Terminal 4.
- The existing Terminal 4 roundabout layout would be maintained, but signalisation would be added at three locations: the Southern Perimeter Road eastbound Terminal 4 exit, the Stratford Road exit, and the Snowdon Road exit.
- A 25 kilometre recreational route surrounding the airport (called 'the Green Loop') would be created to link local communities. This would pass through Bedfont connecting to the Crane Valley, pass close to the Scheduled Monuments at Mayfield Farm and would provide links to Bedfont Lakes Country Park to the south.
- Our noise insulation schemes would be updated to reflect the impact of noise from the new runway on local community facilities, including schools.
- We have heard the concerns raised about the impact of anti-social behaviour caused by vehicles waiting in surrounding local areas and have therefore proposed a new second Authorised Vehicle Area for private hire vehicles as a change from the 2019 proposals. We are now proposing one location will be in the north as well as the location in the south.
- No residential properties in this area would be demolished by the proposals and none are within the Wider Property Offer Zone (WPOZ), a defined area close to the proposed new runway.



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.

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

FURTHER READING



For more information, please visit:

www.caa.co.uk/commercial-industry/airspace/airspace-modernisation/uk-airspace-design-service/uk-airspace-design-service-ukads/

NEW AIRPORT INFRASTRUCTURE

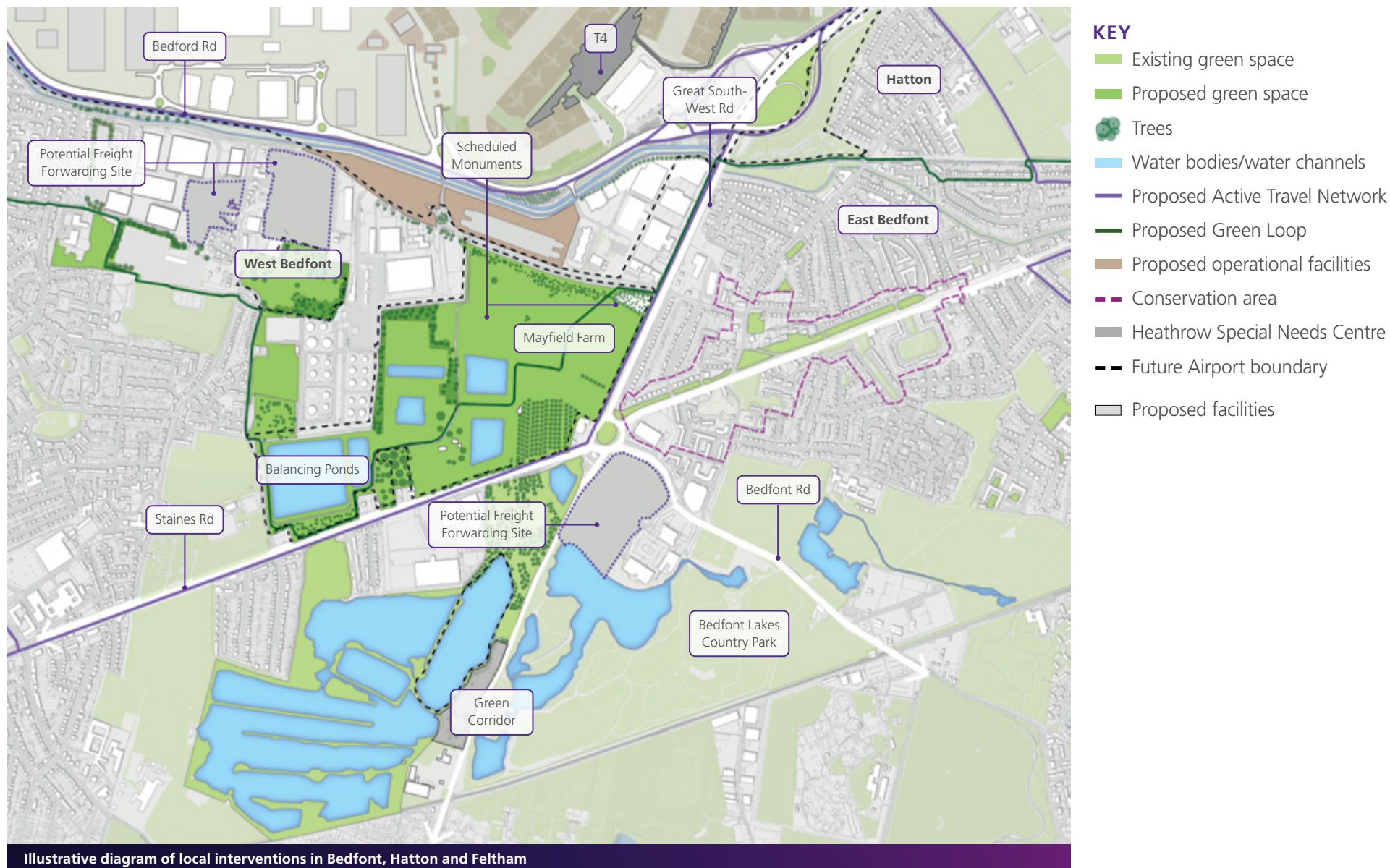
Our proposals for Heathrow expansion include new multi-storey car parks, freight forwarding facilities and hotels near to Bedfont, Hatton and Feltham.

FREIGHT FORWARDING

Freight forwarding facilities are buildings where goods can be stored before customs clearance. To support future cargo operations, new freight forwarding facilities are proposed to replace those affected by the proposed new runway. Five new freight forwarding sites are being considered in Bedfont, Hatton and Feltham. Potential locations include land south of Hatton Cross station, at Faggs Road and north of Bedfont Lakes. These locations sit near existing industrial and cargo areas, are close to major roads and are within around five miles of the airport's cargo entrance, helping to reduce impacts on local communities. These locations are early options being considered and all may not be required.

We know that more freight activity can raise concerns for local communities, particularly around increased lorry traffic, noise and changes to the look of the area. That's why we have been careful about where these sites are located. We are also carefully designing the way vehicles access each site, avoiding smaller local roads wherever possible. Access for the Hatton Cross sites would be from Hatton Road and Faggs Road, and via Clockhouse Lane for the site north of Bedfont Lake.

All sites would include warehouse buildings, parking and supporting infrastructure, along with appropriate planting and landscaping to help create separation from nearby communities, reduce noise and screen views.



RELOCATED IMMIGRATION REMOVAL CENTRE (IRC)

Immigration removal centres are purpose-built, secure facilities for people subject to immigration control and removal processes.

The draft Heathrow Expansion National Policy Statement requires that the IRCs currently located in Harmondsworth and Colnbrook would need to be relocated ahead of construction of the new runway.

A site at Faggs Road, between Bedfont and Hatton Cross, has been identified as the preferred location for the replacement site. We are exploring this proposal with the Home Office and London Borough of Hounslow.

The new facility would provide at least equivalent accommodation, with capacity for future needs. It would be designed and built in line with current Home Office guidance, security requirements and detention estate standards, providing a modern, secure facility capable of maintaining statutory functions throughout and beyond the delivery of Heathrow expansion.

PARKING

Our proposals include providing a multi-storey car park south of Terminal 4 on the site of the existing Terminal 4 long-stay car park. Vehicle access is expected to be provided from Beacon Road.

COMMUNITY FACILITIES

This section details the community facilities that would be affected by expansion and the ways we are working with the owners of these facilities and local councils on options for mitigation. There is one community facility that would be relocated to Bedfont as a result of the proposals for Heathrow expansion.

GREEN CORRIDOR

Green Corridor is a charity which provides vocational programmes in horticulture, catering and hospitality for young people aged from sixteen to twenty-five. It is currently located to the north of Stanwell Moor. The facilities run by Green Corridor would be demolished by the expansion programme, meaning that a new permanent location with equivalent facilities needs to be found.

Our preferred approach is to do this at Princes Lake in Bedfont. We are continuing to work with Green Corridor, London Borough of Hillingdon, London Borough of Hounslow, and other stakeholders as the relocation proposals are developed.

COMMUNITY FACILITIES SENSITIVE TO ENVIRONMENTAL CHANGE

While no built community facilities in these areas would be moved as part of the expansion, they may be impacted by the project in other ways. We are assessing how facilities including nurseries, schools and places of worship may be impacted by the construction of the new runway and ongoing airport operations, including by noise disruption and impact on air quality. In Bedfont, Hatton and Feltham this includes Marjory Kinnon School, Bedfont Primary School, Hatton Medical Practice, Pentelow Practice, Airport Baptist Revival Church, Bethany Free Church, St Mary's Church, St Mary's Church Hall and Rivers Academy West London. We would assess impact against standards for acceptable noise levels (including for schools standards in educational settings) using surveys and detailed noise impact assessments on a case-by-case basis. Assessments of other environmental change including air quality will also be undertaken. Where needed, we will propose works to buildings to reduce the effect of increased noise and environmental changes linked to Heathrow expansion. We will do this through engagement with these facilities and any other relevant organisation or public body including the London Borough of Hounslow, Surrey County Council (as the local education authority) and Spelthorne Borough Council.



Illustrative Sketch View of the Princes Lake

2.3 GREEN SPACE AROUND BEDFONT, HATTON AND FELTHAM

This section covers the green space around Bedfont, Hatton and Feltham and our proposals for the local landscape. It is important to note that most of the green open spaces would not be changed in this area. We would like to improve open spaces and open up land that is closed today, including working on the river corridors and new planting. However, we do acknowledge that the airport and aircraft above would be more noticeable than they are today, and there would be views of work taking place during the construction period.

It is a requirement, under national policy, for Heathrow to replace any open space lost for the expansion of Heathrow with space that is at least as good in size, usefulness, attractiveness, quality and ease of access. Our proposals include creating new areas of open space locally to replace land that would be lost. These would include everything from walking and cycling routes to tree planting, new planting to screen views, and green corridors for wildlife. Much of this new space would give people places to spend time outdoors, with new space for wildlife too.

OPEN SPACES

Open spaces in Bedfont, Hatton and Feltham, including Bedfont Lakes Country Park would be largely unaffected by our proposals for Heathrow expansion. While we are building nearby, there may be some noise and other disruption but this would ease as work moves on.

Along the River Crane, some of the open space would be disturbed by construction. We would seek to make enhancements to these spaces over time. Some green spaces along the rivers between Heathrow and Bedfont would change where we need land for the works. The open spaces in Hatton are outside the project boundary, so we do not expect our works to affect them directly.

MAYFIELD FARM

Mayfield Farm, south of Stanwell Road in Bedfont is largely closed to the public today. As part of our proposals, we would open Mayfield Farm up to the public, enhancing the space by creating a new community farm, an orchard and a tree nursery. We would transform former gravel workings into reed beds and balancing ponds that would hold and naturally treat surface water from the airport. The two 'Scheduled Monuments' (nationally important archaeological sites) located here, the remains of a Romano-British farmstead and part of a Neolithic causewayed enclosure, would be kept in place and maintained. The land around them would be managed as grassland, with new birch woodland enclosing them and softening views towards Heathrow.

NEW LANDSCAPE FEATURES

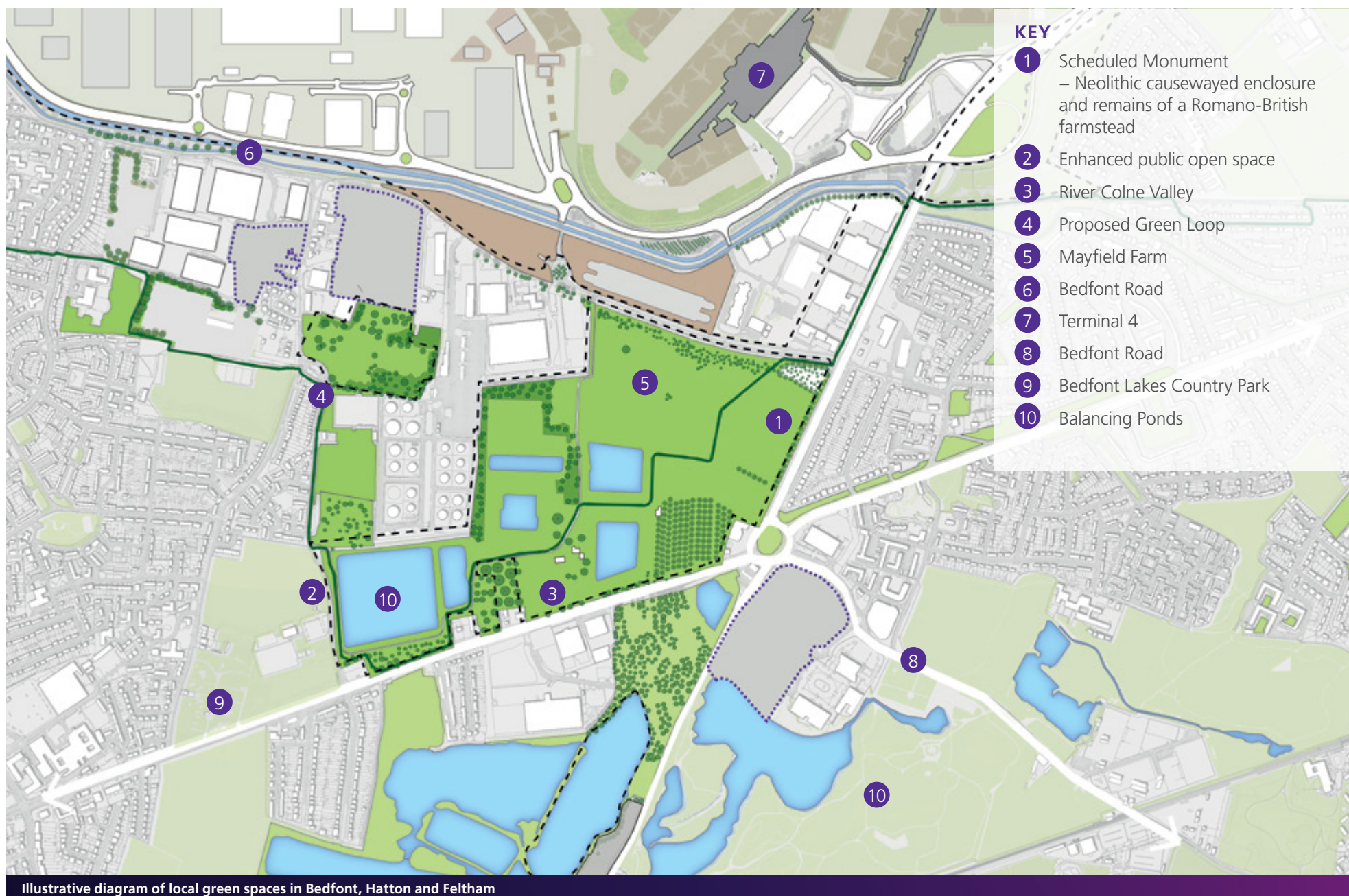
The River Crane, which runs through Hatton and Feltham, and the Duke of Northumberland's River, which runs through Hatton Cross, would not be adversely affected by the expansion works, though some land alongside those rivers would be required for our proposals. This would mean the loss of some habitat along the corridors. We would work on the river corridors themselves and put new planting along the banks and at the water's edge, so that new habitat replaces what is lost and connects up along the valley.

The River Crane is already home to otters, and work in this area would seek to give them and other wildlife better places to feed and shelter. Wherever practicable, we would keep mature trees along nearby roads and add more trees, because we are aware that these are the routes bats use at night.

To screen views of the buildings from nearby homes and open spaces, we would plant new trees and hedgerows around any new freight forwarding sites in and around Bedfont East. Where we can, this planting would be done early, so it has started to grow before the new runway opens.

At Princes Lakes, we would create new areas of wet woodland which would provide habitats for wildlife and would also help conserve and clean surface water.

A new bridge, around 70 metres across, would be built over the A30 Great South West Road where it crosses the Crane Valley. There is a long-standing break in the 'London Outer Orbital Loop' here (a long distance footpath promoted by Transport for London) and the new bridge would close it. It would provide ongoing connection for both the London Outer Orbital Loop as well as the Green Loop. The Green Loop is a new proposed recreational route around the airport.



2.4 OUR TRANSPORT PROPOSALS

Once operational, we recognise that the expanded airport would increase the number of people travelling to, from and around the airport.

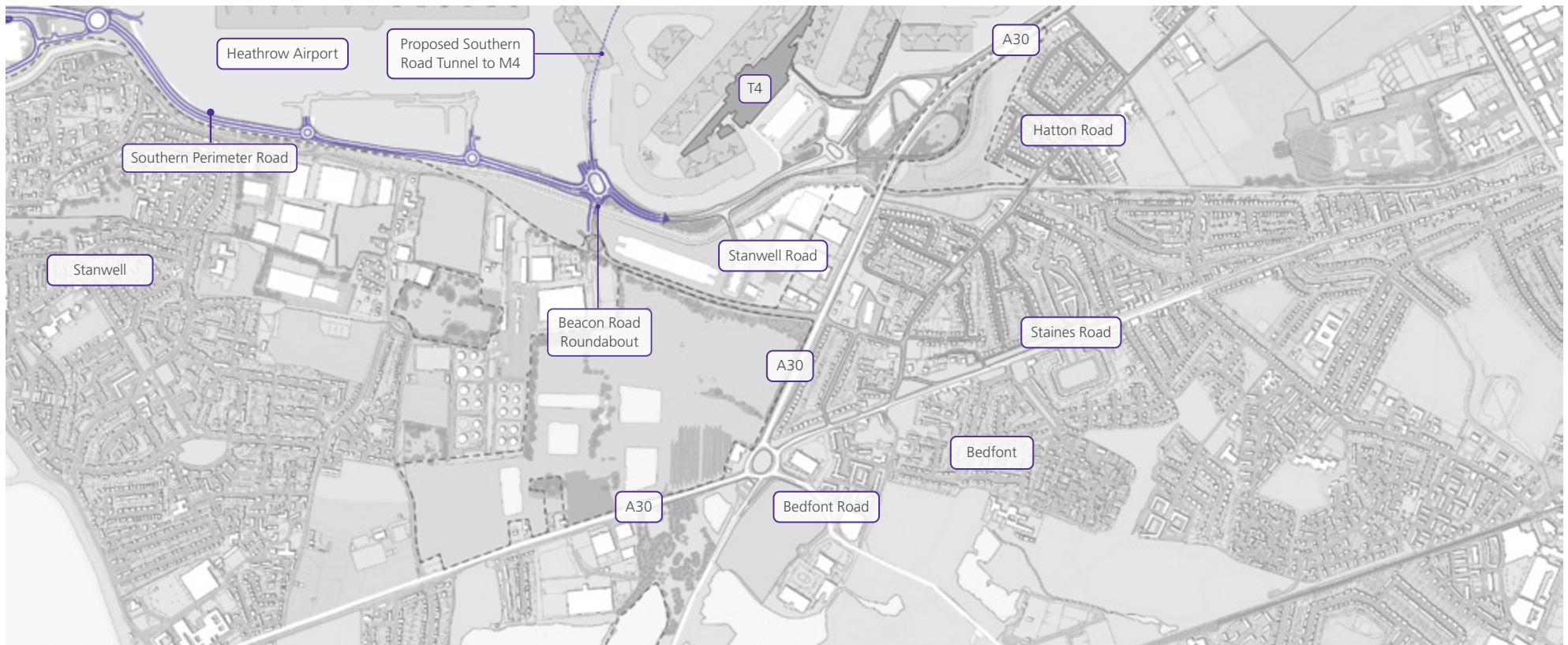
We have developed a 'Surface Access Strategy' which sets out how we would manage this growth and encourage a shift towards more sustainable travel. It also sets out how we propose to realign key roads, like the M25. This has been published as part of this consultation. This section sets out those elements which are most relevant to Bedfont, Hatton and Feltham.

LOCAL ROADS

The Terminal 4 Roundabout would be modified with traffic signals added on three arms to improve capacity and help smooth traffic flow around Terminal 4.

The Southern Perimeter Road would be widened from two to three lanes and upgraded (including the provision of dedicated bus lanes) between Airport Way and Beacon Road. This would include providing new roundabouts to replace the existing signalised junctions at Seaford Road, Stirling Road and Sealand Road, and upgrading both the Beacon Road and Stanwell Moor Junctions.

A new Southern Road Tunnel is proposed, East Landside Terminal Zone (ELTZ), to connect Central Terminal Area (Terminals 2 and 3) from an improved roundabout at the junction of Beacon Road to the west of Terminal 4.



Illustrative map of road changes in Bedfont, Hatton and Feltham

KEY — Local Roads

2.5 IMPLICATIONS FOR TRAVEL AFTER RUNWAY OPENING

ROAD USERS

There would be an increase in people travelling to Heathrow once the airport has expanded. We plan to manage this carefully in order to avoid increased journey times and delays for road users.

We have developed transport models to help us forecast where and when this traffic would be on the surrounding road network. This modelling is preliminary and will be developed further ahead of submitting the DCO application. Currently, it has identified noticeable increases in morning and evening peak traffic around Bedfont, Hatton and Feltham at the following locations:

- Southern and Eastern Perimeter Roads.
- A30 Great South West Road, including through the Clockhouse Roundabout.
- A315 Staines Road.
- Stanwell Road.
- B3003 Clockhouse Lane.
- Bedfont Road.
- Hatton Road.
- Dick Turpin Way.
- Faggs Road.
- Beacon Road.
- Long Lane.

Feedback from this consultation, ongoing engagement and technical work will help us to develop our plans and identify mitigation measures. These findings will also help us to design any new and realigned roads to accommodate forecast traffic levels.

Mitigation requirements will be identified based on updated modelling undertaken to support our DCO application. We have heard the concerns raised about the impact of anti-social behaviour caused by vehicles waiting in surrounding local areas and have therefore proposed a new second Authorised Vehicle Area for private hire vehicles as a change from the 2019 proposals. We are now proposing one location will be in the north as well as the location in the south. These facilities would provide sufficient capacity for these types of vehicles, with the aim of discouraging nuisance parking, reducing 'dead mileage' and associated emissions around the airport.

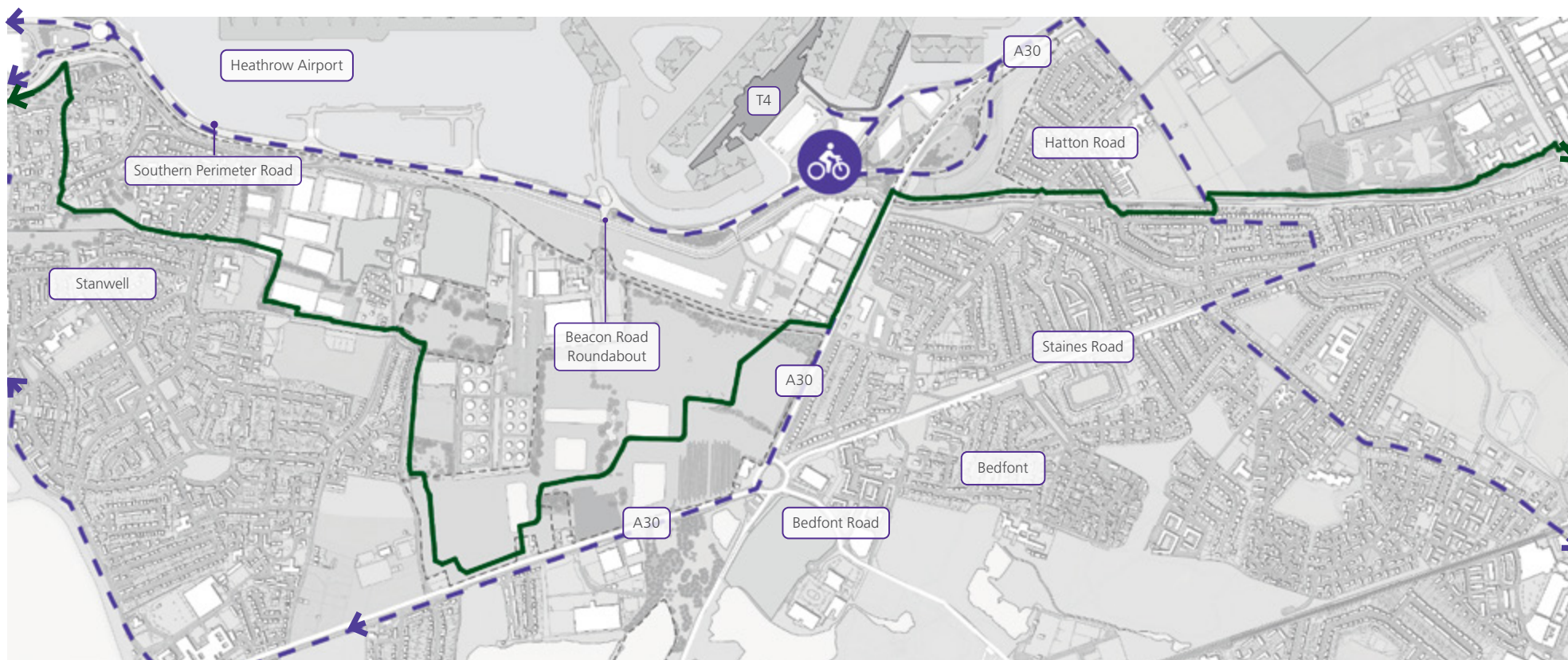
BUS AND COACH SERVICES

Changes to the roads would mean that some bus and coach services would need to have new routes.

If services continue to operate as they do today, those running along the Southern Perimeter Road (including, for example, bus routes 446, 482, 490, 555, H21, N30 and N555) would be affected by works to upgrade and widen it and deliver the proposed new Southern Road Tunnel.

We will work with operators of bus and coach services at and around Heathrow. While services are usually planned over a relatively short time period (around one to two years in advance), we would work with operators and other bodies to reduce the impact on bus and coach passengers in the local area.

Measures are also being considered to improve bus and coach journey times, reliability and passenger experience. This could include adjusting traffic signal timings, amending junctions and providing new bus lanes. Upgrades to hubs outside the Heathrow terminals would also support the delivery of more frequent and better-connected bus and coach services that would benefit the wider area.



Illustrative map of active travel routes in Bedfont, Hatton and Feltham

KEY — Proposed Green Loop - - New and improved walking, wheeling and cycling routes  Cycle Hubs

WALKING, WHEELING AND CYCLING

Expansion would affect some existing walking, wheeling & cycling routes, including Public Rights of Way (PRoW). We therefore need to provide connectivity through new or improved infrastructure.

As part of our proposals, we would also create a network of active travel routes that provide better links between local communities, the airport and the wider transport network.

EXISTING PUBLIC RIGHTS OF WAY

There are a number of Public Rights of Way and public footpaths in and around Bedfont, Hatton and Feltham. This includes routes around Hatton Road Allotments which are well used by local residents.

Routes that are currently within the land required for expansion would be reprovided if they continue to serve users and local communities and it is safe and possible to do so. Where routes are proposed to be reprovided, we would seek where possible to improve route quality (for example, through better surfacing), reduce any impacts on route length and maintain similar starting/ending points to the extinguished routes.

At this early stage in developing our proposals, we have not identified what may be required for individual routes. This would be refined as our plans develop. Details of impacted routes and any diversions or re-provision would be set out in the DCO application.

THE GREEN LOOP

The Green Loop is a proposed 25 kilometre recreational route linking local communities, heritage features and green spaces around the airport. The Green Loop would provide a route with road crossings to improve access and connectivity.

In Bedfont, Hatton and Feltham, the Green Loop would run alongside the Duke of Northumberland's River before heading north along the River Crane corridor through Cranford. To the west of Terminal 4, it would follow an east-west route through West Bedfont, providing a connection to Stanwell. It would be routed to pass close to the Scheduled Monuments at Mayfield Farm and would provide links to Bedfont Lakes Country Park to the south.

OTHER IMPROVEMENTS

We are investigating the potential to provide other improvements for walking, wheeling and cycling along key routes around the airport. This includes proposals to improve the following routes around Bedfont, Hatton and Feltham:

- **Southern Perimeter Road** – to facilitate access across the southern side of the airport, including Terminal 4 and Hatton Cross station and the proposed cycle hubs (see the next section) at each location.
- **A30 Great South West Road** – to facilitate access between Staines-upon-Thames, Ashford, Bedfont, Hatton and Cranford, including the proposed cycle hubs at Terminal 4 and Hatton Cross. These improvements would link into the proposed Green Loop, which is also proposed to run along the A30 in Bedfont.

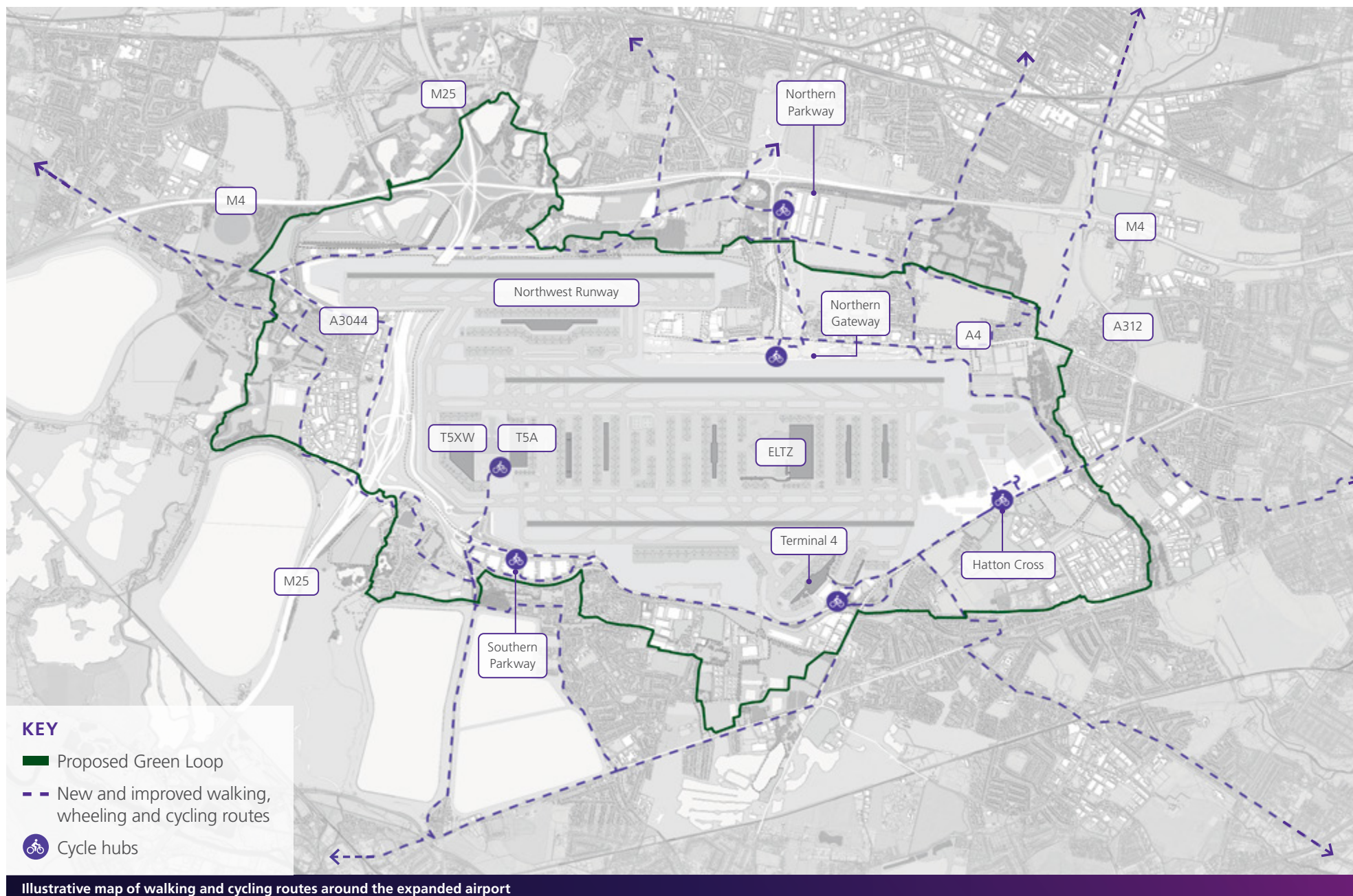
- **Feltham to Terminal 4 via Bedfont Lane** – to facilitate access between Feltham and the proposed Terminal 4 Cycle Hub. This would improve connectivity between Heathrow and communities to the south-east of the airport.

CYCLE HUBS

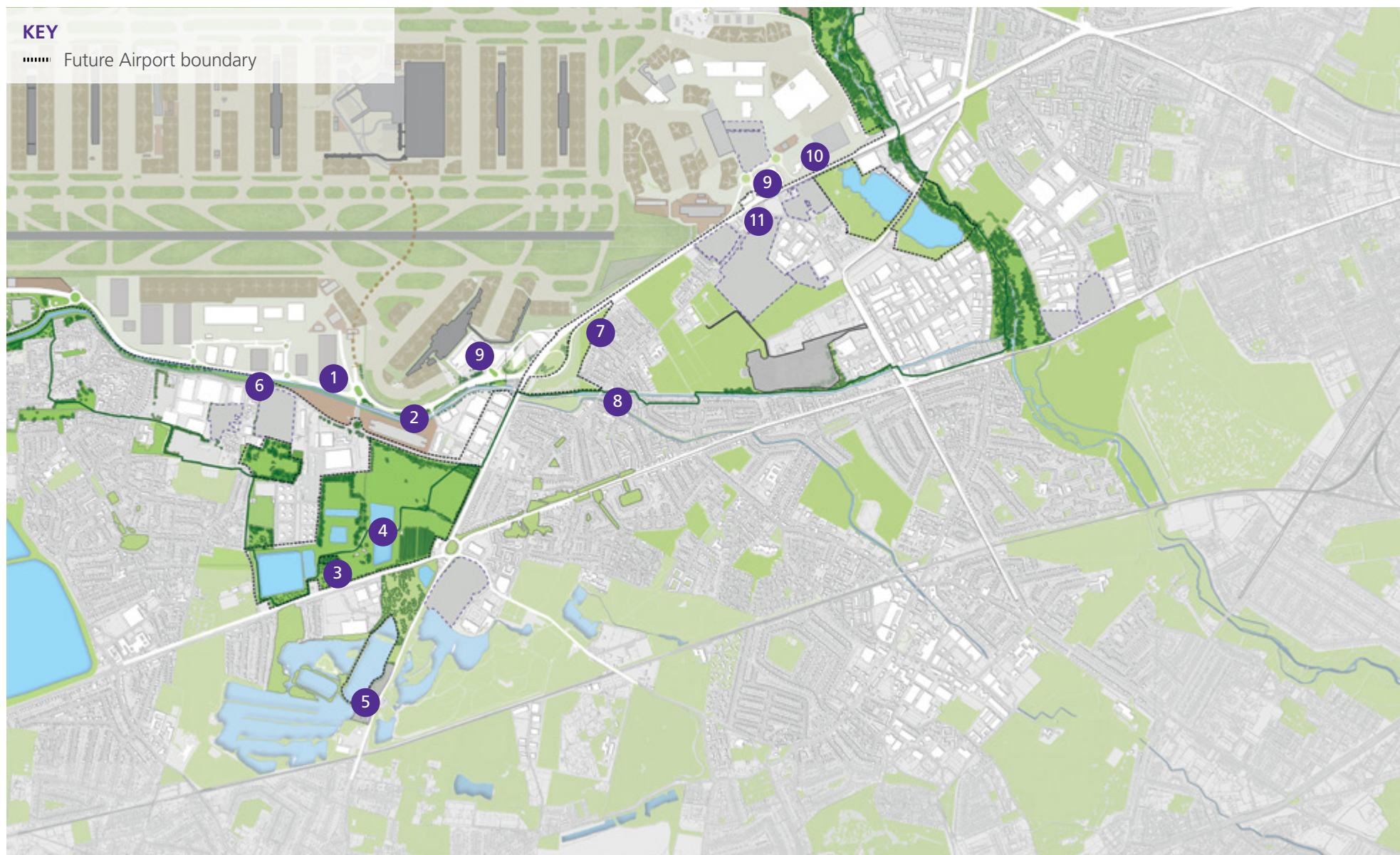
Cycle hubs would be located at key public transport interchanges around the airport. These would be secure facilities available to all cyclists, with some of the hubs offering showers and changing facilities. These cycle hubs would offer a quick and easy interchange for people transferring between cycling and public transport services.

The cycle hubs closest to Bedfont, Hatton and Feltham are expected to be:

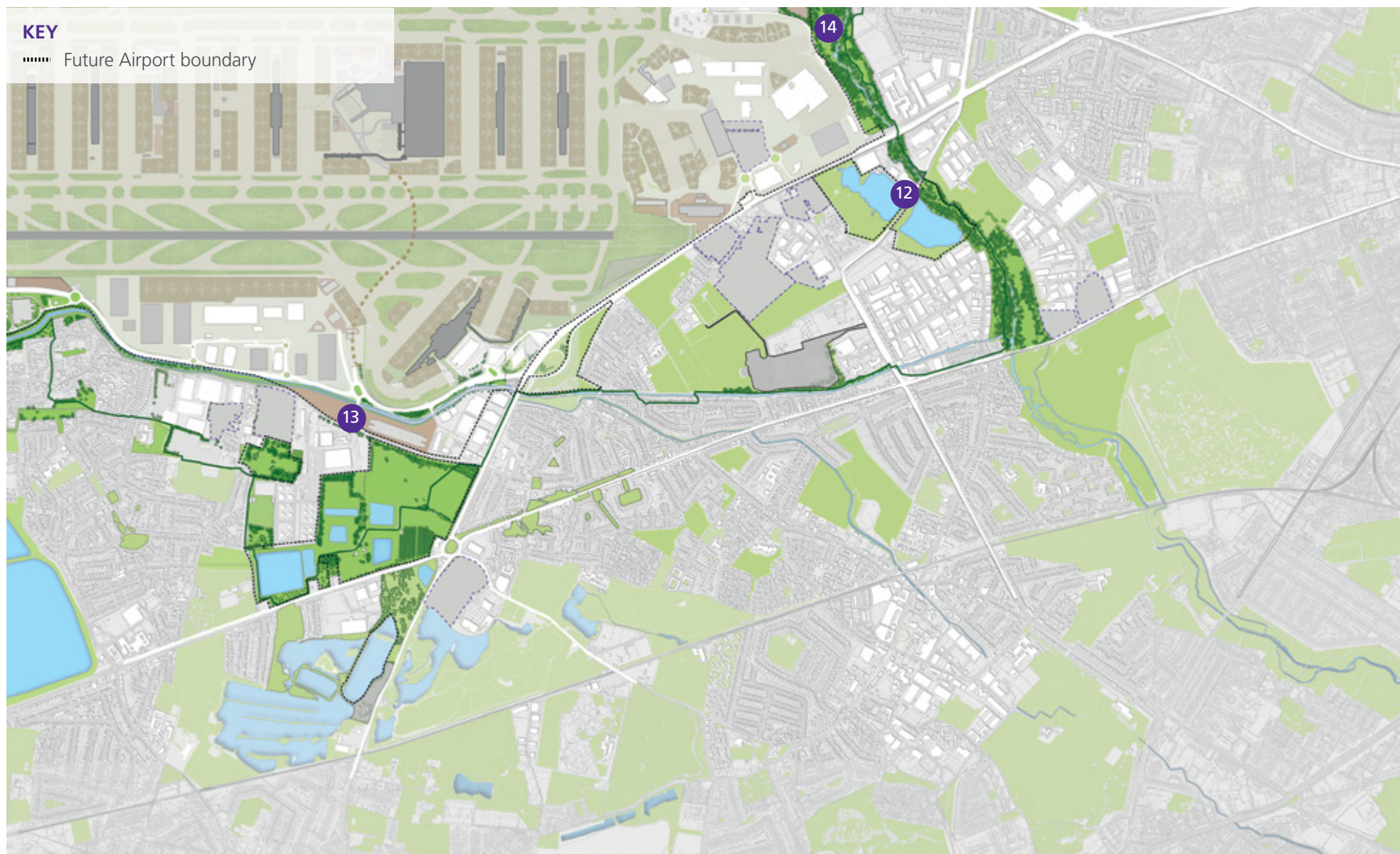
- **Hatton Cross**, outside the existing Underground station on the Southern Perimeter Road – this would offer connections to the Piccadilly line and bus services at the station.
- **Terminal 4**, on the Southern Perimeter Road close to the Terminal 4 entrance – this would offer connections to the Elizabeth line, Piccadilly line and bus and coach services at the terminal.



2.6 CHANGES TO OUR PROPOSALS IN YOUR AREA SINCE 2019



Item	What is the change and why has the change been made?	
1	Instead of a new link road through Cargo Area East connecting Stirling Road to Beacon Road Roundabout, we are proposing to widen the Southern Perimeter Road by up to 3 lanes in each direction between Stanwell Moor Junction and Beacon Road. This would reduce constraints on Cargo Area East and allow for a bus lane to be provided along the majority of the Southern Perimeter Road to help encourage bus use at and around Heathrow.	
2	As a result of more detailed work on the Active Green Network some updates to our proposals have been made: • The Twin Rivers route between the Duke of Northumberland's and the Longford Rivers is now proposed to be a pedestrian route only for safety reasons. Cyclists would be redirected to the adjacent active travel route. • A small parcel of land in East Bedfont has been added into our draft Order Limits to accommodate walking, wheeling and cycling infrastructure. Land along the Duke of Northumberland's River has been added into our draft Order Limits for the proposed Green Loop. • The draft Order Limits have been amended to include land along the Duke of Northumberland's River for the proposed Green Loop.	
3	In response to consultation feedback, the Orchard Café and adjacent woodland have been removed from the draft Order Limits.	
4	Land to the south of Staines Road and Clockhouse Lane has been removed from the draft Order Limits in response to feedback from the Airport Expansion Consultation in 2019	
5	The draft Order Limits have been amended to include: • Princes Lakes for Habitat Regulation Assessment (HRA) mitigation purposes. • Land on the eastern boundary of Princes Lakes, to ensure the reversion of space for Green Corridor.	
6	In response to feedback from statutory consultees the draft Order Limits have been amended to include areas for habitat improvements along sections of the Longford River and Duke of Northumberland's River.	
7	Bedfont Primary School has been included within the draft Order Limits to allow us to deliver mitigation measures, such as noise insulation, if required.	
8	The draft Order Limits have been amended to incorporate sections of Peninsular Close, Northumberland Crescent and a small parcel of Richmond Road to allow us to deliver traffic calming measures where needed.	
9	Since the Airport Expansion Consultation June 2019, we have been working to refine and improve our land use proposals and have made the following changes: • The Hatton Cross site is now prioritised for car-parking and utilities areas, with hotels no longer proposed here. • The existing freight forwarding facility site at Hatton Cross is no longer required for other purposes and has been removed from the draft Order Limits.	
10	A direct crossing over the A30 and London Underground line at the Crane Valley will be provided to ensure continued safe access along the Crane Valley without a major detour to the Hatton Cross crossing (westwards) or to the Parkway crossing (eastwards).	
11	At the Airport Expansion Consultation in 2019 two sites were proposed for police stations, one to the north-east of the central runway (Bath Road) and the other on Faggs Road, Hatton. The north-east (Bath Road) site has been selected as the preferred option and the Faggs Road site has been removed from the draft Order Limits.	



Item	What is the change and why has the change been made?
12	In response to feedback from statutory stakeholders, we are proposing further refinements to the drainage arrangements connecting to the surrounding watercourses. The draft Order Limits have been amended to include land at three areas for additional surface water drainage connections at Hatton.
13	In response to feedback from Airport Expansion Consultation in June 2019 we have made changes to the car parking strategy for expansion including several changes to car parking distribution. As a result, the Terminal 4 Long Stay (Beacon Rd) car park has been reduced in size from 6,500 to 5,500 spaces. The E2 site which was proposed to be removed would remain and the S1 site for colleague parking would contain 1,200 spaces. The BA West Base site would no longer be used for parking.
14	As a result of more detailed work on the Active Green Network, the draft Order Limits have been amended to: • Include land for road crossings on the proposed Green Loop. • Incorporate a small parcel of land in Cranford connecting the River Crane to the A4 via Waye Avenue to improve pedestrian and cycle provision on the existing road network.

2.7 OUR PROPOSED SCHEME

The plan opposite shows the whole of the proposals for Heathrow expansion to give you context for the effects on Bedfont, Hatton and Feltham.

Alongside substantial technical design work, our latest proposals have been shaped by consultations undertaken in 2018 and 2019 and extensive engagement over several years. The proposed scheme is comprehensive and includes the development of the entire airport, including road, rail and passenger interchange infrastructure, and includes responsible proposals for environmental measures to mitigate any potential effects.

We are seeking comments on these proposals and will use this feedback to finalise the scheme over the coming months before submitting our application for a DCO.

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 7 'Have your say'](#) for details on how to provide your comments.

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 reprovided BA Waterside
- 22 Site for reprovided Immigration Removal Centre
- 23 Improved flood storage ponds
- 24 Railhead



Proposed Scheme Illustrative Diagram

3.0

Property and compensation policies





Aerial visualisation of our proposed scheme

3.1 LAND AND PROPERTY PROPOSALS

Heathrow is continuing to develop its residential property compensation schemes for residents affected by expansion.

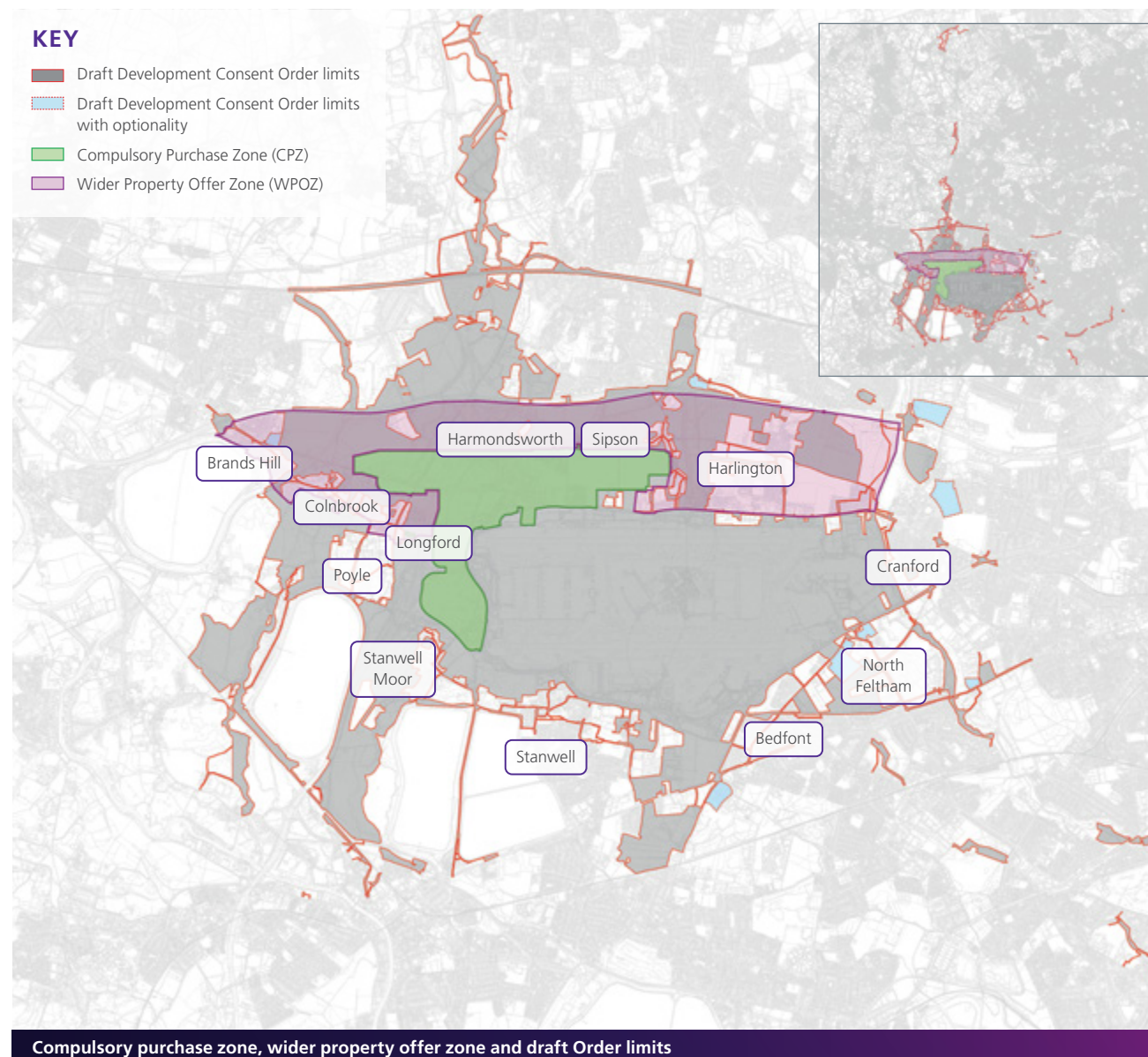
The area required for Heathrow's proposed expansion is known as the Compulsory Purchase Zone (CPZ). It includes properties in Longford, Harmondsworth, Sipson and Elbow Meadow in Colnbrook.

These are properties Heathrow would need to purchase across all instances of acquisition for the proposed expansion and for which Heathrow would seek powers under the Development Consent Order (DCO) to acquire compulsorily, if necessary. Compulsory Purchase is the legal process that may be used to acquire properties. Our preference is always to reach agreement directly with property owners wherever possible.

We recognise that there are people who own and occupy properties outside of the CPZ but are near to the proposed extension to the airport and will be affected by our activities. This area is known as the Wider Property Offer Zone (WPOZ). There are no properties within the CPZ or WPOZ in Bedfont, Hatton or Feltham.

QUESTIONS

For questions about the proposed property compensation schemes or to discuss individual circumstances, you can also speak to our team at consultation events, or contact Heathrow on **0800 307 7996** or email communityrelations@heathrow.com



3.2 NOISE INSULATION PROPOSALS

We know that noise is one of the most important issues for those living in communities near to Heathrow. Expansion would lead to an increase in noise from aircraft, construction and alterations to roads and railways.

We recognise that this increase in noise may cause negative effects on these communities, and we have created a new package of Noise and Vortex Schemes to mitigate this impact. These policies include schemes for those impacted by aircraft noise, construction noise, surface access (road and rail) noise and a combination of these sources.

Our proposals have been developed in accordance with current UK Government policy.

Eligibility for the different schemes will be informed by noise levels which are defined to meet government policy and the airport's commitments. These threshold levels are set out in section 4.2 of the Noise Insulation Policy.

It is intended that the Noise and Vortex schemes would be made available before the operational impact occurs as a result of Heathrow expansion. We plan to prioritise providing insulation for eligible residential properties that would be exposed to the highest noise levels and that are already exposed to similar noise from existing Heathrow operations. Properties expected to be exposed to early construction noise as well as existing high levels of aircraft noise will also be prioritised. If the CO is approved, we would prioritise those forecast to be newly exposed to high levels of construction, road and roll traffic and aircraft noise.

Noise Source	Schemes	Description
Aircraft	Residential Insulation Scheme - Fully Funded	Full insulation for habitable rooms with acoustic glazing, upgraded external doors, possible 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 turbulence generated by aircraft.
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 short term construction noise.

Residential and community building owners identified as being within the area exposed to the relevant noise threshold for each scheme would be contacted and invited to apply for the schemes when they become available. We would continue to use our existing insulation scheme engagement methods to ensure property owners are aware of their eligibility and are encouraged to apply. A dedicated support team would be provided to assist applicants throughout the process, including investigation of complaints during and after completion.

The schemes will remain open until they cease to be relevant (for example, at the end of the construction period for the construction noise insulation).

FURTHER READING



For further information on noise and vortex policies, please refer to our **Noise Insulation Policy Information Paper**.

3.3 COMMUNITY COMPENSATION FUND

The Community Compensation Fund is money dedicated to supporting community projects. We first consulted on the Community Compensation Fund during our 2019 Airport Expansion Consultation. Since then, we have taken your feedback into account and developed our approach.

Our environmental assessments and surveys will help us understand the likely impacts of expansion and identify mitigations needed to avoid, minimise and manage them. However, some impacts may remain, including those which are harder to measure now, such as day-to-day disruption, changes in how people experience where they live or impacts that only become clear over time.

To make sure the Community Compensation Fund is spent in the right way, we would establish clear criteria to guide funding and the projects it will fund. At its core, the Fund is to support communities affected by expansion. Any project funded would therefore need to show that it supports this purpose in a clear and meaningful way.

In this consultation, we are particularly seeking your views on several areas in relation to the Community Compensation Fund including how, where and when the fund be used; what it should be called, its size and how it could be paid for; and how it could be implemented, monitored and reviewed over time.

FURTHER READING



For further information, please see the **Community Compensation Fund Document**.



4.0

How we would build it

We recognise that the scale of construction activities required to deliver the Heathrow expansion would cause interruptions and inconveniences to surrounding local communities.

This chapter provides an overview of the types of construction activity that could take place near Bedfont, Hatton and Feltham and what this might mean for you.

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.





Construction at Heathrow Airport

4.1 CONSTRUCTION IN THE BEDFONT, HATTON AND FELTHAM AREA

Construction activities to the south and south-east of the Airport are required to deliver Airport Related Development, including a reprovided Immigration Removal Centre (IRC), multi-storey car parking, the Southern Road Tunnel and flood storage.

The area contains several Construction Support Sites (CSS):

- **CSS08 and CSS09** – providing parking for workers.
- **CSS47** – providing a pre-assembly facility to support off-site construction.
- **CSS52** – providing site laydown space and car parking facilities.

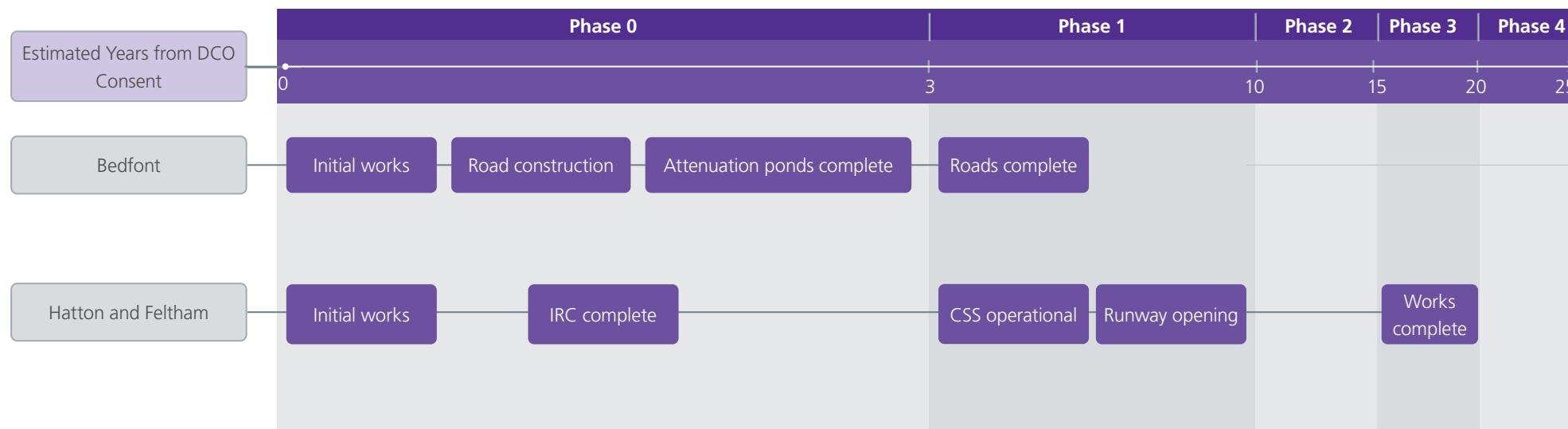
The footprint and intensity of construction (and related support activities) would change throughout the construction period.

In reviewing construction activities in this area:

- The duration and cumulative effects of the activities on a number of sites has been carefully considered.
- The layout of the CSS have been reviewed to reduce impacts on residents.
- Mitigation measures have been prepared to control activities (via the draft Code of Construction Practice (CoCP), to define access points/ vehicle routes and physical mitigation proposals.

TIMELINE OF CONSTRUCTION ACTIVITIES

The construction timeline for activities expected to occur in the areas to the south of the airport is shown in the diagram below.



EXISTING AREA



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BEDFONT

PHASE 0 – INITIAL WORKS

Ecological and archaeological surveys in selected areas would begin around Beacon Road Junction to support future construction activity. Additional works would also be undertaken to create additional car parking and move the existing fuel pipeline.

- 1 Ecological & archaeological surveys** would be complete in key areas. Temporary fences would be installed around areas identified as having potential archaeological interest.
- 2** Construction would commence to upgrade the **Beacon Road Junction** with some preparatory amendments to roads. All roads would be kept open and operational throughout works.
- 3 Terminal 4 multi-storey car park** would be under construction.
- 4 The existing fuel pipeline** would be relocated from this area in preparation for future works.
- 5** Sanctuary Road **batching plant** (a facility where raw materials are mixed and prepared) would be constructed.





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KEY

Under construction	Utilities	Demolished area(s)	CSS	Future plans
Green space/ landscaping	Fence	Ecological and archaeological surveys	Access/ egress	

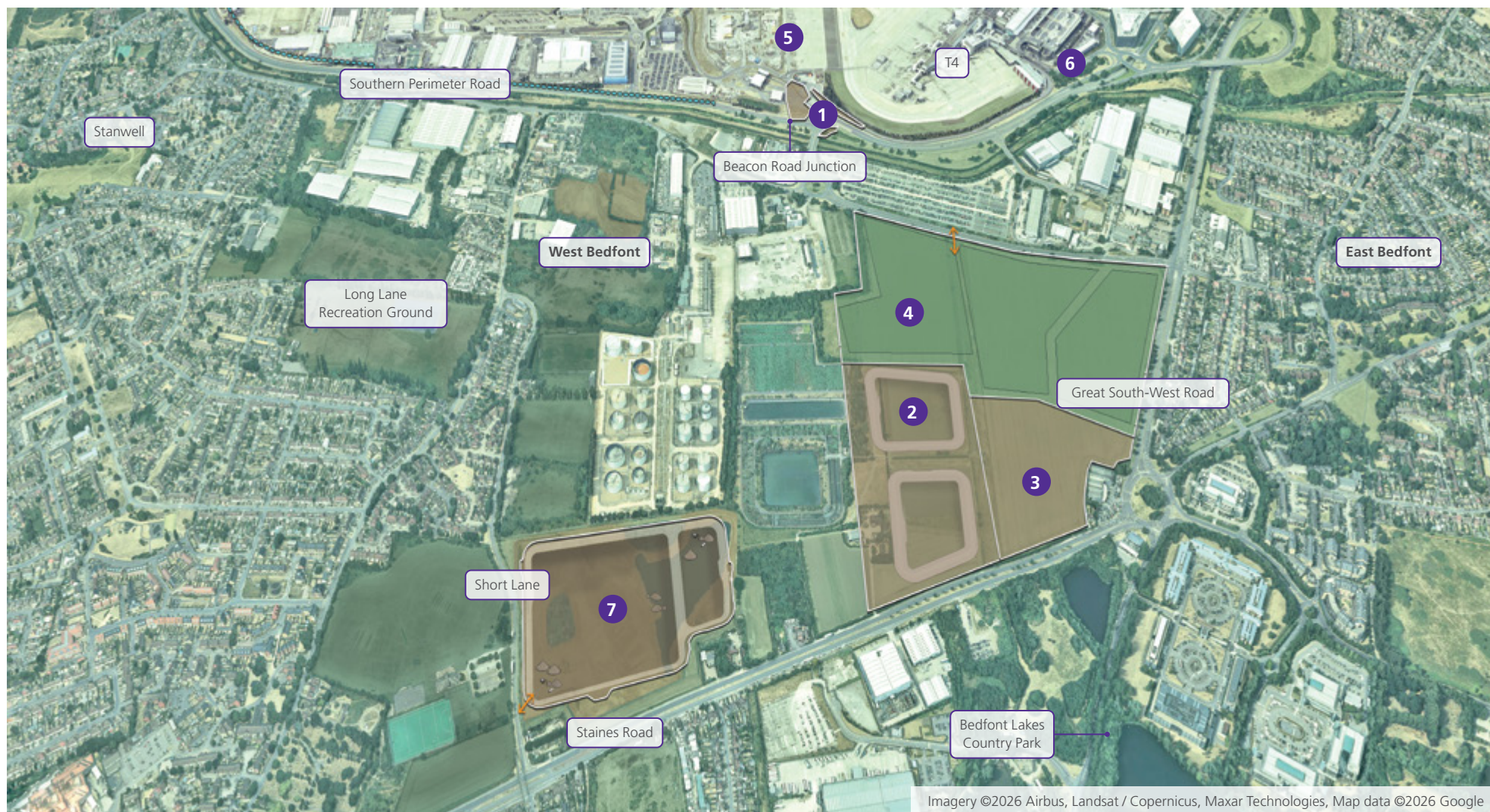
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PHASE 0 – ROAD CONSTRUCTION

Construction work would commence on new attenuation ponds (a place where excess rainwater can be stored) and also upgrades to the Southern Perimeter Road.

- 1 Construction works would begin to upgrade the **Southern Perimeter Road and Beacon Road Junction**. The Southern Perimeter Road and roundabout would remain open to traffic during these works.
- 2 Excavation would begin to create the two **new attenuation ponds** and associated reed beds at Mayfield Farm. These attenuation ponds would fulfil an essential function at the airport in managing storm water and protecting the environment.
- 3 The **excavated topsoil** from the new attenuation ponds would be laid to the east of the ponds to facilitate future landscape works.
- 4 There are two **Scheduled Monuments** within the area (Remains of a Romano-British farmstead and partial remains of a Neolithic causeway). These would be retained and protected. Additional planting is proposed along the north and east of the Scheduled Monuments to strengthen the landscape character.
- 5 Excavation would begin to create the southern portal for a new **Southern Road Tunnel (SRT)** connecting with Terminals 2 and 3. The SRT would create an additional access to the East Landside Terminal Zone (Terminals 2 and 3) significantly enhancing public transport connectivity. The tunnel would have two lanes in either direction with one lane providing bus and coach priority and the other lane for permitted general traffic.
- 6 **Terminal 4 multi-storey car park** construction would be complete.
- 7 An extension to **Mayfield Farm** zone would be constructed to support drainage attenuation and pollution control system.





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KEY

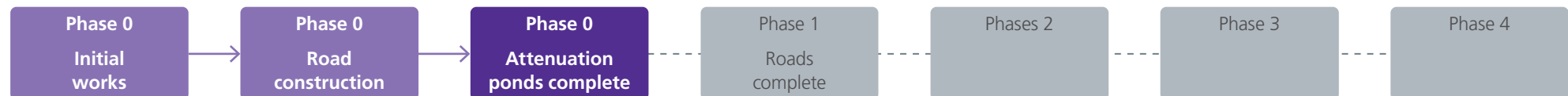
Under construction	Utilities	Demolished area(s)	CSS	Future plans
Green space/ landscaping	Fence	Ecological and archaeological surveys	Access/ egress	

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PHASE 0 – ATTENUATION PONDS COMPLETE

Works to the attenuation ponds would be complete. Works to the Southern Perimeter Road and Southern Road Tunnel would continue.

- 1 The **attenuation ponds** and extension to Mayfield Farm would be complete.
- 2 **Landscape planting** would continue to establish.
- 3 Construction works continue on the **Southern Perimeter Road**.
- 4 Construction would continue to build the **Southern Road Tunnel**.
- 5 **Landscape works** would begin in the south East corner of Mayfield Farm zone.
- 6 Development of the proposed **Green Loop** through this area would commence.
- 7 New **freight forwarding** facilities would be constructed and operational.
- 8 Work would commence on the construction of a new **multi-storey car park at Beacon Road**. The construction area for the new multi-storey car park would be prepared and a hoarding would be built around the area. Construction would begin and would include piling for the foundations.
- 9 The extension to the **Mayfield Farm** zone would be constructed to support drainage attenuation.





KEY

Under construction	Utilities	Demolished area(s)	CSS	Future plans
Green space/ landscaping	Fence	Ecological and archaeological surveys	Access/ egress	

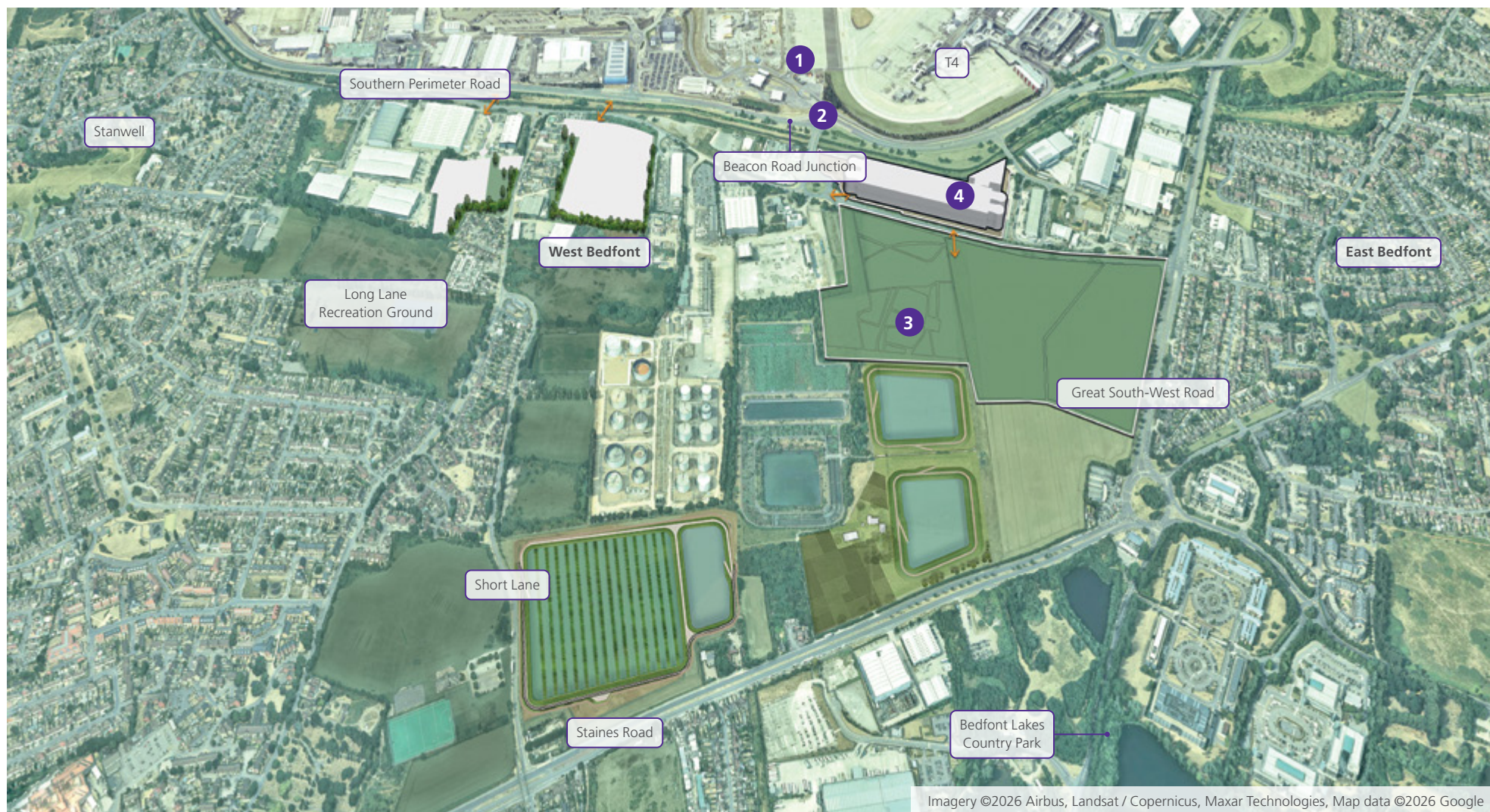
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PHASE 1 – ROADS COMPLETE

The Southern Road Tunnel would be complete, along with the Southern Perimeter Road and roundabout upgrade.

- 1 The **Southern Road Tunnel** would be complete. Final commissioning works would be undertaken to ready the Southern Road Tunnel for use.
- 2 The upgraded **Southern Perimeter Road** and **Beacon Road** roundabout would be finished.
- 3 Works on the area around the **Scheduled Monuments** would have finished and the area open to the public.
- 4 Construction of the new Beacon Road **multi-storey car park** would be complete.





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KEY

Under construction	Utilities	Demolished area(s)	CSS	Future plans
Green space/ landscaping	Fence	Ecological and archaeological surveys	Access/ egress	

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HATTON AND FELTHAM

Construction activities in the Hatton and Feltham area are required to support Airport Related Development, including the reprovided Immigration Removal Centre (IRC), Construction Support Sites (CSS), West Base development, freight forwarding facilities, utility works, habitat improvements and associated access and landscape works.

Phase 0 would focus on surveys, enabling works and utility diversions for the IRC, alongside vegetation retention, new planting and the start of West Base development. During Phase 1, CSS would support parking, material storage, assembly and construction activities, while West Base, freight forwarding facilities and the proposed Green Loop would progress. The construction support sites would remain operational through runway opening before being decommissioned in Phase 3 and repurposed for future Airport Related Development.

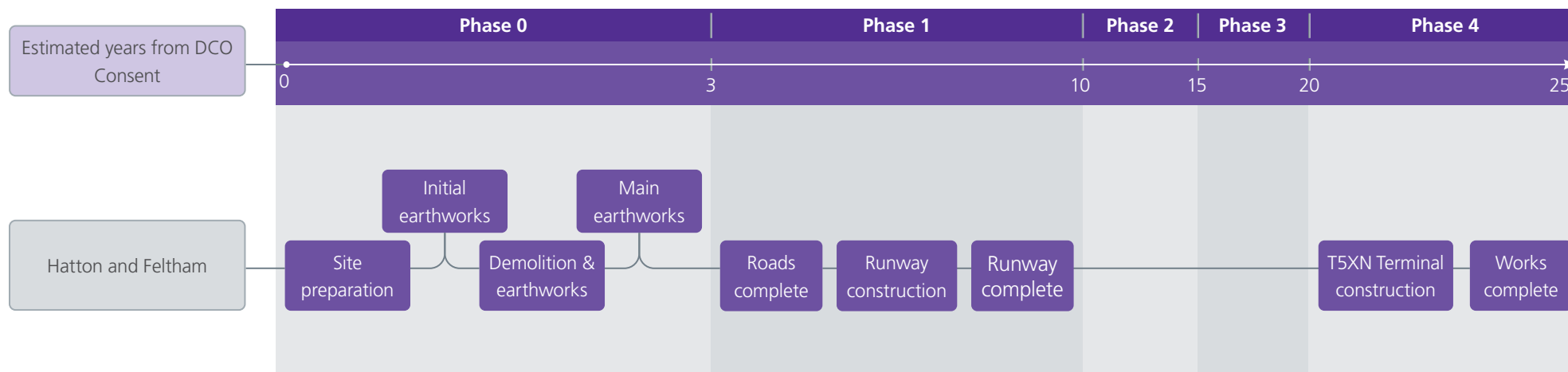
In reviewing construction activities in this area:

- Existing vegetation would be retained where possible, with additional planting to buffer the IRC, support sites and nearby homes.

- Construction access and site layouts would be managed to reduce impacts on local communities, businesses and recreation areas.
- Habitat improvements would be delivered along the River Crane, alongside the proposed Green Loop and improved links towards the A4.

INDICATIVE TIMELINE OF CONSTRUCTION

The construction timeline for activities expected to occur in the Hatton and Feltham area is shown in the diagram below.



EXISTING AREA



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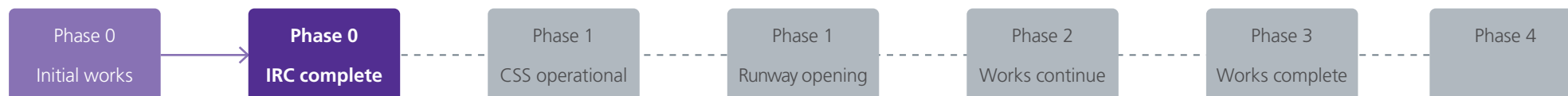
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HATTON AND FELTHAM

PHASE 0 – INITIAL WORKS

Initial studies begin to allow construction of the new Immigration Removal Centre (IRC). West Base development works would also start.

- 1** An area would be established for a **new IRC**. Works would start with ecological and archaeological surveys on the site, dependent on the results of pre-construction environmental surveys.
- 2** **Existing trees and vegetation** would be retained around the edges of the **IRC** site. Additional trees would be planted along the southern edge to create a buffer to the Duke of Northumberland's River and adjacent homes. Work would start to build the 5-metre high security perimeter wall around the Immigration Removal Centre site. This would be used to mitigate the noise and visual impacts of construction to neighbouring areas, including homes, Bedfont Recreation Ground and Hatton Cemetery. Once operational the boundary treatment also provides sufficient security for construction and the IRC.
- 3** **Vehicle access** to this area would be off Faggs Road (between Feltham fire station and Tesco Superstore).
- 4** Cranford Lane South HGV Truck park (Eurostorage) would be **demolished** to support as a future CSS.
- 5** Work would begin to divert **utilities** alongside Eastchurch Road. A trench would be dug to lay the utilities.
- 6** **West Base development** would begin, to create new stands, and move associated hangars.





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KEY

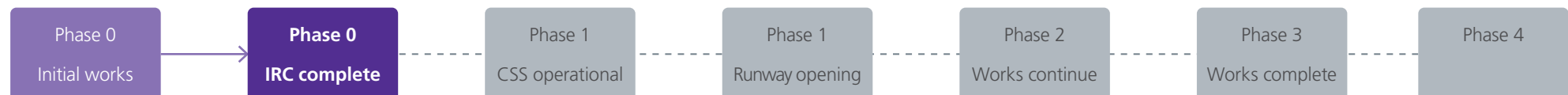
Under construction	Green space/ landscaping	Utilities	Demolished area(s)	CSS	Future plans
Green space/ landscaping	Fence	Ecological and archaeological surveys	Access/ egress		

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PHASE 0 – IMMIGRATION REMOVAL CENTRE COMPLETE

The reprovided Immigration Removal Centre (IRC) would be operational. The first Construction Support Site (CSS) would be operational to support site wide works.

- 1** An area would be established for the CSS east of Bedfont. This site is proposed to support staff car parking, and an HGV holding area. A hoarding would be built around this area and preparation work would begin to make it flat and stable. Vehicular access to this area would initially be off Hatton Road, using an existing access point.
- 2** **Existing trees and vegetation** would be retained around the edges of the CSS. Additional trees would be planted along the western and southern edges to create a buffer to adjacent homes and businesses. The western buffer would be 15 metres wide.
- 3** Construction of the reprovided **IRC** would be complete and would include building one or more buildings of up to four storeys and creating recreational spaces. Operations would transition from the old facility over a period of six months. A secondary vehicular access would be built off Hatton Road (for emergency use only).
- 4** **West Base development** would continue, to create new stands, and move associated hangers.





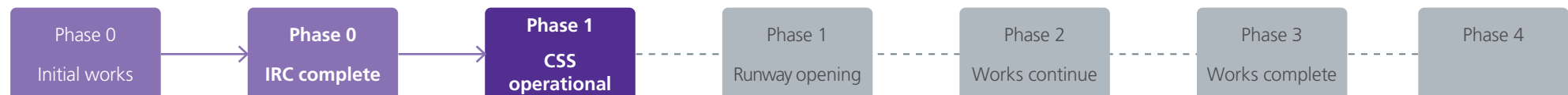
KEY

Under construction	Utilities	Demolished area(s)	CSS	Future plans
Green space/ landscaping	Fence	Ecological and archaeological surveys	Access/ egress	Google Maps is a trademark of Google LLC

PHASE 1 – CONSTRUCTION SUPPORT SITES OPERATIONAL

Four CSS would be established in this area, to support construction works in and around Heathrow.

- 1 **CSS09** would be fully functioning.
- 2 Buildings on the Viscount Way site would be **demolished** to support a new hotel complex.
- 3 An area would be established for **CSS47** on the existing E2 car park site. A hangar would be built to support the modular build and final assembly of key elements for the project. Access to the site would be via the Great South-West Road.
- 4 An area would be established for **Construction Support Site** (CSS52) on the former Eurostorage site. This facility is proposed to support material laydown of construction materials and staff car parking. Access to this site would be via Cranford Lane.
- 5 **West Base development** would continue.
- 6 The proposed **Green Loop** network would be developed in this area and would follow the River Crane with the current proposed route following the London Outer Orbital Path through the Waye Avenue residential area connecting to the A4.
- 7 **Freight forwarding** facilities would be constructed.





KEY

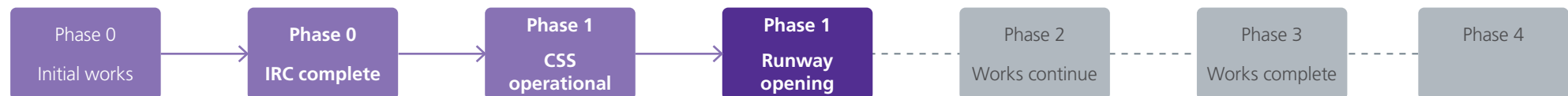
 Under construction	 Utilities	 Demolished area(s)	 CSS	 Future plans
 Green space/ landscaping	 Fence	 Ecological and archaeological surveys	 Access/ egress	

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PHASE 1 – RUNWAY COMPLETE

Operation of CSS would remain in operation to support runway opening, and ongoing airport construction works.

- 1 **CSS09** would remain operational.
- 2 **CSS47** would remain operational.
- 3 **CSS52** would remain operational.
- 4 **West Base development** would be complete.
- 5 **Habitat improvements** would develop along the River Crane to support bats, otters, birds and terrestrial invertebrates.
- 6 **Freight forwarding facilities** would be complete.





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KEY

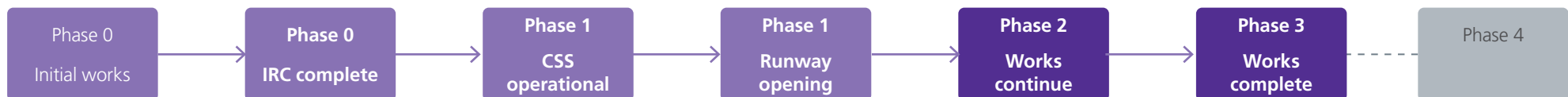
Under construction	Utilities	Demolished area(s)	CSS	Future plans
Green space/ landscaping	Fence	Ecological and archaeological surveys	Access/ egress	

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PHASES 2&3 – WORKS COMPLETE

CSS would be decommissioned and works to repurpose sites is complete.

- 1 **CSS09** would be decommissioned and repurposed to support future Airport Related Development.
- 2 **CSS47** would be decommissioned and repurposed to support future Airport Related Development.
- 3 **CSS52** would be decommissioned and repurposed to support future Airport Related Development.





KEY

Under construction	Utilities	Demolished area(s)	CSS	Future plans
Green space/ landscaping	Fence	Ecological and archaeological surveys	Access/ egress	

Measures to control, reduce and mitigate construction effects will be contained within plans developed and secured through the Development Consent Order.

This includes the following:

- **Code of Construction Practice (CoCP)** – setting out the standards that contractors must follow to reduce effects on local people and the environment. This also sets out how we propose to keep you informed about the Project and the complaints process. A draft of this document has been published as part of this consultation.
- **Construction Transport Management Plan** – setting out how construction vehicle movements would be controlled (including where and when they travel) and how temporary amendments to transport networks required for construction would be managed.
- **Construction Workforce Travel Plan** – setting out how construction worker travel would be managed, including measures to promote the use of public transport, shared transport, and walking, wheeling and cycling to reduce car trips

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

4.2 IMPLICATIONS FOR TRAVEL DURING CONSTRUCTION

ROAD USERS

Our early transport modelling shows that construction traffic in and around Bedfont, Hatton and Feltham would be at its highest in Phase 1. This would involve noticeable increases in traffic on the following roads in the morning or evening peak periods:

- Southern and Eastern Perimeter Roads.
- A30 Great South West Road, including through the Clockhouse Roundabout.
- A315 Staines Road.
- Stanwell Road.
- B3003 Clockhouse Lane.
- Bedfont Road.
- Hatton Road.
- Dick Turpin Way.
- Faggs Road.
- Beacon Road.

Beyond these locations, very limited change in traffic is forecast on roads in Bedfont, Hatton and Feltham in Phase 1 as a result of Heathrow expansion.

As detailed in Section 2.2, our early transport modelling suggests that highway mitigation works may be needed at the following junctions to accommodate changes in traffic associated with the project:

- A30 Clockhouse Roundabout.
- A30/Long Lane Junction.
- Bedfont Road/Long Lane Junction.

We are working with highway authorities and other stakeholders to develop a more detailed construction programme. Should any construction activities require temporary changes to roads in and around Bedfont, Hatton and Feltham such as closures, restrictions and diversions, this would be detailed in our DCO application.

BUS AND COACH SERVICES

The potential impacts of construction activities on bus and coach services and facilities around Bedfont, Hatton and Feltham would be closely linked to the proposed changes to local roads described in [Chapter 2](#). They could include temporary service diversions, changes to where they stop or adjustments to service patterns. Construction traffic could also affect bus and coach journey times and reliability, particularly on roads where there are no bus priority measures. The extent and duration of these changes would vary depending on the phasing of works.

As detailed in [Chapter 2](#), we would work with operators of bus and coach services at and around Heathrow to reduce the impact on bus and coach passengers in the local area period.

WALKING, WHEELING AND CYCLING

As noted in [Chapter 2](#), walking, wheeling and cycling routes, including Public Rights of Way, within the land required for expansion would need to be permanently closed.

Where routes do not need to be permanently closed but could be affected by construction activity or road works, some temporary restrictions and/or diversions may be in place during the construction period.

We would seek to introduce measures to reduce any disruption to walking, wheeling and cycling journeys as far as reasonably practicable. This could include, for example, directing people to existing alternative routes where available or providing new signed alternative routes.

On a precautionary basis, all Public Rights of Way (PRoW) around Heathrow have been included in the draft Order Limits because we have not yet defined the exact arrangements for maintaining, managing and/or diverting affected routes. Information about our proposals for Public Rights of Way and other active travel routes during construction will be available in our DCO application.

RAIL AND LONDON UNDERGROUND

During construction, there may be some temporary impacts for residents who use rail services at stations like at Heathrow, Hatton Cross and Feltham. This could be because the way people usually travel to and from the station could be affected (as detailed above), as well as an increase in the number of people using the stations and surrounding roads (for example, construction workers getting to and from work).

There could also be changes to rail services, for example during the delivery of works at Heathrow stations. Where this does occur, this work would be planned in consultation with Network Rail, rail operators and other stakeholders.

5.0

Managing environmental effects

As part of the DCO process, we will carry out an Environmental Impact Assessment (EIA). This will provide a full assessment of the potential effects, both positive and negative, that Heathrow expansion could have on the environment. The final results of the EIA will be presented in an Environmental Statement which will accompany our DCO application.

The information we are presenting at this 2026 Public Consultation represents the preliminary work that we have carried out to date to gain feedback. This includes proposed Environmental Measures, which are interventions that avoid, minimise, offset or mitigate any negative environmental effects that we have identified to date. Some Environmental Measures are specific to Bedfont, Hatton and Feltham, others are more general.

A more detailed overview of the Environmental Measures is provided in the Consultation Document, which also sets out our current understanding of the environmental effects that arise from Heathrow expansion.

The following pages describe some of the effects likely to be experienced by people in Bedfont, Hatton and Feltham.





Bedfont Lakes

5.1 AIR QUALITY AND ODOUR

Air quality is a measure of the level of pollutants in the air. In the UK, the main pollutants of concern are nitrogen dioxide (NO₂) and Particulate Matter (PM₁₀ and PM_{2.5}). The Government has set levels for concentrations of these air pollutants. They are known as Air Quality Objectives (AQOs). Assessments show that currently, concentrations of air pollutants in Colnbrook, Poyle and Brands Hill are well below the AQOs for NO₂, PM₁₀ and PM_{2.5}.

Once the proposed runway is operational, there would be some increases in NO₂ concentrations at a small number of locations in Poyle, particularly close to the western end of the proposed new runway and the realigned A4. However, it is important to note that these pollutant levels would remain below the AQOs. Our assessments demonstrate that there would be negligible effects on air quality in all other areas of Colnbrook, Poyle and Brands Hill. Our assessments also indicate that any noticeable odour arising from aircraft in Colnbrook, Poyle and Brands Hill would be limited.

During construction, air quality in Colnbrook, Poyle and Brands Hill could be affected by dust and pollutants from exhaust emissions from construction vehicles and machinery. There may also be odours when historic landfill sites are dug up. Like the operational phase, all pollutant levels would remain below the AQOs.

Our Construction Transport Strategy will manage construction traffic arising from the workforce and trips made to deliver and remove materials, thereby reducing emissions. Measures within the Construction Traffic Management Plan and the Code of Construction Practice (CoCP), such as wheel washing, covering loads and the management of construction traffic, would control construction traffic and any dust, odour and exhaust emissions.

We would continue to refine our proposals and measures for air quality. The full details will be presented within the Environmental Statement.

FURTHER READING



For further information about our work to date on air quality, please see the [Consultation Document](#).

FURTHER READING



For further information, please see the [Environmental Information Consultation Document](#) and [Code of Construction Practice](#).

5.2 NOISE AND VIBRATION

We understand that noise is a very important issue for communities around the airport. This includes noise during the construction period, as well as operational noise from aircraft (in the air and on the ground) and vehicles travelling to and from facilities in and around the expanded airport.

During operation, there would be new noise and vibration effects for Bedfont, Hatton and Feltham given its proximity to the proposed runway and realigned roads. New noise sources include:

- Aircraft noise from the new runway and increased aircraft activity associated with the airport expansion.
- Ground noise from airfield operations, including aircraft testing and from the runway and operations at stands.
- Noise from changes in road traffic on existing and realigned roads.

Our proposals include a number of measures to manage and mitigate potential noise effects during operation. This includes our noise insulation proposals for residential properties and community facilities (see [Chapter 3](#) of this booklet), the design of the project and how we propose to manage operations at the airport, with runway alternation and night flight operating restrictions.

Construction works are required to facilitate the proposed new runway, realigned roads, preparation and operation of **CSS09** and associated infrastructure. Construction noise and vibration would be most noticeable for residential properties and community facilities closest to the areas where the major work on roads and construction of the new runway would take place. Noise would also arise from construction road traffic.

There are lots of ways that we are planning to manage the effects of construction noise and vibration. These will be detailed in the Code of Construction Practice and for construction traffic within the Construction Traffic Management Plan and Construction Worker Travel Plan. This will include, for example, the selection of quieter working methods and equipment where appropriate. Physical measures could also be introduced to control sound from the Construction Support Sites and working areas. This could include screening construction equipment, fencing around sites, and noise barriers. Our **Noise Insulation Policy** will also cover the effects of construction noise, including temporary rehousing.

FURTHER READING



For further information about our work to date on noise and vibration, please see the [Consultation Document](#) and [Noise Insulation Policy](#).

5.3 HISTORIC ENVIRONMENT

There are two Scheduled Monuments (nationally important archaeological sites) located to the south of Stanwell Road at Mayfield Farm. These are the remains of a Romano-British farmstead and part of a Neolithic causewayed enclosure.

The areas where these Scheduled Monuments are located are currently farmed. To prevent any potential damage from ploughing in the future, we are proposing to turn these areas into open grassland.

There are a number of Grade II listed buildings within and around Bedfont Green Conservation Area, which is located in the historic centre of Bedfont and includes the Church of St Mary. Parts of the Feltham Town Centre and St Dunstan's Conservation Areas are also within this area.

During construction and operation, there may be changes to the surroundings of above ground heritage assets (including the Conservation Area and listed buildings within and around it). This may arise as a result of construction activities as set out in Section 4. During operation, this could be from an increase in air traffic movements.

A comprehensive Historic Environment Mitigation Strategy is being developed to ensure that the history of Bedfont, Hatton and Feltham is fully understood, recorded and shared. This would include archaeological investigation.

We are aiming to manage change responsibly, looking to reduce harm where possible and identify lasting opportunities for people to continue to understand and value the heritage of Bedfont, Hatton and Feltham.

FURTHER READING



This section focuses on environmental effects associated with air quality and odour, noise and vibration and cultural heritage. Other environmental topics which will be of interest to residents of Bedfont, Hatton and Feltham are described at a high level in the **Consultation Document** and in more detail in the **Environmental Information Consultation Document**. These topics include consideration of Health, Community, Socio-economics, recreation and amenity, ecology and landscape and visual effects.

6.0

Opportunities for Bedfont, Hatton and Feltham

Our proposals would bring some changes to Bedfont, Hatton and Feltham. We recognise that these changes would affect residential properties, community facilities and the overall character of the area. Alongside this, we are committed to working with residents to manage these changes carefully, reduce impacts where possible and ensure Bedfont, Hatton and Feltham continue to have a sustainable future.





6.1 JOBS, SKILLS AND ECONOMIC OPPORTUNITIES

Heathrow expansion is expected to deliver a wide range of economic opportunities at a local, regional and national level, including up to 91,000 jobs created both locally and across the UK.

We will build on the success of the Heathrow Academy and our existing programmes and collaborations, including the World of Work programme to ensure that the benefits of Heathrow expansion are maximised for local communities and that there are clear pathways into work or training.

This would include engagement with primary schools, secondary schools and colleges through age-specific interventions including STEM-themed challenges, team building skills, essential skills masterclasses, insight days and in-person (as well as virtual) work experience. We would also share our skills needs with local education and training partners, so training remains relevant and supports more coordinated skills planning.

Heathrow expansion would create opportunities for local businesses, including small and medium-sized enterprises (SMEs), to take part in the project through our supply chain.

We already provide support through initiatives such as the SME Academy, which helps businesses build the skills and capability needed to compete for contracts and work with larger suppliers.

These opportunities are part of a wider programme of economic growth linked to Heathrow expansion.

FURTHER READING



For more information, please read our **[Economic Development Framework](#)**.



7.0

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
Information Points.



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.

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

We welcome your feedback on our proposals. This consultation is running for eight weeks between Tuesday 27 October to Tuesday 22 December 2026. Your feedback is important to us and will inform our plans as we prepare our DCO application.

Please submit your feedback by **23:59 on 22 December 2026** to ensure we can take it into account.

FURTHER READING



For more information and to view all our consultation materials, visit www.heathrow.com/expansion. There are also printed copies of the feedback form and this booklet at Information Points.

7.1 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 which will include a full Environmental Impact Assessment and a range of supporting technical documents.

We will also prepare and submit a report summarising the feedback we have received across our consultations and show how this feedback has shaped our final proposals.

7.2 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

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.

STAGE 2

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.

STAGE 3

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.

STAGE 4

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.

STAGE 5

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.

STAGE 6

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.

7.3 CONSULTATION EVENTS AND NEXT STEPS

CONSULTATION EVENTS

We are hosting consultation events throughout the consultation period where you can read more information about the project and share your feedback. Members of the project team will be available to answer questions about the proposals. You can also pick up printed copies of the consultation materials.

The consultation event in Bedfont, Hatton and Feltham is taking place on 18 November 2026 at 14:00 - 19:00 at Feltham Assembly Hall.

If you cannot make this event, a full list of consultation events is listed on the project website. You are welcome to attend any of the events.

NEXT STEPS

After this consultation has ended, we will review our proposals in light of your feedback, as well as the findings of our ongoing assessments and technical work.

We will then refine our proposal to build and operate a new runway at Heathrow before submitting our DCO application. This will include a report summarising the feedback you have given us and explaining how we have used it to update our proposal.

Thank you for taking part in our consultation and sharing your views with us.

HAVE YOUR SAY



We are holding a consultation event in your local area, come along to look at our proposals and speak to a member of Heathrow team:

**Feltham Assembly Hall -
18 November 2026, 14:00 - 19:00**

Hounslow Road, Feltham TW14 9DN

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





Heathrow

EXPANSION
CONSULTATION 2026