

Heathrow



ENTER ➤

IN YOUR AREA

Colnbrook, Poyle and Brands Hill

EXPANSION
CONSULTATION 2026

Contents

1.0	Introduction	
2.0	What we propose in Colnbrook, Poyle and Brands Hill	
2.1	Colnbrook, Poyle and Brands Hill today	12
2.2	Our proposals	18
2.3	Green space around Colnbrook, Poyle and Brands Hill	26
2.4	Utilities	28
2.5	Water environment	29
2.6	Airport boundary	30
2.7	Our transport proposals	32
2.8	Implications for travel after runway opening	34
2.9	Changes to our proposals in your area since 2019	38
2.10	Our proposed scheme	42
3.0	Property and compensation policies	
3.1	Land and property proposals	46
3.2	Noise insulation proposals	48
3.3	Community Compensation Fund	49
3.4	Compensation for commercial properties	50
3.5	Additional support and advice	51
4.0	How we would build it	
4.1	Construction in Colnbrook and Poyle (North), Brands Hill and Poyle (South)	54
4.2	Implications for travel during construction	91
5.0	Managing environmental effects	
5.1	Air quality and odour	94
5.2	Noise and vibration	95
5.3	Historic environment	96
6.0	Opportunities for Colnbrook, Poyle and Brands Hill	
6.1	Jobs, skills and economic opportunities	100
7.0	Have your say	
7.1	How we will consider your feedback	105
7.2	The Development Consent Order process	106
7.3	Consultation events and next steps	108

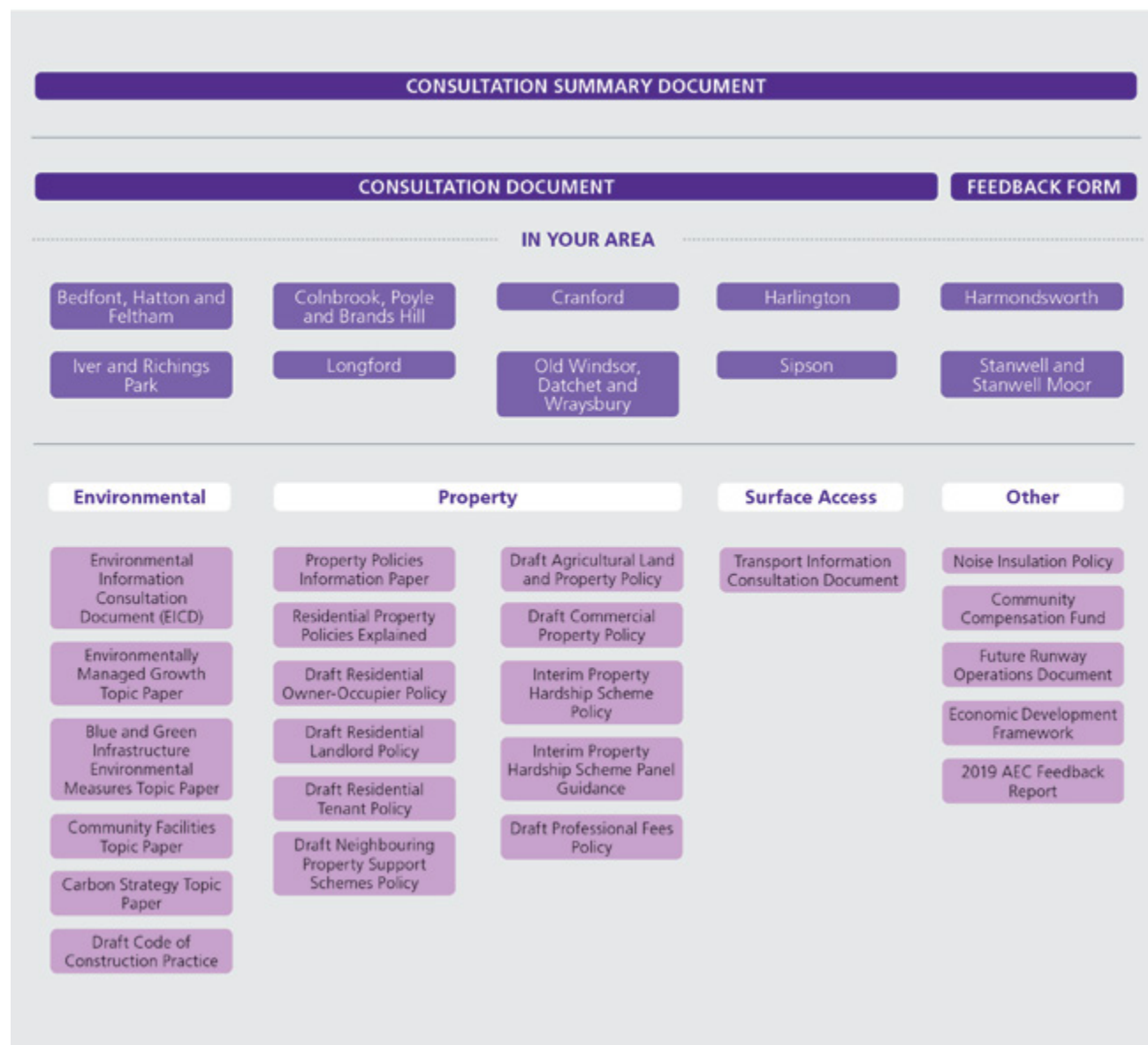
'IN YOUR AREA'

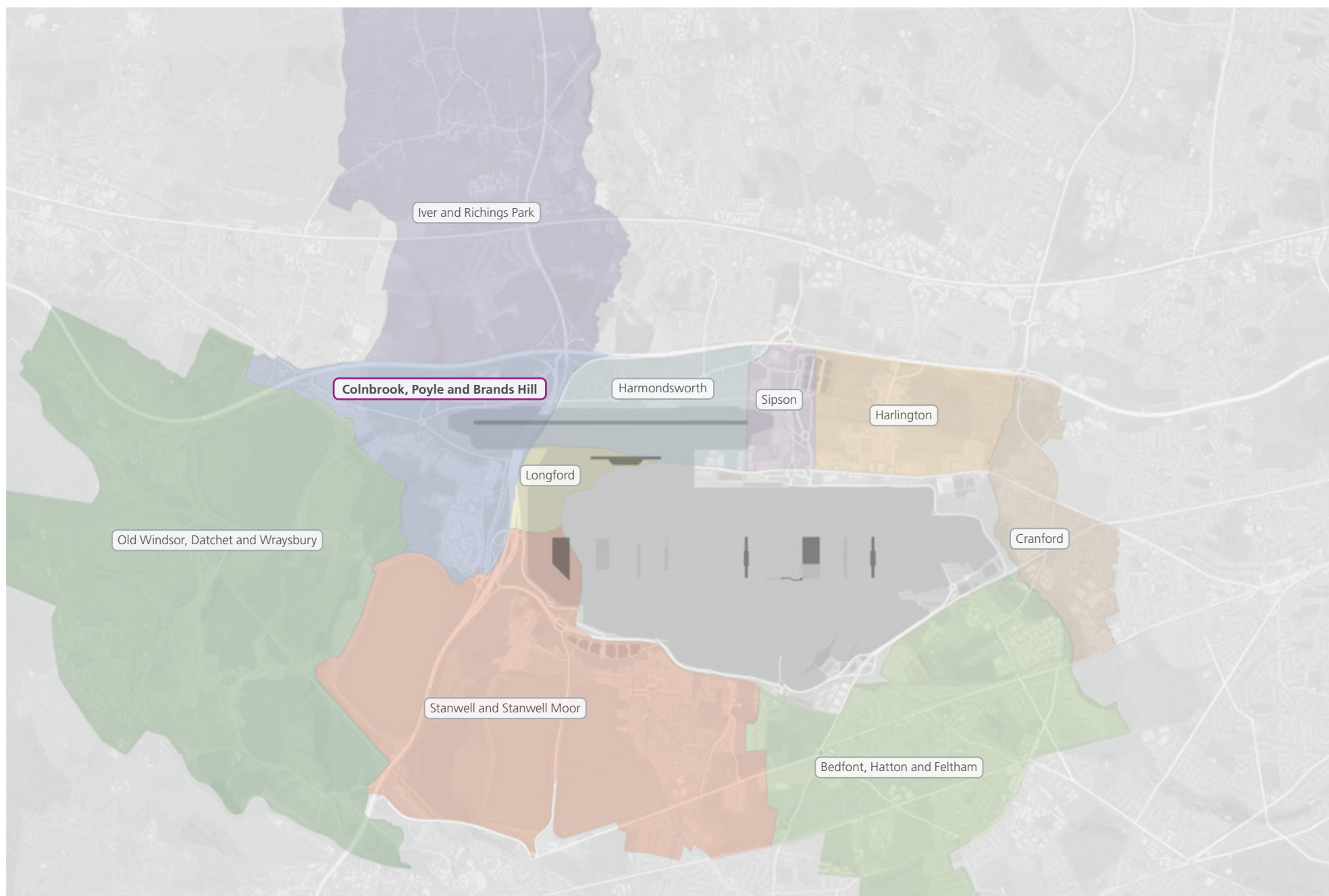
This booklet is one of ten 'In Your Area' booklets that we have produced for local communities around Heathrow (shown on the map on the right-hand side of this page) that would be directly affected by our proposals.

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.

We will be providing a support service for residents who live within the Compulsory Purchase Zone (CPZ). Our Wellbeing Support Service will be a free and confidential service, completely independent of Heathrow and delivered by qualified wellbeing and mental health professionals.





Mill House, Colnbrook

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

This 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 Colnbrook, Poyle and Brands Hill. From our conversations with you, we know that topics such as property and noise compensation, our transport proposals and our construction schedule are things that matter to you. You will find information on these topics in this document.

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:

**Colnbrook Village Hall – 10 November 2026
14:00 - 19:00**

Vicarage Way, Colnbrook, SL3 0RF

OVERVIEW OF CONSULTATION ACTIVITY TO DATE

We have held three rounds of consultation on our plans, including the most recent Airport Expansion Consultation in 2019. As part of that consultation, we presented our Preferred Masterplan which included our plans for a 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 and 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 proposals 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.



Colnbrook Village Hall

2.0

What we propose in Colnbrook, Poyle and Brands Hill





Colnbrook High Street

2.1 COLNBROOK, POYLE AND BRANDS HILL TODAY



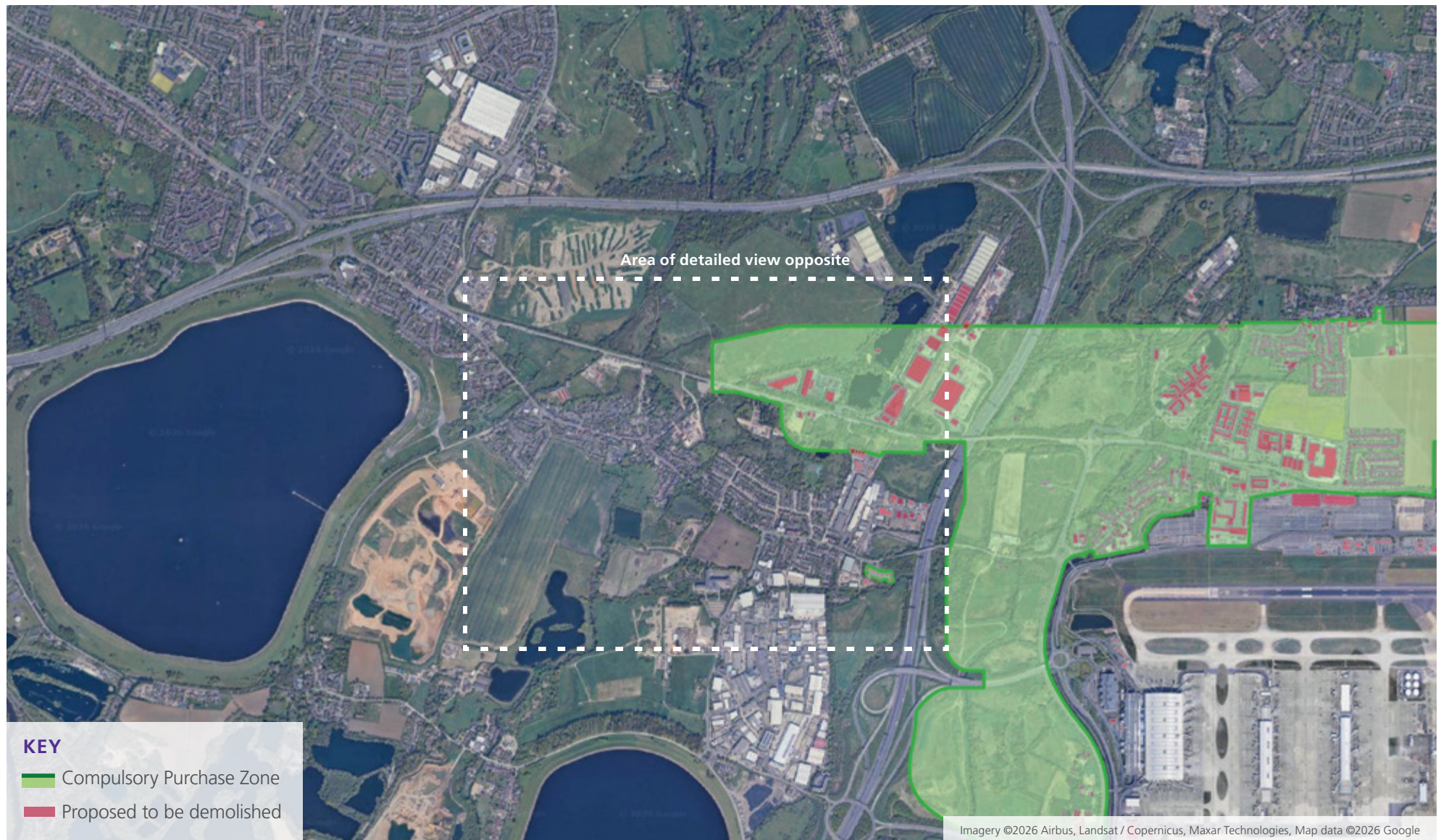
Colnbrook, Poyle and Brands Hill are located to the west of Heathrow Airport.

Colnbrook is a historic village centred around a conservation area, with a number of listed buildings and other heritage assets such as the Grade II* listed King John's Palace and The Ostrich Inn. Poyle and Brands Hill are characterised by a mix of residential communities and industrial areas, with Brands Hill located along the A4 corridor.

Rail services are available nearby from Langley Station and Heathrow Terminal 5, providing connections towards central London and the wider rail network. The A4, M4 and M25 provide strategic connections to Heathrow and the wider road network, while Bath Road, Colnbrook High Street and Poyle Road provide important local connections between the adjoining communities. Bus services connect Colnbrook, Poyle and Brands Hill with Heathrow Airport, Langley, Slough and surrounding areas.

The character of the area is shaped by the waterways and open landscape of the wider Colne Valley, including Colne Brook and Horton Brook, together with the Queen Mother Reservoir. Heathrow Airport forms a prominent part of the context immediately to the east, while the wider area connects towards Langley and Slough to the north and west, and Datchet, Horton and the wider Colne Valley landscape to the south and west.





Aerial view of our proposed demolitions in Colnbrook, Poyle and Brands Hill

Google Maps is a trademark of Google LLC

IN COLNBROOK AND POYLE

As part of our expansion proposals, 16 residential properties in Colnbrook would be demolished and other community and business facilities in Colnbrook, Poyle and Brands Hill would be affected. The plan on these pages show some of the key boundaries which relate to this area. This includes the Compulsory Purchase Zone which is land proposed for the expansion. Other areas outside of the Compulsory Purchase Zone 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 Order limits which can be seen on page 46. Buildings in this area that would be demolished are highlighted on these aerial views.

The aerial view shows how the airport's boundary fence and proposed noise barrier would relate to the villages of Colnbrook, Poyle and Brands Hill.

FURTHER READING



To find out more about property, land and compensation policies, see [Chapter 3 'Property and Compensation'](#)

KEY

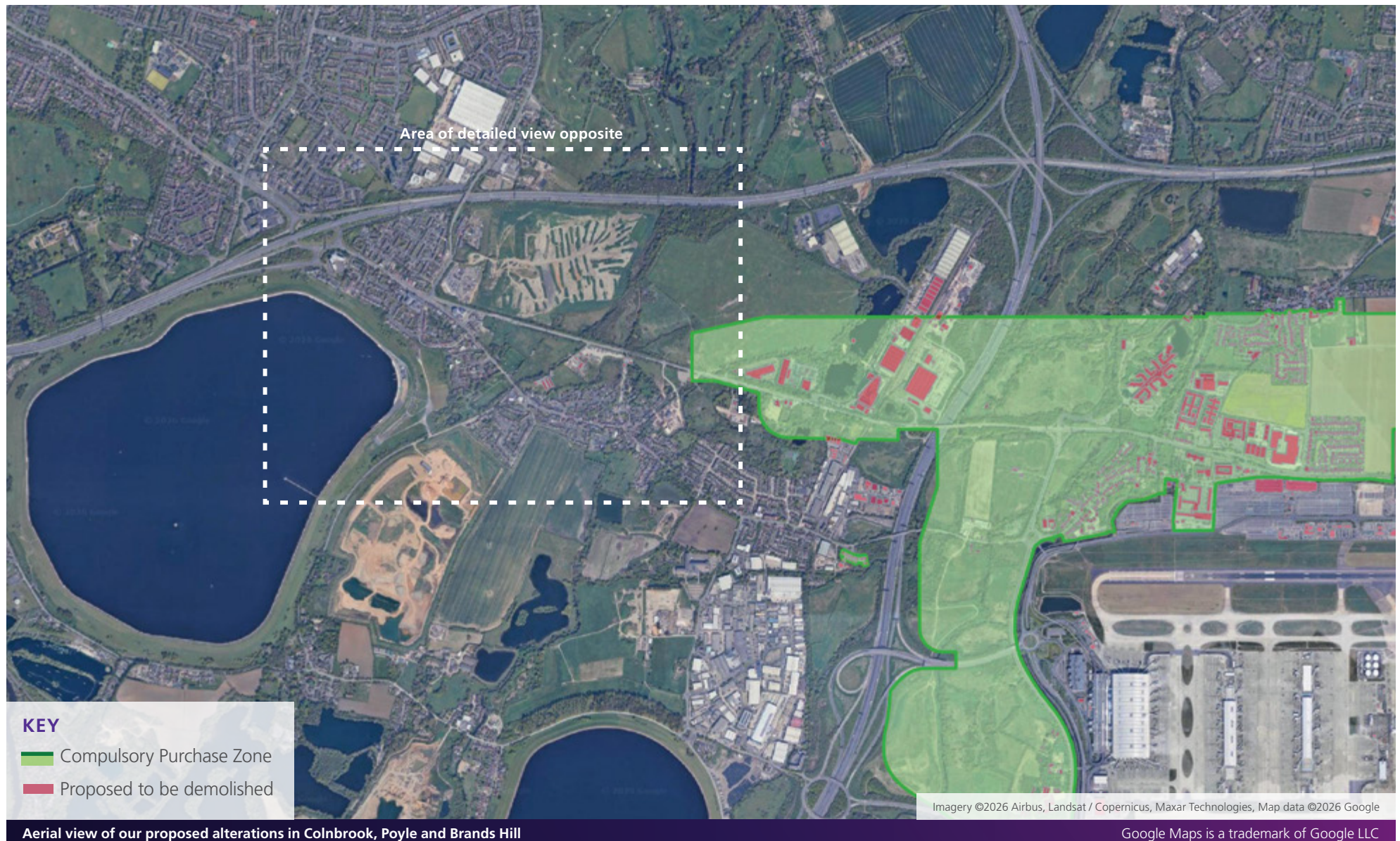
- Compulsory Purchase Zone
- Indicative noise barrier
- - - Proposed future Airport boundary fence
- Proposed to be demolished



Imagery ©2026 Airbus, Landsat / Copernicus, Maxar Technologies, Map data ©2026 Google

Aerial view of our proposed demolitions in Colnbrook and Poyle

Google Maps is a trademark of Google LLC



IN BRANDS HILL

As part of our expansion proposals, some community and business facilities in Brands Hill would be affected. The plan on these pages show some of the key boundaries which relate to this area. This includes the Compulsory Purchase Zone which is land proposed for the expansion. Other areas outside of the Compulsory Purchase Zone 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 Order limits which can be seen on page 46. Buildings in this area that would be demolished are highlighted on these aerial views.

The aerial view shows how the airport's boundary fence and proposed noise barrier would relate to the villages of Colnbrook, Poyle and Brands Hill.

FURTHER READING



To find out more about property, land and compensation policies, see [Chapter 3 'Property and Compensation'](#)

KEY

- Compulsory Purchase Zone
- Indicative noise barrier
- - Proposed future Airport boundary fence
- Proposed to be demolished



Imagery ©2026 Airbus, Landsat / Copernicus, Maxar Technologies, Map data ©2026 Google

Aerial view of our proposed alterations in Brands Hill

Google Maps is a trademark of Google LLC

2.2 OUR PROPOSALS

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

OVERVIEW

We acknowledge that our proposals would bring substantial changes to Colnbrook, Poyle and Brands Hill and that this will be difficult for residents.

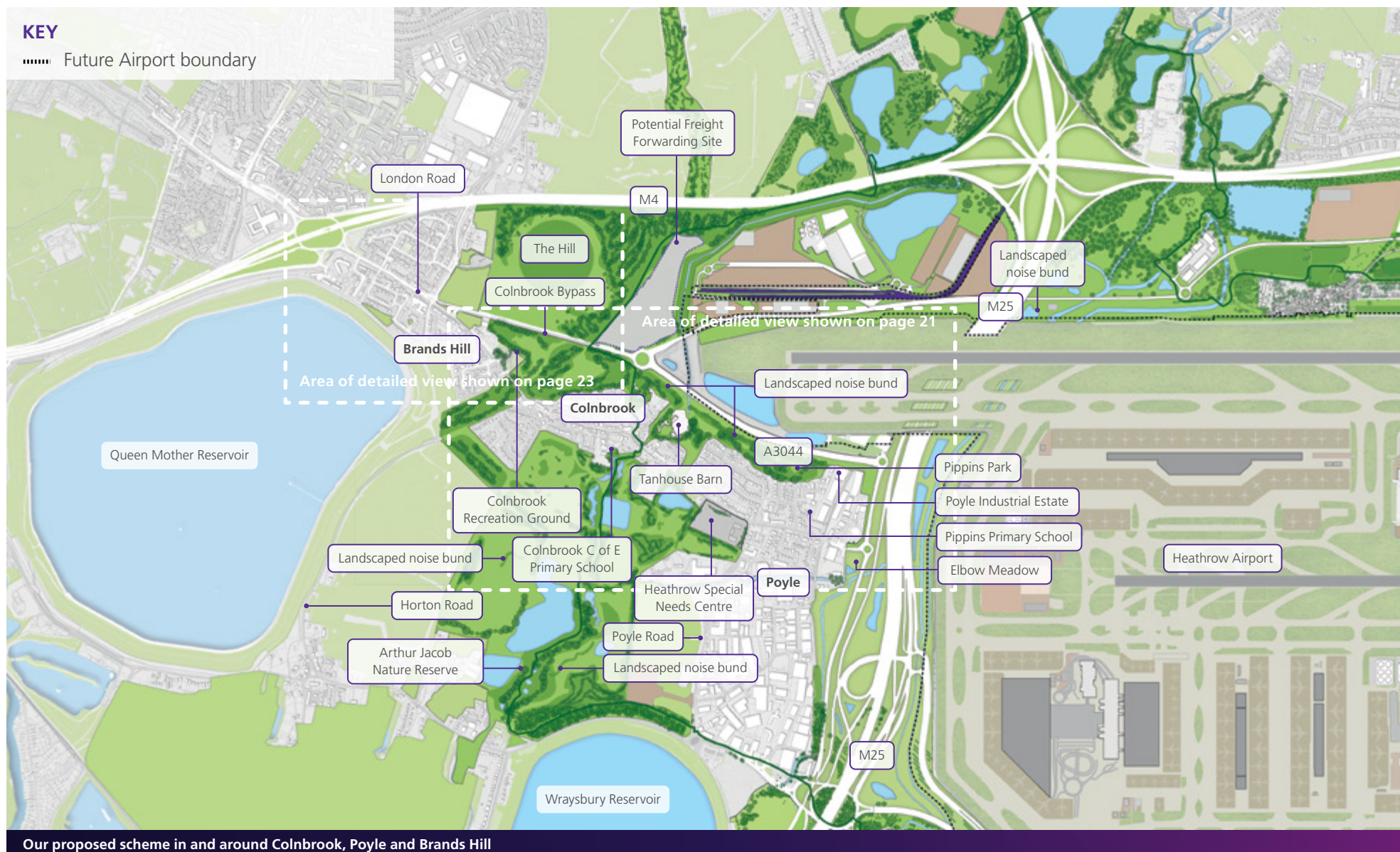
If development consent is granted, there would be a number of changes in Colnbrook, Poyle and Brands Hill to support future operations and expansion of the airport, which means:

- 16 residential properties located in Elbow Meadow in Colnbrook would be demolished. These properties are on land that is proposed for expansion: the Compulsory Purchase Zone (CPZ).
- All other properties in Colnbrook, Poyle and Brands Hill fall within the Wider Property Offer Zone (WPOZ), a defined area close to the runway.
- A new freight forwarding site is being considered to the south of the M4 within the railhead area.
- A replacement waste facility for the displaced Grondon Recycling and Waste facility would be considered within the railhead area. The Heathrow Special Needs Centre is proposed to be relocated to a site south of Poyle High Street.
- The A4 Colnbrook Bypass would be re-routed round the north of the runway and the A3044 would move to the west of the M25, connecting to an enlarged Junction 14 roundabout.
- Part of the M25 would be realigned and moved into a tunnel, with some junctions connecting to Heathrow and the M4 requiring improvement. As a result, the M25 would move closer to Poyle.
- A 25 kilometre recreational route surrounding the airport (called 'the Green Loop') would be created to link local communities. This would be connecting to Colnbrook, Poyle and Brands Hill.
- Landscape features (including The Hill).
- Our noise insulation schemes would be updated to reflect the impact of noise from the new runway on local community facilities, including schools.

FURTHER READING



To find out more about property, land and compensation policies, see [Chapter 3 'Property and Compensation'](#)



There have been changes to our proposals within the Colnbrook, Poyle and Brands Hill area since the 2019 Airport Expansion Consultation, to take into account the feedback we received and the further technical work that has been undertaken.

This includes the following key updates:

- A temporary slip road from the westbound M4 to divert construction traffic away from the local road network. Temporary bridges are proposed to connect the borrow pit north of the M4 with the Construction Support Site in Brands Hill.
- Three previously proposed borrow pits BP03, BP04 and BPA4 are no longer required. These sites may instead be used for flood and thermal storage, and as a drainage pond.
- A proposed landscape bund would be located to the north of Pippins Park. The land lost would be reprovided immediately east of Pippins Park, including the sports courts.
- There have been updates to the proposed road layout of the realigned M25.
- We have proposed improvements to green open spaces and nature reserves around Colnbrook, Poyle and Brands Hill, as well as improving access to these areas.
- Extension of the draft Order Limits (the boundary of the area needed for construction and operation of the project) to allow for more comprehensive heritage environmental measures. We are exploring ways to potentially improve the public realm in Colnbrook Conservation Area.
- We have developed our proposals to provide noise mitigations for community facilities in the area, including schools.
- Construction stages have been set out in greater detail, including updated construction controls, safety requirements and traffic management measures (as summarised in [Chapter 4](#) of this booklet).

More information about these and other proposed changes can be found in Section 2.9 of this booklet.



Illustrative diagram of local interventions in Colnbrook, Poyle and Brands Hill

NEW AIRPORT INFRASTRUCTURE AND SUPPORTING FACILITIES

Our proposals for Heathrow expansion include freight forwarding sites in Colnbrook, Poyle and Brands Hill.

FREIGHT FORWARDING

Freight forwarding facilities are 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 new runway.

A new freight forwarding site is being considered to the south of the M4 within the railhead area. The proposed location is near planned or existing industrial area, close to major roads and is within around five miles of the airport's cargo entrance, helping to reduce impacts on local communities.

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 is 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.

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.

AVIATION FUEL AND REPROVIDED FREIGHT RAILHEAD

A freight railhead is a facility where goods are transferred between rail and other modes of transportation, such as onto roads or into pipelines.

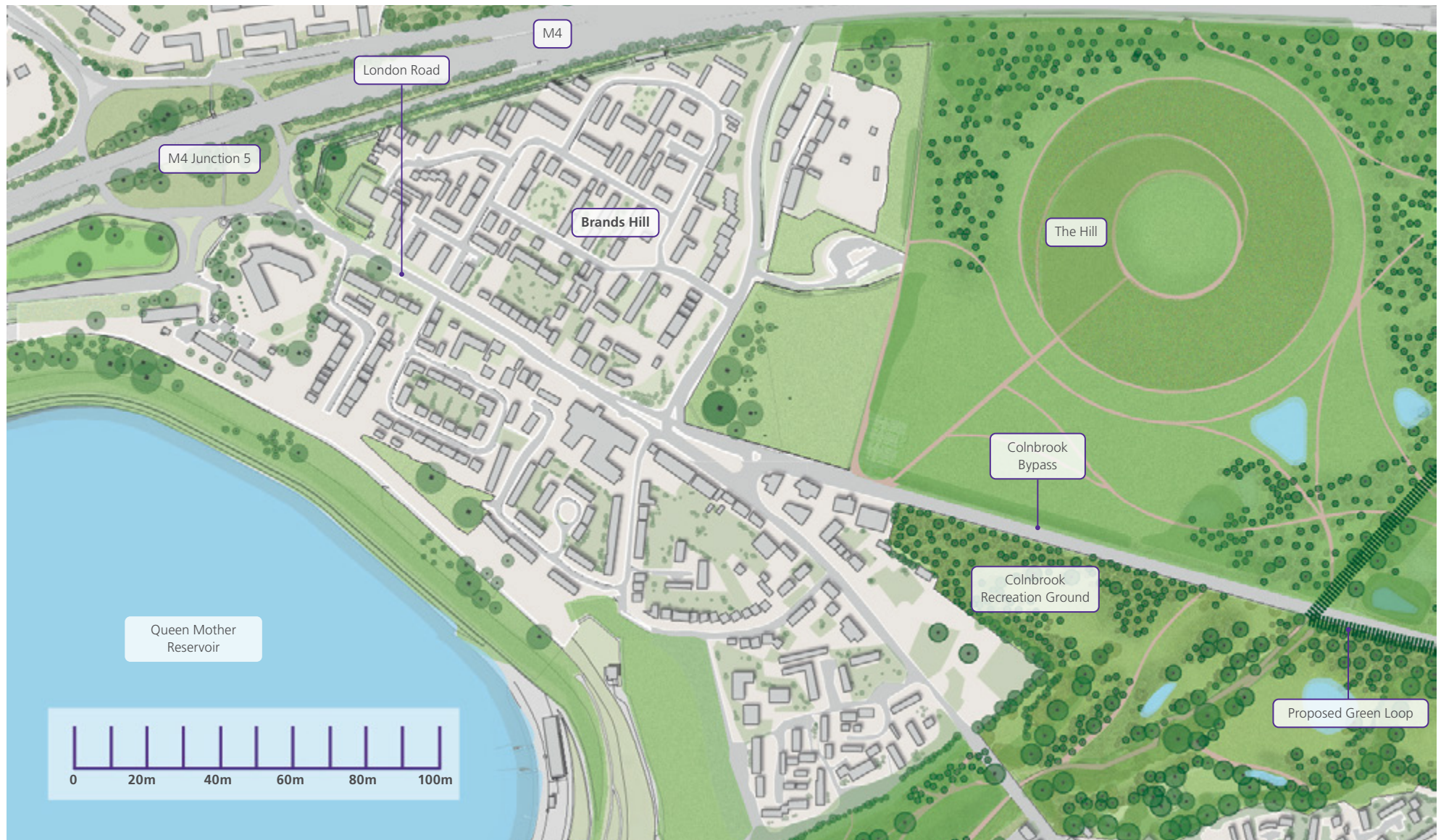
The existing TotalEnergies Fuel Railhead at Colnbrook Rail Terminal would be affected by the airport expansion. As part of our proposals, we would re-provide this facility on land between the M4 and the realigned Colnbrook Bypass. The new freight railhead would be built early in our construction programme so that it can support our construction activities, but it is proposed to remain in place permanently after this period for aviation fuel transfer.

Aviation fuel would continue to arrive at Heathrow using four fuel pipelines. Where necessary, the route of these pipelines would be diverted to accommodate the expanded airport, but would continue to connect to one of two fuel receipt facilities: the Northern Fuel Receipt Facility (NFRF) and the Southern Fuel Receipt Facility (SFRF). The NFRF – located within the airport boundary – would be affected by the Heathrow expansion. We would re-provide this facility between the realigned A3044 and the proposed new runway, within the new airport boundary. This would be closer to Colnbrook, Poyle and Brands Hill than it is today, but we do not expect there to be any impacts.

LAKESIDE ENERGY FROM WASTE

Lakeside Energy from Waste is located north of the A4, south of the M4 and between the Colne Brook to the west and the M25 to the east. The facility has been operational since 2010 and processes residual non-hazardous and clinical waste.

Due to the location of the proposed new runway, this facility would need to be demolished. We are continuing to work with the operators to provide support for its potential reprovision in the area by allowing sufficient space in our scheme for the relocated facility. The relocated facility would not however form part of our DCO application, and the operators would need to progress a separate planning application for a new facility. This would be decided by Slough Borough council.



Our proposed scheme for Brands Hill

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.

REPROVIDED HEATHROW SPECIAL NEEDS CENTRE

Heathrow Special Needs Centre provides a community farm environment with facilities designed for people aged five and above with disabilities and special needs. It is currently in Longford and therefore would need to be relocated as part of our proposals. We recognise that there are additional considerations to take account for the people who use this centre.

A potential replacement site has been identified to the south-west of Poyle, close to the existing facility, with good accessibility and connectivity for existing users and for surrounding communities.

We are working with Slough Borough Council and the Board of Trustees for Heathrow Special Needs Centre to ensure the new facility meets their requirements. As a result, an additional area has been included in the draft Order Limits, increasing the area initially considered by around one-third.

COMMUNITY FACILITIES SENSITIVE TO ENVIRONMENTAL CHANGE

While no built community facilities in these areas would be directly demolished as a result of land use change, they would be subject to other changes including environmental change. We are assessing how community facilities could continue to operate safely during construction and airport operations, including managing any potential noise impacts.

Sensitive community facilities that we are assessing include schools, early years settings and places of worship – in Colnbrook, Poyle and Brands Hill this includes Pippins School, Colnbrook C of E Primary School, Vicarage Way Children's Centre (though we acknowledge this has recently closed), St. Thomas' Parish Church and Bright World Nurseries.

All potentially affected sensitive community facilities would be assessed 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 change linked to Heathrow expansion. We will do this through engagement with these facilities and any other relevant organisation or public body including Slough Borough Council (as the local education authority).

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.

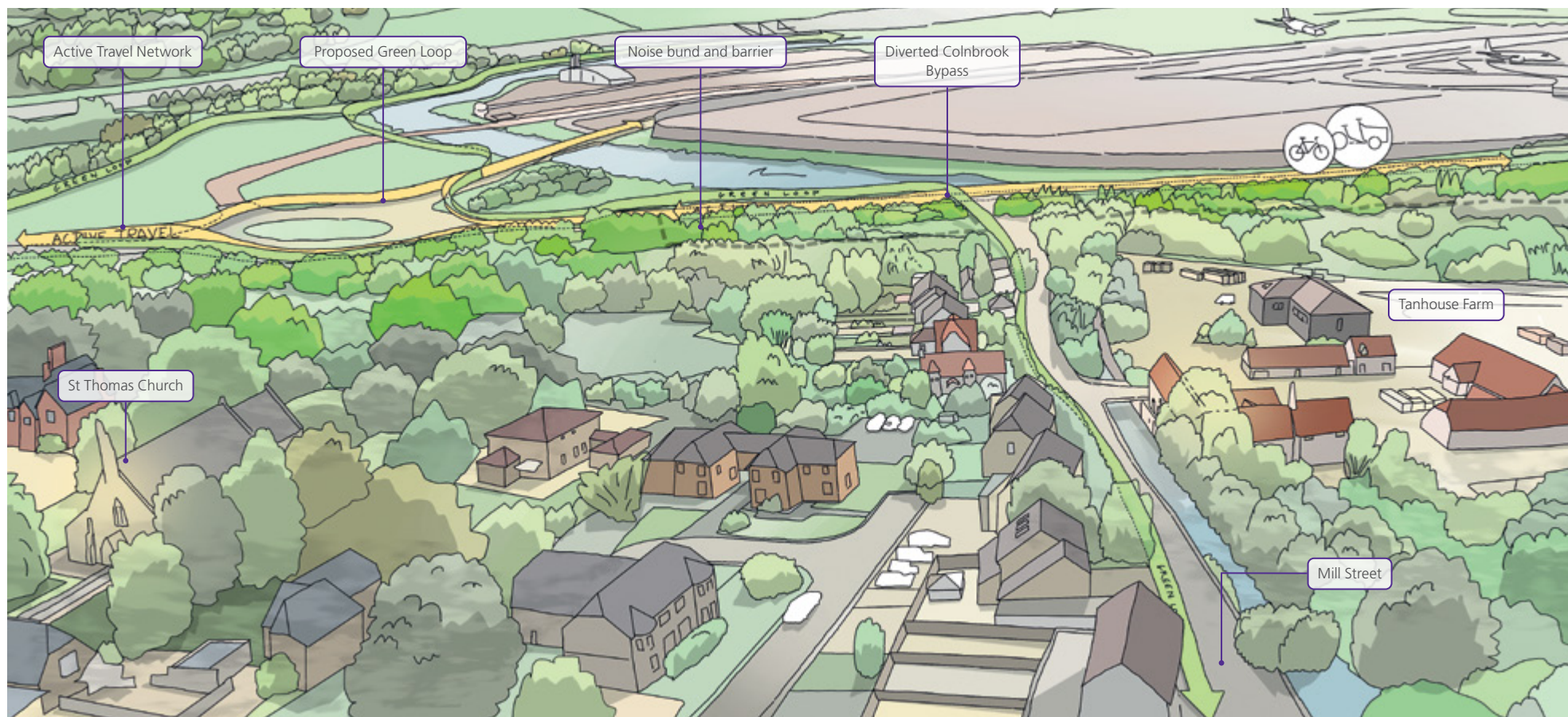
UKADS was established in May 2026 by the Department for Transport and the CAA as a single organisation to coordinate and sponsor future airspace changes across London and the southeast. Updated airspace designs will be decided through an independent process which includes separate public consultation,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



Illustrative sketch view of the proposed Mill Street Green Loop, Active Travel Network, Airport Expansion and Landscape Mitigation Strategies

2.3 GREEN SPACE AROUND COLNBROOK, POYLE AND BRANDS HILL

This section covers the green space around Colnbrook, Poyle and Brands Hill and our proposals for the local landscape. We recognise that all three communities would change permanently. New airport buildings and roads would be much more noticeable, particularly around Poyle and along the M25 and A4, and there would be less open land between the airport and where people live.

It is a requirement, per national policy, for Heathrow to replace any open space lost for airport expansion with space that is at least as good, in size, quality and ease of access. Our proposals include creating new areas of open space locally to replace any land that would be lost, along with new planting around the villages, work to the river corridors, and to walking and cycling routes. These routes would be designed as part of green corridors that wildlife can also use to move between habitats and open spaces.

PARKS AND OPEN SPACES

Pippins Park is the main open space serving Colnbrook and Poyle. Along its northern edge we would build a landscape bund, a broad grassed mound planted with trees and hedging. This would form part of Slough Borough Council's proposed 'green envelope' around Colnbrook and Poyle. The bund would help reduce noise from, and screen views of aircraft taxiing on the ground. The strip of land needed for the bund would be replaced with new open space on the eastern side of the park. The tennis and basketball courts would be affected by the bund and by the realigned A3044 Stanwell Moor Road. They would stay in the park and move to its eastern side. Where practicable, they would be ready to use before the existing courts close, so there is no gap in provision.

Albany Park and Colnbrook Recreation Ground would remain unchanged, and would continue serving the local community as they do now. The proposed Green Loop and new walking and cycling routes would be built through Crown Meadow. Most of the meadow would be unaffected, and it would function as it does now but with stronger connections out to the countryside around it. The proposed Green Loop would also pass through Poyle Poplars which would mean some disturbance during construction works, but over time the space would be better connected.

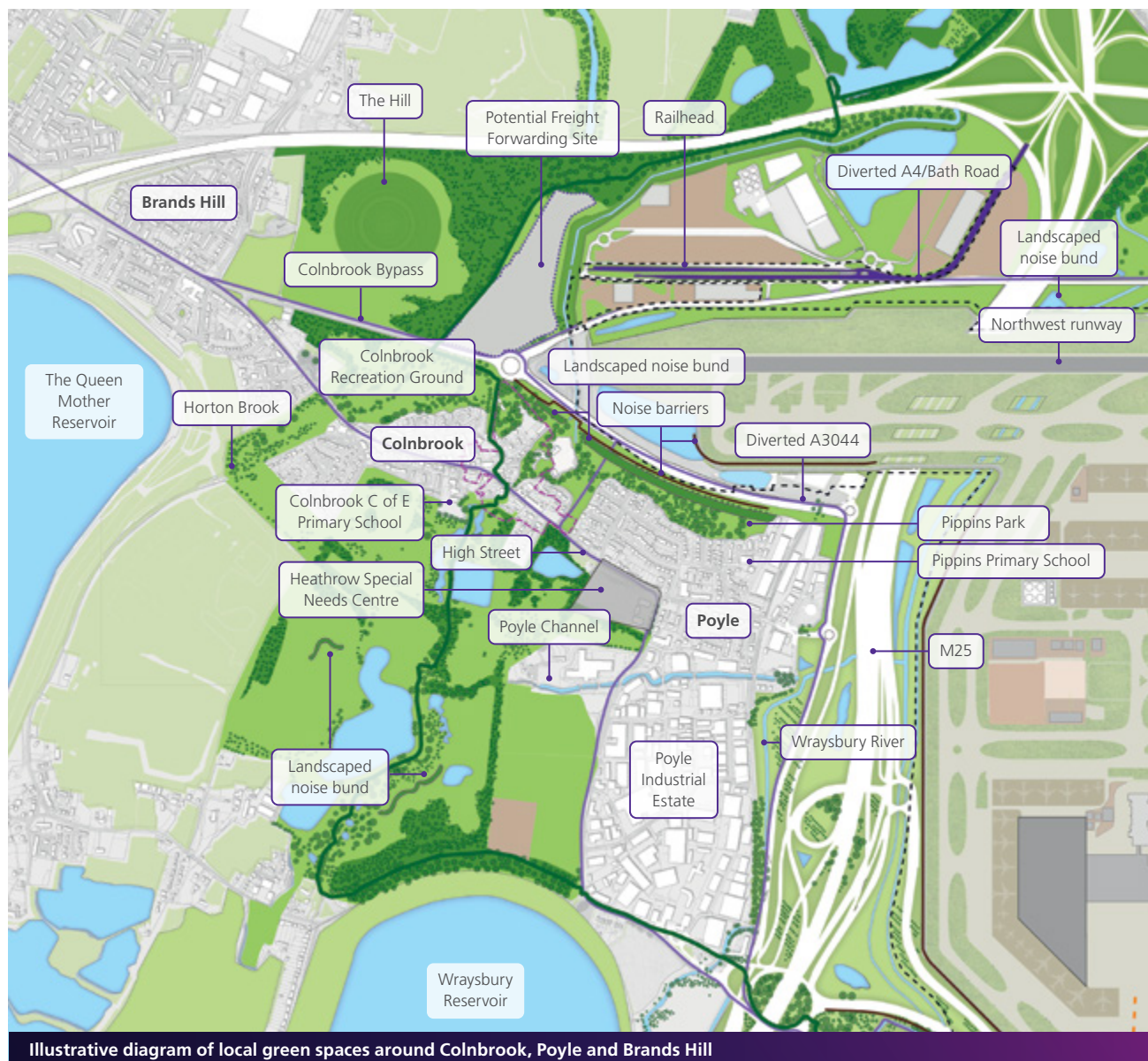
NEW LANDSCAPE FEATURES

We would strengthen the woodland and tree planting around Colnbrook and Poyle to create a green envelope around the villages, providing a buffer between the villages, the airport and the realigned roads. Existing woodland and the trees in Poyle Poplars would be kept.

The Colne Brook, Horton Brook and Poyle Channel would stay as the main watercourses south of the M4. Otters already use these channels, and new planting along the banks should give them and other wildlife better places to feed and shelter. The Arthur Jacob Nature Reserve, on the edge of Poyle, would become part of the proposed Green Loop. Next to it, at Eric Mortimer Rayner Memorial Lakes, we would add shallow pools and planting at the water's edge for water birds, in place of an earlier proposal for new small lakes. Visitors to the reserve should see more birdlife as a result. We will continue to work closely with stakeholders, including Colne Valley Regional Park and local authorities to understand local priorities.

A green bridge would be built over the realigned A4, where it crosses the Horton Brook. The proposed Green Loop and the Colne Valley Way would cross here, so people can use the bridge on foot or by bike.

A landscape Hill will be formed using excavated material from the expansion, thereby reducing unnecessary traffic on the local road network. The Hill will also provide a unique opportunity for biodiversity and views over the Colne Valley.



Illustrative diagram of local green spaces around Colnbrook, Poyle and Brands Hill

KEY

- Existing green space
- Proposed green space
- Trees
- Water bodies/water channels
- Proposed Active Travel Network
- Proposed Green Loop
- Proposed operational facilities
- - Conservation area
- Heathrow Special Needs Centre
- Railhead
- - Future Airport boundary
- Proposed facilities

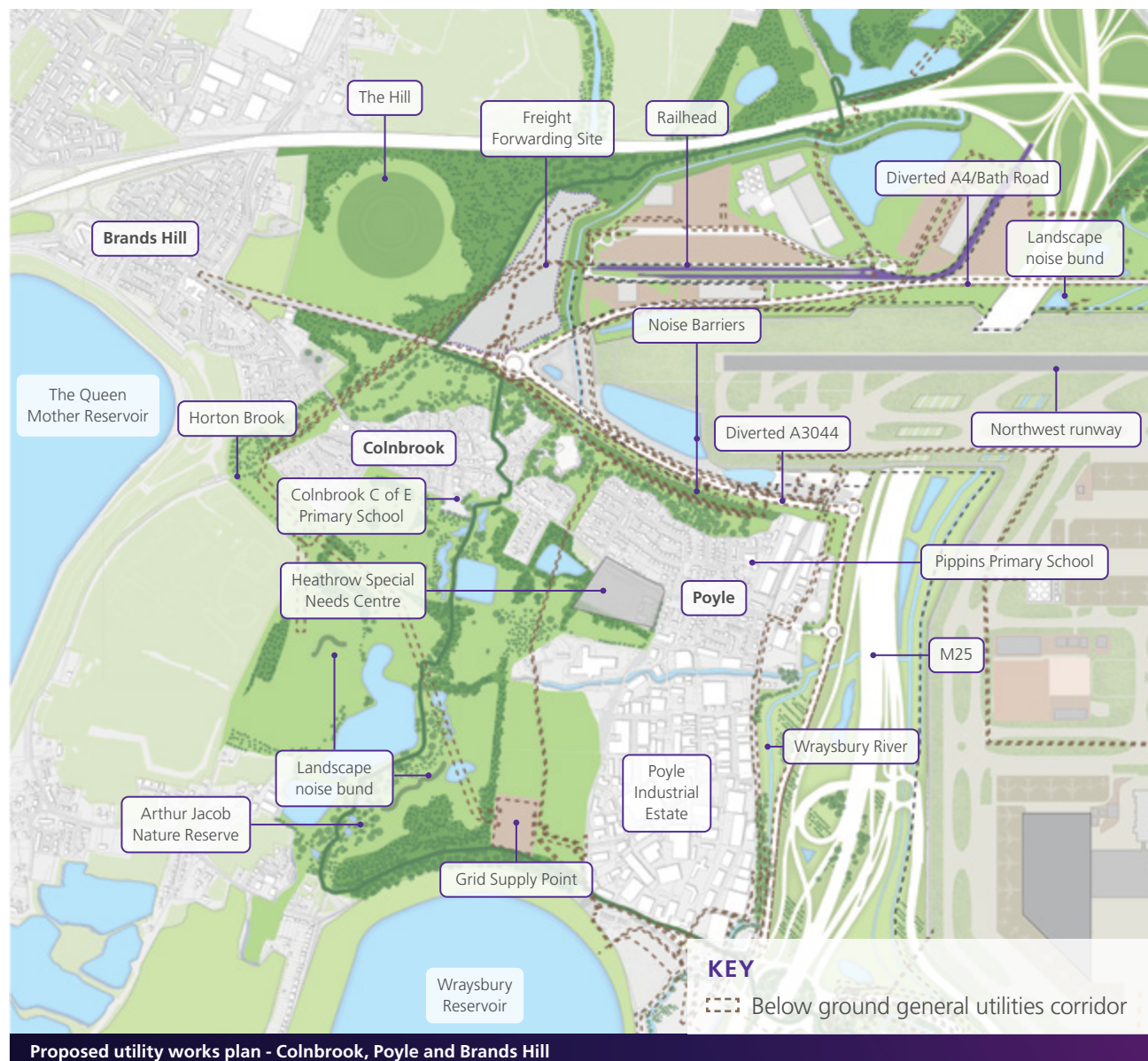
2.4 UTILITIES

Some existing utilities in Colnbrook, Poyle and Brands Hill may need to be diverted. The proposed utility diversions in this area predominantly comprise below ground infrastructure, which means most changes in this area would not be visible once operational.

This includes placing the existing 275kV and 132kV overhead powerlines which run through Brands Hill underground to meet aviation safety requirements. Key above ground utility works in this area also include a new Grid Supply Point and two compounds needed to connect overhead lines to underground cables.

We are also re-locating a fuel metering station, fuel receipt facility and a substation adjacent to the expanded airfield boundary in this area as above ground facilities next to one another.

We would aim to minimise disruption to utility supplies for residents, community facilities and businesses during construction. For this reason, proposed utility diversions have been aligned with new roads wherever possible. Where interruptions are unavoidable, we would minimise their duration and provide advance notification for those impacted locally.



2.5 WATER ENVIRONMENT

To accommodate our proposals, several rivers to the west of the airport would need to be modified.

The River Colne, Wraysbury River and Bigley Ditch would combine near Harmondsworth Moor before entering the Covered River Corridor, which would take the combined channels beneath the proposed new runway.

The Duke of Northumberland's River would merge with the Longford River to the north of Heathrow and pass through the Covered River Corridor before rejoining their original courses.

The Colne Brook, Horton Brook and Poyle Channel run through and around Colnbrook and Poyle, and all three would stay as the main watercourses in the Colnbrook, Poyle and Brands Hill area. Downstream flows would be kept as they are today, so the water reaching the channels here would not change.

North of Colnbrook, the Colne Brook would be moved around the proposed railhead and rebuilt as a more natural channel through the Colne Valley. It would gently wind rather than run straight, with varied shapes, shallow edges and new planting along the banks, so it works better for fish, insects and other wildlife. Much of the ground here was quarried and later filled with waste, so where the new channel crosses old landfill it would be lined to keep the water away from what is buried underneath.

Some of the lakes north of the villages would be filled in to make room for the new runway and the moved Colne Brook, including Colnbrook North, Colnbrook West, Orlitts Lake and Swan Lake. Old Slade Lake would be partly filled in.

Groundwater here sits close to the surface and rises in wet weather, which already adds to flooding around Colnbrook and Poyle. We would design the new channels and the ground levels around them with that in mind. Where our works take away land that floods today, we would create new areas to hold flood water elsewhere in the Colne Valley, kept within the same river system and as close as we can to the land affected, so that flood risk is not increased here or anywhere else. These would be built in step with the river works, so there is no gap in flood storage while we are building.

Rainwater running off the new roads and airport buildings would be collected, held back and treated before it reaches the rivers, rather than being piped straight into them. Wherever there is room, it would be treated naturally, using ponds, reed beds and planted channels instead of underground pipes. Between the realigned A3044 and the Poyle Channel we would create a surface water attenuation and pollution control basin. It would hold back runoff from the new airport buildings and release it slowly, treating it before it reaches the channel, with habitat ponds alongside for wildlife.

FURTHER READING

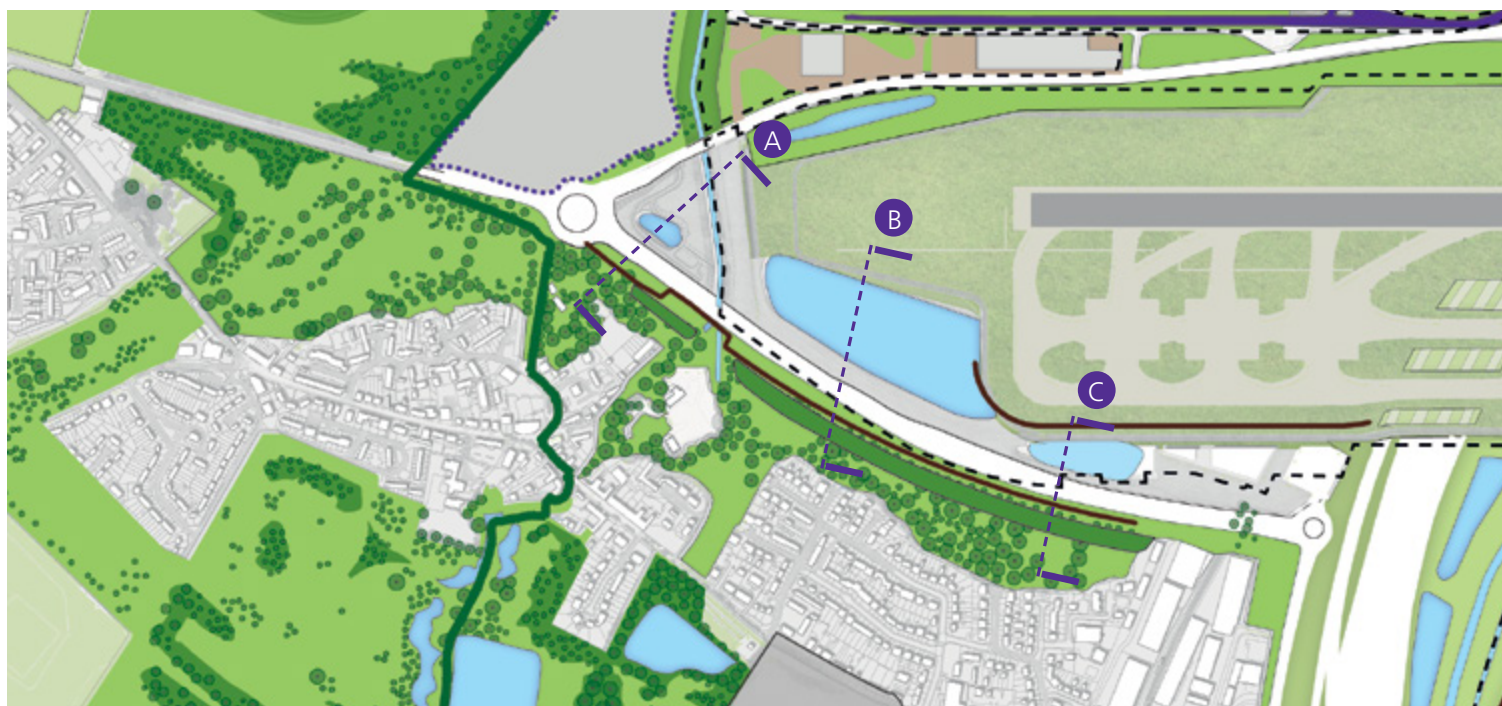


More information on this in the topic paper:
'Blue and Green Infrastructure Environmental Measures Topic Paper'

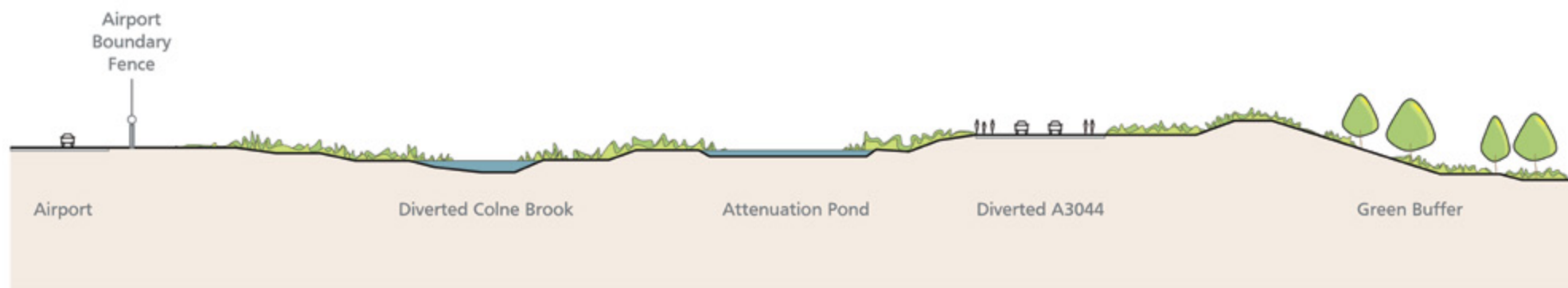
2.6 AIRPORT BOUNDARY

New areas of the airport would be fenced and secured like the current airport is today.

As indicated earlier, a landscaped bund is proposed to the southern side of the realigned A3044 and Colnbrook Bypass, which would further reduce views of and noise from the roads and airport. The bund would be planted with hedging and trees, with an acoustic fence along the boundary behind it.



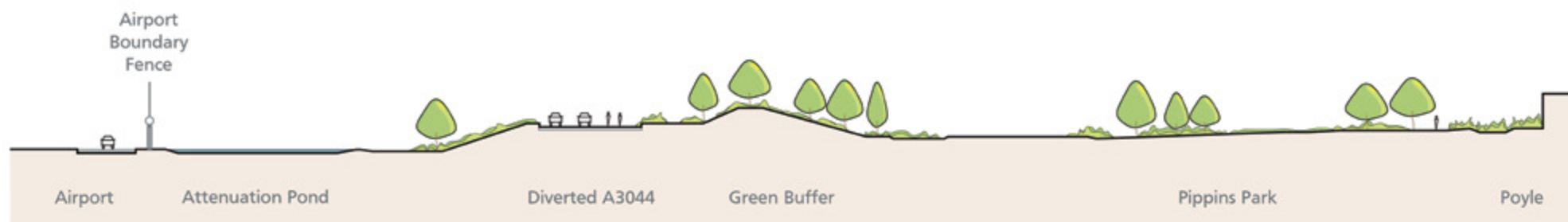
Illustrative diagram showing section locations A, B and C along the airport boundary near Colnbrook, Poyle and Brands Hill



Section A



Section B



Section C

Sketches illustrating the various landscape treatments at points A, B and C in Colnbrook, Poyle and Brands Hill

2.7 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 Colnbrook, Poyle and Brands Hill.

LOCAL ROADS

The A3044 would be realigned to accommodate the expanded airport. The new route would run to the west of the realigned M25 (see Strategic Roads section), connecting M25 Junction 14 with the realigned A4 north of Colnbrook. Horton Road would be realigned at its eastern end to connect to the modified M25 Junction 14.

Heathrow expansion would also result in the permanent removal of some roads in and around Colnbrook, Poyle and Brands Hill. Bath Road would be curtailed at a new junction with the realigned A3044 to the west of the M25, with the section to the east removed to create space for the expanded airfield.

We would also need to remove the northern end of the road serving the Colnbrook Industrial Estate, the eastern end of Galleymead Road, Mc Ardle Way, the Western Perimeter Road and Lakeside Road. In many cases, the land to which these roads currently provide access would either be within the footprint of the expanded airport or the highway boundary for the realigned A3044, M25 and A4.

STRATEGIC ROADS

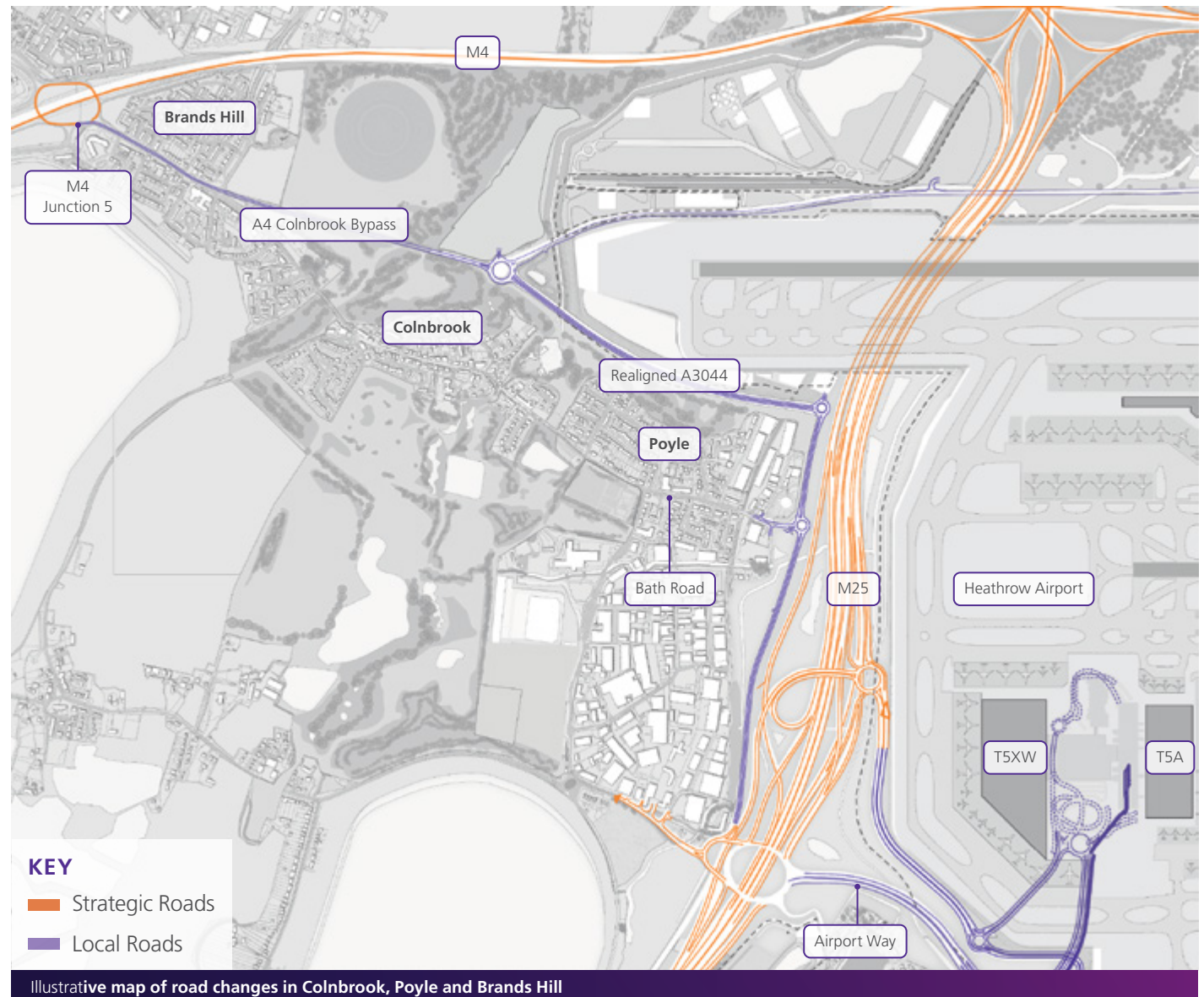
There would be changes to the wider strategic road network to accommodate the expanded airport boundary:

- The **M25** would be realigned between junctions 14 and 15, allowing it to pass under the proposed runway. We would also provide new link roads to facilitate this.
- The **A4 Bath Road** would also need to be realigned between Colnbrook and the existing A4 east of the Emirates Roundabout. The total length of the new A4 route would be approximately 6.5 kilometres, replacing the existing five kilometre A4 route. From west to east, the realigned A4 would diverge from the existing A4 route at a new junction north of Kings Park in Colnbrook; route over the northern end of Orlitts Lake, cross the M25 just south of Junction 15, pass to the north of Harmondsworth; and cross the M4 Spur to the north of Sipson.

FURTHER READING



For further information on our transport proposals, please refer to our [Transport Information Consultation Document](#).



2.8 IMPLICATIONS FOR TRAVEL AFTER RUNWAY OPENING

ROAD USERS

There would be an increase in people travelling to Heathrow once the airport has expanded. If not managed carefully, this could increase journey times and driver delay 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 Development Consent Order application. Currently, it has identified noticeable increases in morning and evening peak traffic around Colnbrook, Poyle and Brands Hill at the following locations:

- M25 between junctions 14 and 15.
- M4 between M25 Junction 15 and M4 Junction 5.
- A4 London Road / Colnbrook Bypass.
- Bath Road.

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 be able to accommodate forecasted traffic levels.

Our early transport modelling suggests that highway mitigation works may be needed at the M4 Junction 5 to accommodate changes in traffic associated with the project. Mitigation requirements will be identified based on updated modelling undertaken to support our Development Consent Order Application.

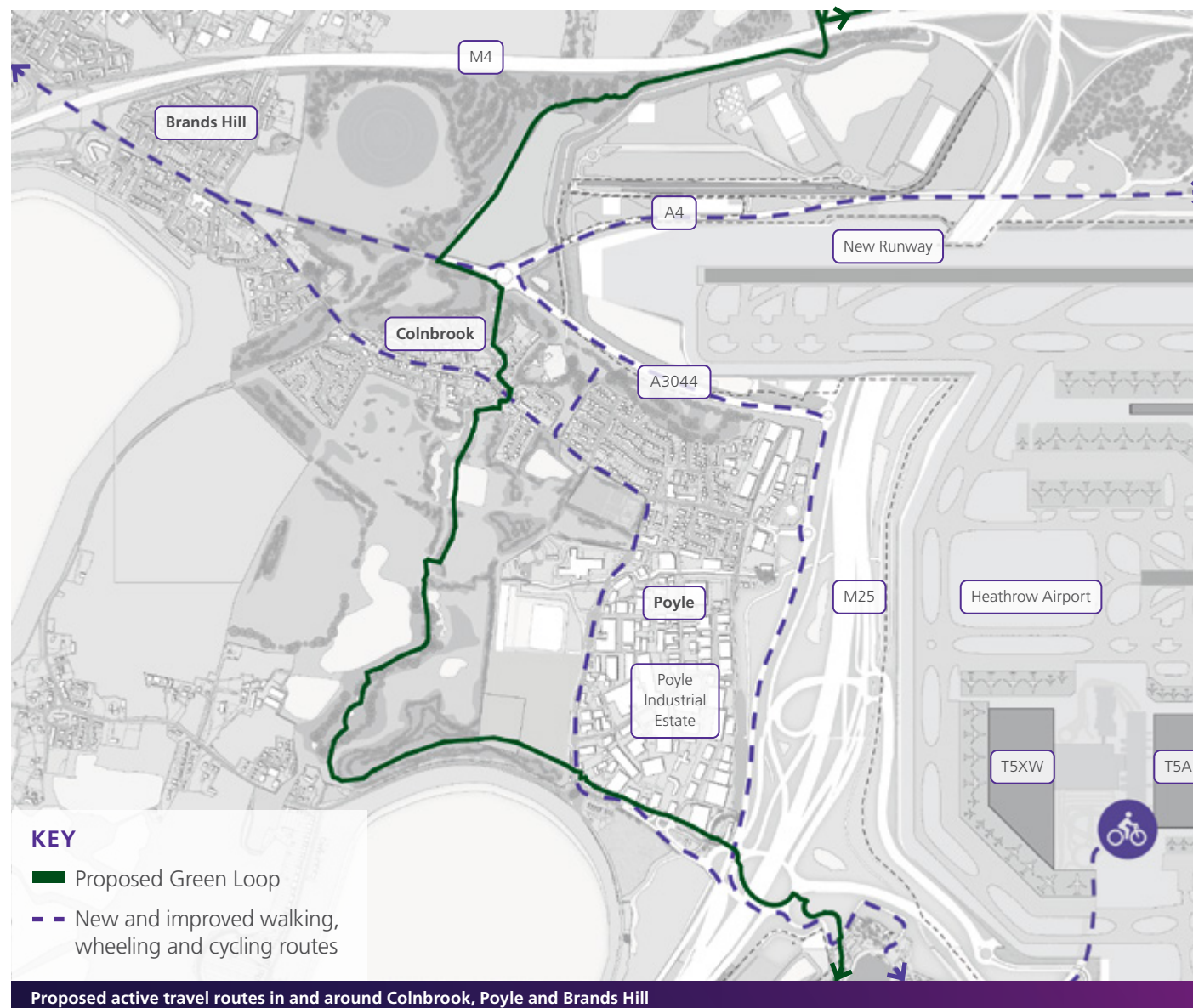
We have heard the concerns raised about the impact of anti-social behaviour caused by vehicles waiting in surrounding local areas and have therefore proposed a new second Authorised Vehicle Area for private hire vehicles as a change from the 2019 proposals. We are now proposing one location will be in 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 Western Perimeter Road or the A4 (including, for example, routes 7, 7X, A4, and 704) would need to be rerouted due to the proposed removal of the Western Perimeter Road and the re-alignment of the A4. Some bus routes through Colnbrook and Poyle (including, for example, routes 5, 81 and 703) would also need to be re-routed due to the curtailment of Bath Road at a new junction with the realigned A3044 west of the M25, and the removal of the section of Bath Road to the east of the M25.

We would work with external organisations who operate 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.



WALKING, WHEELING AND CYCLING

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

As part of our wider 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 is a strong existing network of Public Rights of Way and public footpaths in and around Colnbrook, Poyle and Brands Hill. In Colnbrook, Poyle and Brands Hill, this includes routes near Orlitts Lake 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 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 Development Consent Order application.

THE GREEN LOOP

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

In Colnbrook, Poyle and Brands Hill, the proposed Green Loop would provide a north-south connection across the A4. To the south of the A4, it would provide a link to the Arthur Jacob Nature Reserve and the Poyle Poplars via the Colne Brook. To the north, it would provide a link to the Colne Valley Trail, which crosses the M4 at Old Slade Lane, and Harmondsworth Moor via a route across the M25 to the south of Junction 15.

Busy roads make it hard to walk, wheel and cycle. In several places, the proposed Green Loop would pass underneath them instead, including at Bath Road, Poyle Road and the realigned A4, so people can get from one side to the other without crossing traffic.

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 Colnbrook, Poyle and Brands Hill:

- **Realigned A4** – provision of a cycle and pedestrian route on one side of the corridor. This would provide a safer connection from Langley through Colnbrook and across the northern side of the expanded airport, linking to proposed provision along the realigned A3044.

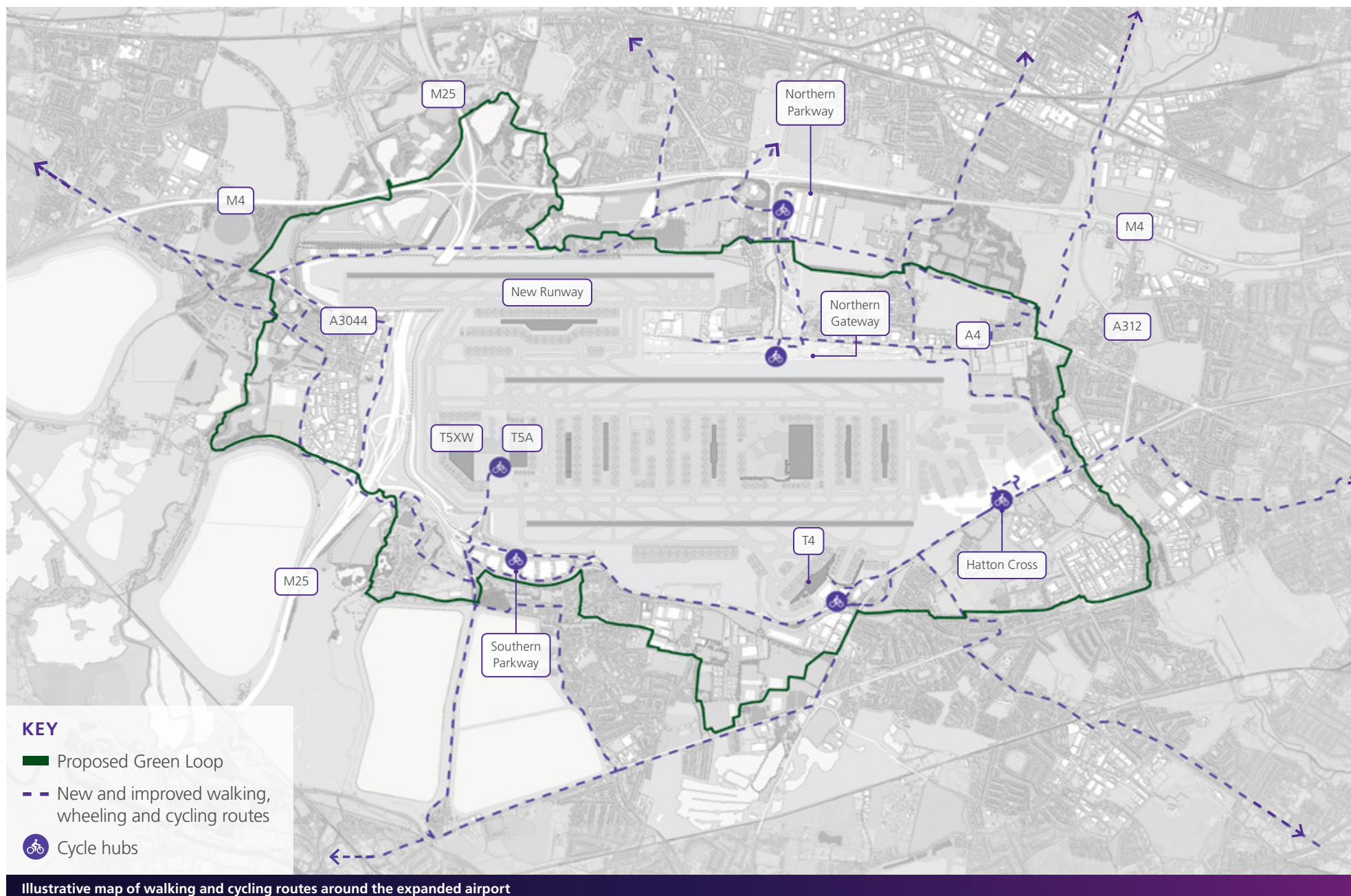
- **Realigned A3044** – provision of a pedestrian and cycle route on one side of the corridor, connecting to provision along the realigned A4.
- **Poyle Road/Bath Road** – to support access through Colnbrook and Poyle and connect to Brands Hill and Langley via the A4. These improvements would link into the proposed Green Loop in Colnbrook and at the southern end of Poyle Road near Poyle Poplars.

CYCLE HUBS

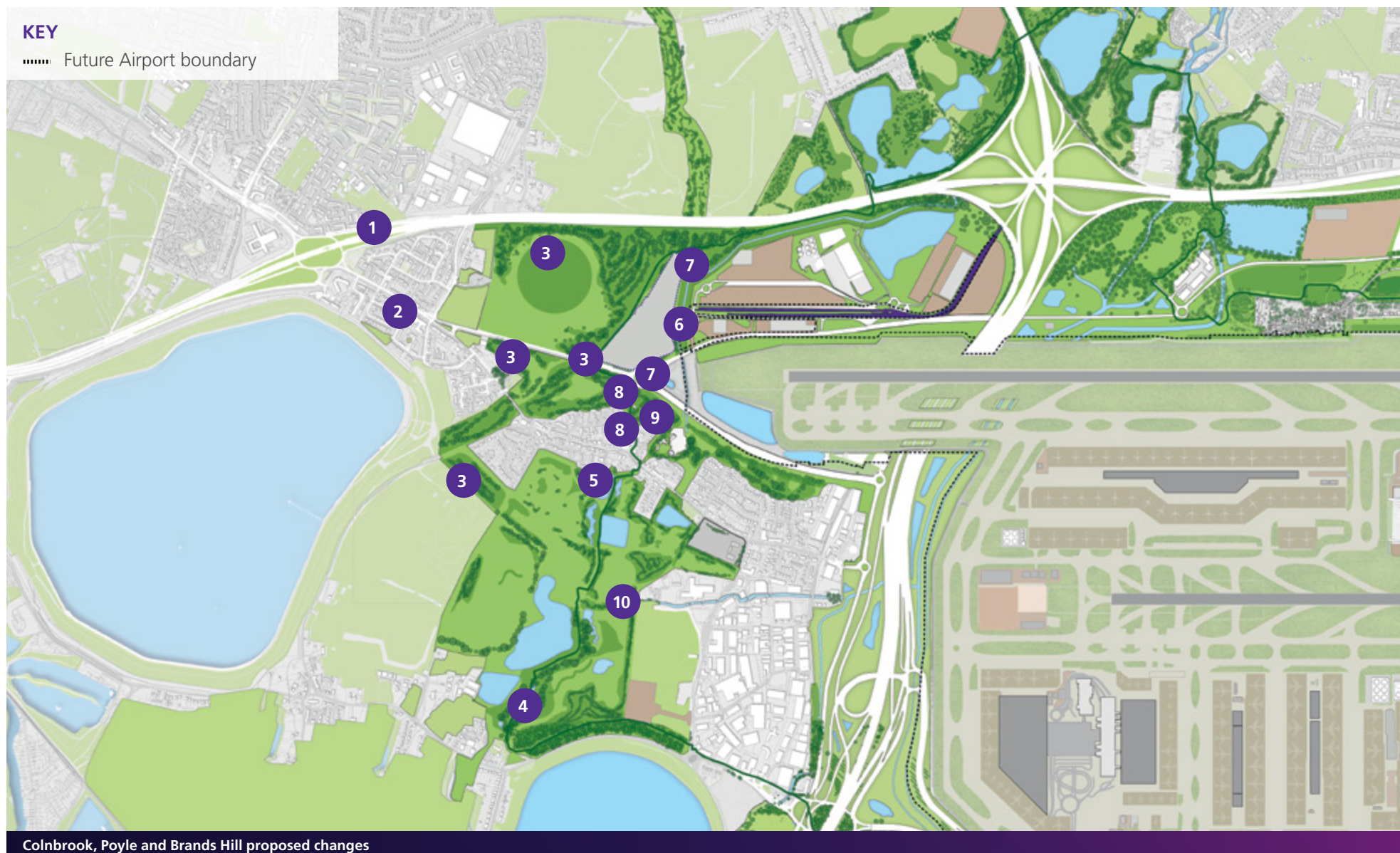
Cycle hubs would be located at key public transport interchanges around the airport. These would be secure facilities available to all cyclists, with some of the hubs offering showers and changing facilities. These cycle hubs would offer a quick and easy interchange for people transferring between cycling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

The cycle hubs closest to Colnbrook, Poyle and Brands Hill are expected to be:

- **Terminal 5 (T5XW and T5A)**, this would offer connections to the Elizabeth line, Piccadilly line, Heathrow Express and bus and coach services at the terminal.
- **Southern Parkway**, in a proposed new multi-storey car park with vehicle access from the Southern Perimeter Road – this would offer a connection to Terminal 5.



2.9 CHANGES TO OUR PROPOSALS IN YOUR AREA SINCE 2019



Item	What is the change and why has the change been made?	
1	We have been working to refine and improve our land use proposals. As a result, the land at this site is no longer required for Heathrow expansion.	
2	Design work carried out since the Airport Expansion Consultation in 2019 has highlighted that Bright World Nursery could potentially be affected by noise from the construction and/or operation of the expanded airport. The draft Development Consent Order limits have been changed to include the nursery so that a suitable package of noise insulation measures can be carried out by an approved installer.	
3	The European Protected Species (EPS) Mitigation Area has been within the draft Order limits to: • Provide the area required for a habitat movement corridor. • Include land required for 'The Hill' which will provide both EPS and Reprovided Public Open Space (RPOS) land. • Provide space required for wildlife crossings below the A4 (underpass) and for the Green Bridge linking Colnbrook to the Landfill Site at the Horton Brook.	
4	Land at Arthur Jacobs Local Nature Reserve, Colne Valley will no longer be used for Heathrow expansion.	
5	Colnbrook Primary School has been included within the draft Order Limits to allow us to deliver mitigation measures, such as noise insulation, if required.	
6	In response to feedback from statutory consultees we have refined the river habitat proposals on Colne Brook and identified the need to purchase additional land to enable the mitigation works. These changes will support compliance with Water Framework Directive requirements arising from expansion.	
7	Additional areas within the draft Order limits have been included for utility diversions. This includes providing the required space for undergrounding of the 275kV Overhead Line (OHL) diversion.	
8	The draft Order limits have been amended to include: • Additional land at the new Colnbrook Roundabout, required to allow for the proposed Green Loop connectivity to Rudsworth Close and heritage assets. • Parts of Colnbrook Village Conservation Area to allow potential mitigation and offsetting measures to be developed further through engagement with Historic England and other stakeholders.	
9	Vicarage Way Children's Centre has been included within the draft Order Limits to allow us to deliver mitigation measures, such as noise insulation, if required.	
10	The European Protected Species (EPS) mitigation area at Colnbrook has been expanded in the draft Order limits to include improvements to the existing lakes and additional habitat provision to replace the losses at Old Slade Lake.	

KEY

 Future Airport boundary

Colnbrook, Poyle and Brands Hill proposed changes

Item	What is the change and why has the change been made?	
11	In response to stakeholder feedback, the draft Order limits have been amended to: • Include additional land at Poyle Poplars, required to enable the proposed Green Loop to improve connectivity between green spaces. • Incorporate a small parcel of land in Poyle and Stanwell to provide a safe active travel crossing of Stanwell Road. • To include the road and space to the back of the footways along Poyle Road to enable cycle lanes to be created along the road. • To include an additional direct route for the Active Green Network crossing the M25, at Junction 14.	
12	Part of the existing Pippins Park is impacted by the diverted A3044 Stanwell Moor Road. The draft Order limits have been amended to include land for the reinstated and relocated Pippins Park to the east of its current location. This would include relocation and reprovision of the basketball court and tennis court to the eastern side of the park.	
13	Since the Airport Expansion Consultation in 2019, further engagement has been undertaken with Heathrow Special Needs Centre (HSNC). This has resulted in an additional area (approximately 31%) increase from the area initially considered being added to the Order limits. This would allow for the provision of a modern, like-for-like facility.	
14	Following engagement with statutory stakeholders, including Slough Borough Council, the diverted A3044 has now been changed to a dual carriageway with two lanes in each direction, one being a dedicated bus lane in each direction.	
15	Pippins Primary School has been included within the draft Order Limits to allow us to deliver mitigation measures, such as noise insulation, if required.	
16	Since the Airport Expansion Consultation in 2019, we have been working to refine and improve our land use proposals. An area of commercial units west of Elbow Meadow is no longer required for Heathrow expansion.	
17	Since the Airport Expansion Consultation (June 2019) further design work has been undertaken on the proposed diversion of the A3044 and M25 J14/J14a. As a result of this work, land at the hotel adjacent to J14 (currently operated by Ibis) is no longer required. An option to reduce land take further at Staines Moor SSSI is also being considered.	
18	A Batching Facility is intended for this location for works related to Heathrow expansion.	
19	In response to feedback from statutory stakeholders, we propose further improvements around Elbow Meadow. This change will improve flood risk mitigation and improve riverine habitats.	
20	In response to the draft Heathrow Expansion National Policy Statement and stakeholder feedback, minor amendments will be made to existing rail infrastructure at the current Colnbrook Logistics Centre (CLC) to support rail movement for materials into and out of site. This facility will be available early in the programme and maintained up to M25 construction.	

2.10 OUR PROPOSED SCHEME

The plan opposite shows the whole of the proposals for Heathrow expansion to give you context for the effects on Colnbrook, Poyle and Brands Hill.

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 Development Consent Order.

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

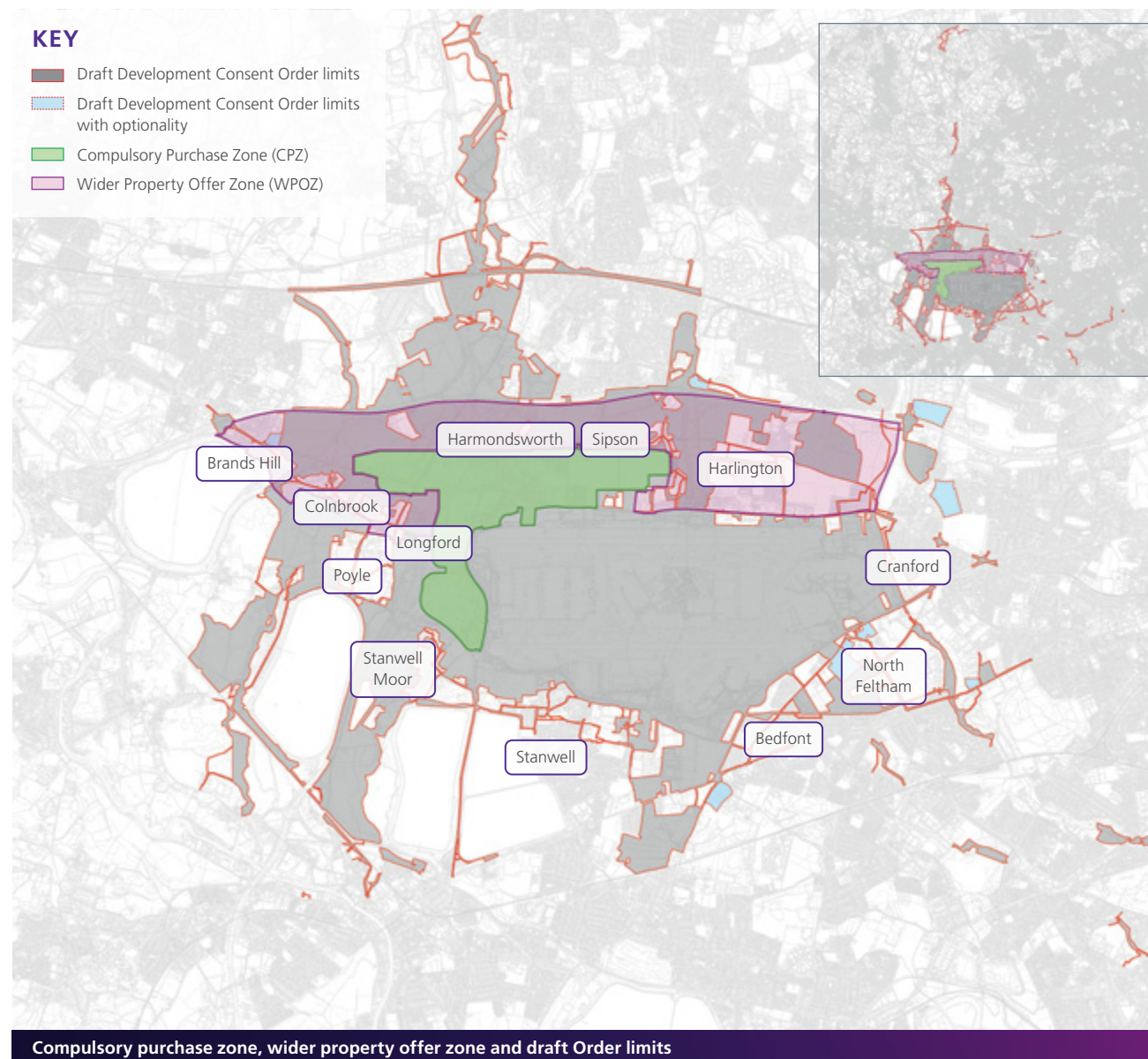
Heathrow is continuing to develop its residential property compensation schemes for residents affected by expansion.

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

Heathrow has developed a discretionary enhanced compensation offer where we would purchase eligible properties for the unaffected open market value plus a home loss payment of 25%.

Heathrow wrote to homeowners, landlords and tenants in the CPZ in March 2026 to confirm that their property falls within the CPZ.



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 would be affected by our activities. This area is known as the Wider Property Offer Zone (WPOZ).

Properties in the WPOZ are not required for expansion, however we recognise that some residents may wish to sell their property to Heathrow. If your property is within this zone, you may also be eligible for a home loss payment of 25%.

In Colnbrook on Elbow Meadow there are 16 residential properties that are within the CPZ. All remaining residential properties in Colnbrook, Poyle and Brands Hill are within the WPOZ.

Following the consultation, Heathrow will carefully review all feedback received before finalising the policies. Further information will then be provided on the launch of the Home Relocation Support Service, including a timetable for applications to future property compensation schemes.

The Home Relocation Support Service will provide support and guidance to homeowners, who choose to sell their home to Heathrow. It will also provide support and guidance to landlords who sell their property to Heathrow and to their tenants. Heathrow recognises that uncertainty about the future of a home can be difficult and remains committed to supporting those who will be affected by the proposals.

YOUR WELLBEING SUPPORT SERVICE

People living within the CPZ will soon have access to Your Wellbeing Support Service. This is a free and confidential service, completely independent of Heathrow and delivered by qualified wellbeing and mental health professionals.

FINDING OUT MORE

More detailed information on property, land and compensation policies, please refer to our **Property Policies Information Paper**. 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.

The 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 therefore 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 DCO is approved, we would prioritise those forecast to be newly exposed to high levels of construction, road and rail 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 would 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](#).

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 could 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.



3.4 COMPENSATION FOR COMMERCIAL PROPERTIES

If your business operates from a property that is required for the project, you may be eligible for compensation and support to help you relocate and continue operating. This may include financial compensation, reimbursement of relocation costs, and assistance with identifying alternative business premises.

We understand that uncertainty about the future of your business can be difficult. Relocating commercial operations can be complex and may affect your staff, customers, and day-to-day activities. We are committed to work with business owners and occupiers throughout the process to provide clear information, early engagement, and appropriate support.

Wherever practicable, Heathrow would seek to purchase commercial properties by agreement rather than through compulsory purchase. We expect businesses to be able to continue operating while the planning process progresses, and we would work with affected businesses to plan relocations well in advance to minimise disruption.

For eligible small commercial properties located within the area required for the project, Heathrow may offer an enhanced compensation package as an alternative to compensation under the statutory compensation framework. Qualifying businesses may be entitled to:

- The unaffected open market value of their property (excluding development value).
- An additional loss payment equivalent to 25% of the unaffected market value.
- Reimbursement of reasonable costs associated with purchasing replacement premises, including Stamp Duty, legal fees and agents' fees.
- Reimbursement of eligible relocation and disturbance costs.

Enhanced compensation is intended to provide support above the standard statutory arrangements and help businesses relocate successfully. In some circumstances, Heathrow may also consider providing financial assistance before purchasing your property to support essential relocation activities and help maintain business continuity. Any such support would be considered on a case-by-case basis and subject to agreement.

In addition to compensation, Heathrow would provide support services to businesses affected by the project. This may include:

- Clear and accessible information about compensation and relocation options.
- Opportunities to discuss individual business requirements with dedicated property and business support teams.
- Assistance in planning business relocations and future operations.
- Information on available commercial premises through a property market monitoring service.
- Additional engagement for businesses with complex relocation requirements that may require longer lead-in times.

Eligibility for enhanced compensation would depend on individual circumstances, including the nature of the property interest held, the location of the property, and compliance with the criteria set out in Heathrow's policies. If your business does not qualify for enhanced compensation, you may still be entitled to compensation under the statutory compensation framework.

We recognise that no two businesses are the same. We will work closely with affected owners and occupiers to explain what applies to their circumstances, what compensation and support may be available, and how we can help support a smooth transition to new premises.

3.5 ADDITIONAL SUPPORT AND ADVICE

We know that everyone's situation is different, and that this process could affect people in different ways.

Alongside financial compensation, we would offer wider support to residents, businesses and community organisations, including:

- A dedicated contact to guide you through each step of the process.
- Opportunities for one-to-one conversations to talk through your situation.
- Access to further information, advice and support services where needed.

Our aim is for you to feel informed, supported and able to ask questions at any stage. We are here to listen and to help you navigate what we understand is a very significant and personal change.

FURTHER READING



For further information on property, land and compensation policies, please refer to our **Property Policies Information Paper** and **Residential Property Policies Explained** brochure.

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**

YOUR WELLBEING SUPPORT SERVICE



People living within the Compulsory Purchase Zone (CPZ) will soon have access to **Your Wellbeing Support Service**.

This is a free and confidential service, completely independent of Heathrow and delivered by qualified wellbeing and mental health professionals.

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.

Some construction activities may take place overnight, as well as during the day. It is therefore important that negative environmental effects are controlled, reduced and mitigated as far as practicable during this period.

This section provides an overview of the types of construction activity that could take place near Colnbrook, Poyle and Brands Hill 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 COLNBROOK AND POYLE (NORTH), BRANDS HILL AND POYLE (SOUTH)

This section sets out what would happen around Colnbrook and the north part of Poyle at each phase of construction.

Construction activities in this area would include the delivery of several new, realigned and diverted roads, including the M25, A4 and A3044, the diversion of watercourses, and the construction of flood storage areas.

Development and enhancement of public green spaces would also be undertaken. The extent and intensity of construction and associated support activities would vary throughout the construction programme. Peak activity is expected to occur during Phase 0 and early in Phase 1.

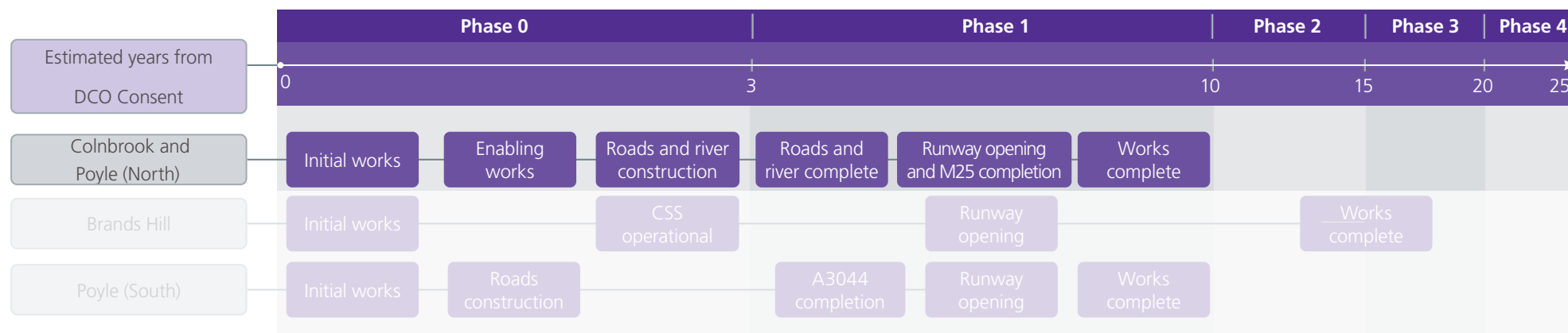
The area contains several **Construction Support Sites (CSS)**. These sites would provide worker welfare and office facilities, together with car and lorry parking. As well as material laydown and storage, the Construction Support Sites would facilitate the delivery of the third runway, the A3044 and A4 diversions, and other construction activities in the northern and western parts of the airport. The area also includes the proposed Rail Facility.

In reviewing construction activities in this area:

- The duration and cumulative effects of the activities has been carefully considered.
- The layout of CSS have been reviewed to minimise impacts on residents and green buffers incorporating vegetation and planting would be created, where required.
- Noise insulation would be made available for homes, businesses, schools and other community buildings that may be affected by new noise impacts.
- Mitigation measures have been identified to control activities, define access points/vehicle routes and implement physical measures to minimise impacts.

INDICATIVE TIMELINE OF CONSTRUCTION

The construction timeline for activities expected to occur in the Colnbrook, Poyle and Brands Hill area is shown in the diagram below.



EXISTING AREA

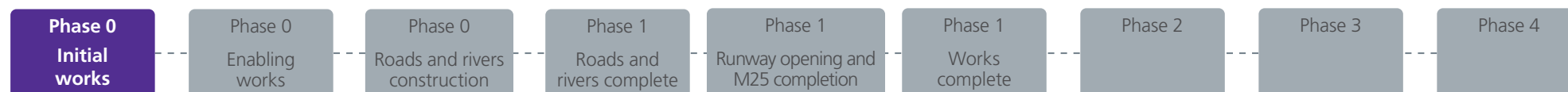


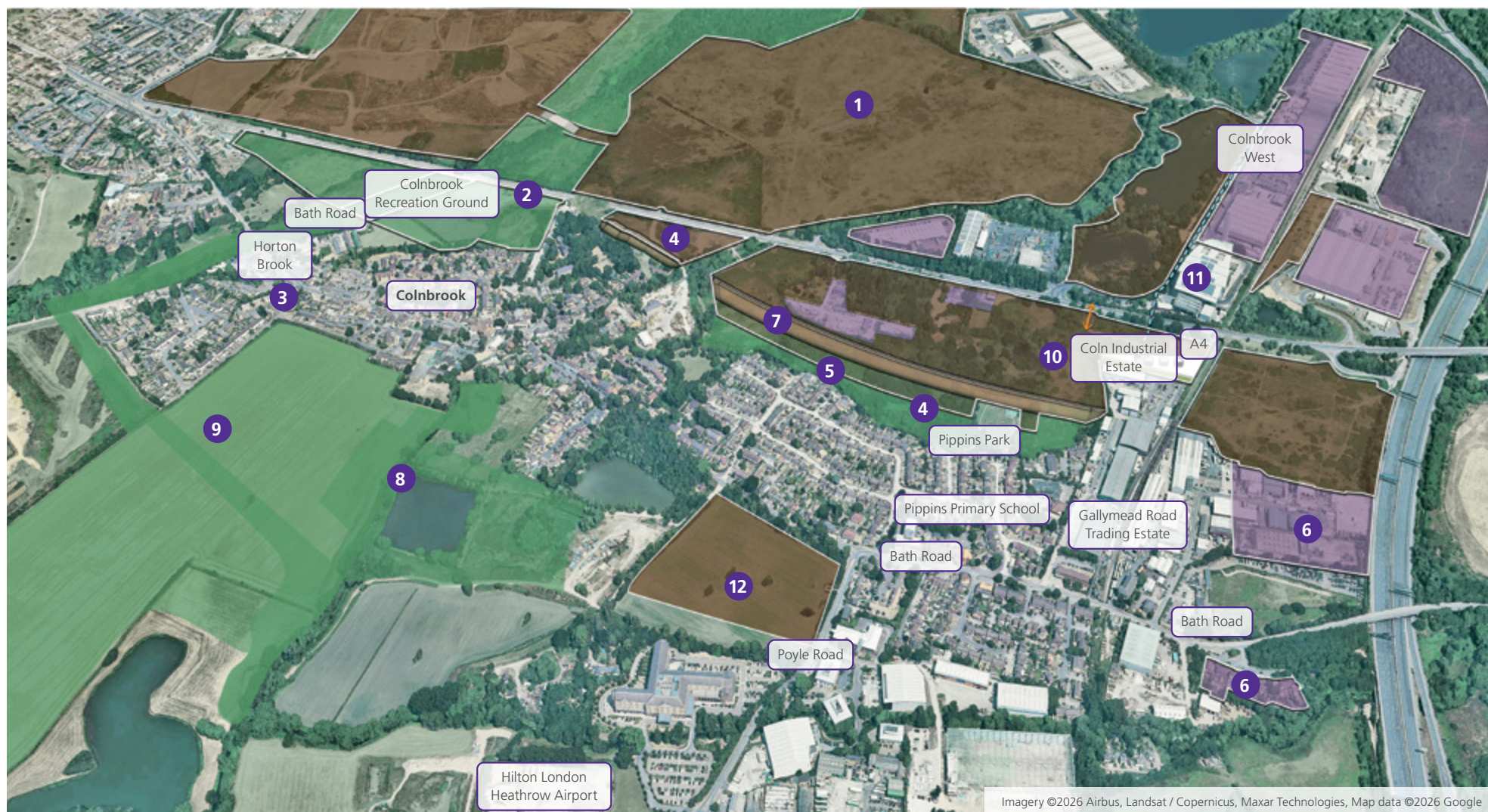
Google Maps is a trademark of Google LLC

PHASE 0 – INITIAL WORKS

Initial works would include setting up Construction Support Sites (CSS) and realigning utilities networks. Activities would also be carried out in specific areas to enable early planting and establishment of vegetation and trees.

- 1 An **archaeological survey** of the area would be undertaken to support the transition of the site to a future Construction Support Site (Airfield Northwest) and Rail Facility (RF01). Works would be protected by a temporary fence.
- 2 The **Horton Brook buffer** would be established to protect the waterway. This would subdivide the CSS01 area. Vegetation would be planted to protect and enhance existing wildlife habitat.
- 3 **Existing trees and vegetation** would be retained along the area's edge.
- 4 An archaeological survey would be undertaken prior to **CSS02** set up. At this stage, businesses and warehouses south of the Colnbrook Bypass would be demolished. Set up of the site would include site clearance, erection of hoarding and set up of site access and egress. To minimise construction traffic on local residential roads, vehicular access to the CSS would be off the Colnbrook Bypass (A4), using the existing Speedway Farm entrance. New sports courts would be built next to **Pippins Park** to replace the existing facilities which would be demolished.
- 5 A **grassed mound** would be created. This would help to screen views of construction and reduce noise for surrounding residents.
- 6 Residential properties on Elbow Meadow in Poyle, and the Galleymead Road Trading Estate site would be demolished (see [Chapter 3](#)).
- 7 A **new utilities corridor** would be established. A temporary fence would be built and a trench dug to accommodate the utilities. Works to the northern part would be prioritised.
- 8 **Landscape and ecology** works would commence to support the development of integrated green space and biodiversity provisions. Works would be undertaken to support bat, barn owl, reptiles and invertebrate habitats.
- 9 Works on the **County ditch** would be coordinated to maintain this as a water feature.
- 10 A **new electrical substation** area would be established. A hoarding would be built around this area to both screen works and secure the site through construction.
- 11 We are working with the operators of the Lakeside Energy from Waste Facility to support them on relocations, the timings of the planning application to maintain continuity of services where practicable. The Holcim sites would also be reconfigured as part of this scheme.
- 12 **Heathrow Special Needs Centre** construction would commence.





KEY

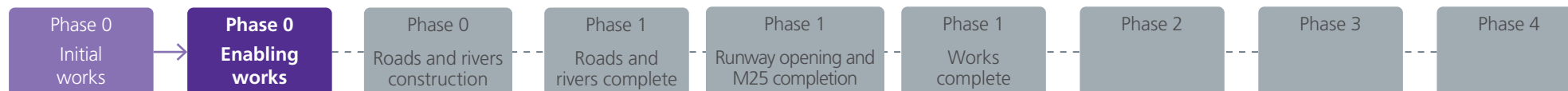
Under construction	Utilities	Area(s) to be demolished	CSS	Future plans
Green space/landscaping	Fence	Ecological and archaeological surveys	Access/egress	

Imagery ©2026 Airbus, Landsat / Copernicus, Maxar Technologies, Map data ©2026 Google
Google Maps is a trademark of Google LLC

PHASE 0 – ENABLING WORKS

Initial works would include setting up Construction Support Sites (CSS) and realigning utilities networks. Activities would also be carried out in specific areas to enable early planting and establishment of vegetation and trees.

- 1 Construction of the **A3044 diversion** and utilities corridor would begin, including the creating of an embankment. A new gas pipeline would be laid alongside the embankment.
- 2 The 1-1.5m high embankment would be created between the new A3044 and Colnbrook to support visual integration. This would be supported by a **grassed buffer** between the A3044 construction and residential areas. This would act as a buffer to the local residents and the users of the Public Right of Way. Trees would be planted as early as possible. During construction Pippins Park would still be in use.
- 3 **Construction Support Sites** would be in use to support the construction of the A3044 highway diversion and earthworks balancing.
- 4 **Infill** would commence on the Colnbrook West Lake to form part of the future airfield platform.
- 5 The construction of **new utilities** under the green buffer would continue to the south. The methodology for these works would take the existing wooded area and waterbody into account.
- 6 The **new electrical substation** would be completed and would be fully functioning.
- 7 A new Construction Support Site **CSS01** would be constructed. This site would be used to support construction of M25, runway (western section) and the railhead.
- 8 Two new **fuel receipt facilities** would be constructed.
- 9 A **sealing end compound** would be constructed where overhead cables are transitioned from overground to underground. A hoarding would be created around this site whilst under construction, to be replaced with a permanent security fence around the facility.
- 10 Construction Support Site **CSS13** would be constructed as a primary access compound for the expansion project.
- 11 Preparation works would commence for **Colne Brook river diversions**.
- 12 **Heathrow Special Needs Centre** would be completed and would be fully functioning.





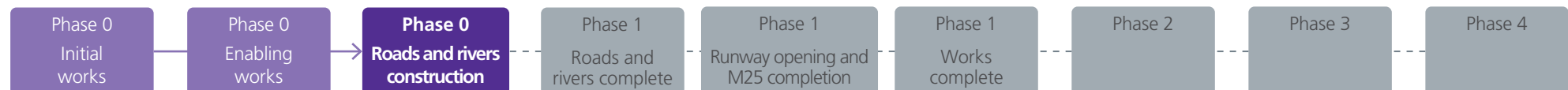
KEY

Under construction	Utilities	Area(s) to be demolished	CSS	Future plans
Green space/landscaping	Fence	Ecological and archaeological surveys	Access/egress	

PHASE 0 – ROADS AND RIVER CONSTRUCTION

The works to divert the Colne Brook would continue along with construction of footpaths and green areas. Construction of the diverted A4 and A3044 would continue. Construction of the diverted M25 would begin.

- 1 The **diverted Colne Brook** excavation and works would continue. Once completed the original Colne Brook channel would be removed.
- 2 **Diverted A4 and roundabout** construction would be underway, including the creation of embankments.
- 3 **Diverted A3044** construction would continue, with asphalt being laid to create the carriageways and hard shoulders.
- 4 Construction of a new junction to connect **Bath Road** with the diverted A3044 would begin. The old Bath Road connection over the M25 would close.
- 5 Enabling works would begin to prepare for the construction of the **realigned M25**.
- 6 The undergrounding of **utilities** would be completed and existing utilities decommissioned.
- 7 **Construction Support Sites** will be fully operational.
- 8 **Construction Support Site** (Airfield Northwest) would be constructed and made operational. This site would provide support for the M25 realignment and runway construction.
- 9 Potential freight forwarding facility.



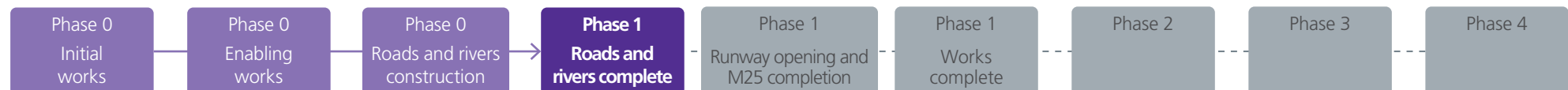


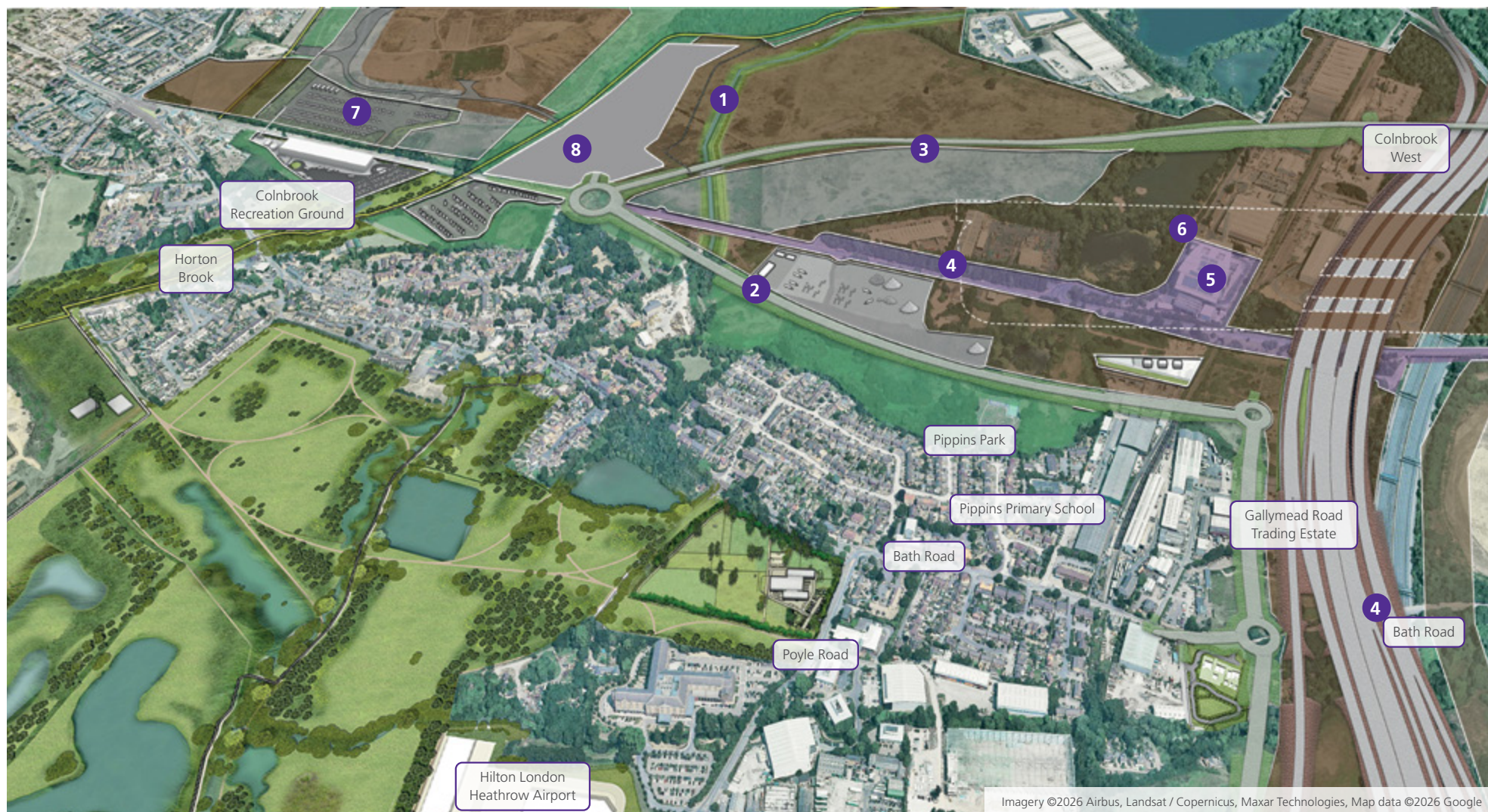
KEY	Under construction	Utilities	Area(s) to be demolished	CSS	Future plans
	Green space/landscaping	Fence	Ecological and archaeological surveys	Access/egress	

PHASE 1 – ROADS AND RIVER CONSTRUCTION COMPLETE

The M25 realignment is complete along with the new A4 alignment open to traffic and the Colne River diversion.

- 1 **Diverted Colne Brook** works would be completed. Its waters would be flowing and surrounding planting would be in place. Temporary fencing would be removed.
- 2 **Diverted A4** will be completed and open to traffic
- 3 **Diverted A4** would be completed and open to traffic.
- 4 Once the diverted A4 is open, the existing A4 would be closed to traffic and **demolished**.
- 5 The existing **fuel rail head, Waste Management Centre and Incinerator** would be demolished to make way for the construction of the new runway.
- 6 **New runway** and taxiway construction would be underway with substantial earthworks to complete the activity taking place.
- 7 **Construction Support Site facilities** would be in operation to support ongoing construction works.
- 8 Potential freight forwarding facility.





KEY

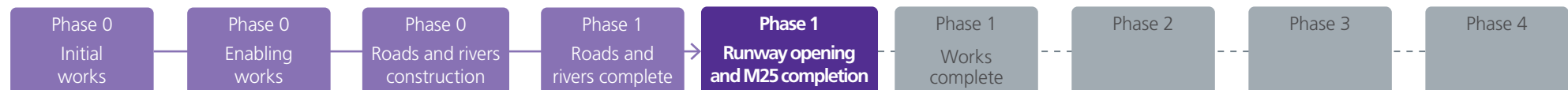
Under construction	Utilities	Area(s) to be demolished	CSS	Future plans
Green space/landscaping	Fence	Ecological and archaeological surveys	Access/egress	

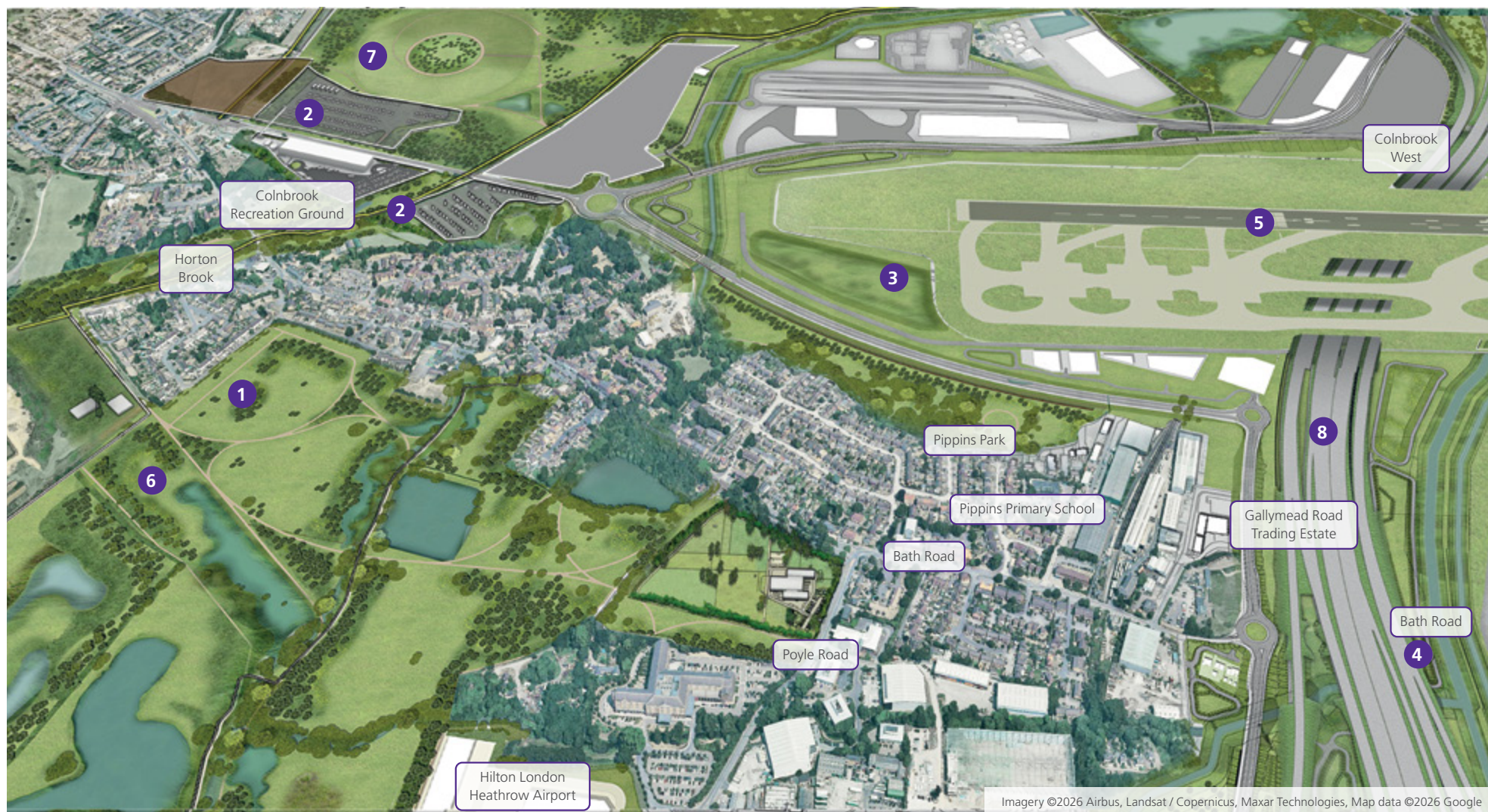
Imagery ©2026 Airbus, Landsat / Copernicus, Maxar Technologies, Map data ©2026 Google
Google Maps is a trademark of Google LLC

PHASE 1 - RUNWAY OPENING AND M25 COMPLETION

Works to the electrical substation unit are complete and planting would screen the substation. The woodland and grassland habitat areas would be finished.

- 1 All **public open spaces** would be completed and open to the community.
- 2 **Construction Support Sites** remaining functional at this time would be closed.
- 3 The new airfield **drainage and surface water treatment facilities** would be constructed, including planting around it to manage run off from new hard surface areas associated with the expanded airport.
- 4 The **realigned M25** landscaping works would be completed.
- 5 The **new runway and associated taxiways** would be completed and fully functioning.
- 6 The proposed **Green Loop** would be developed and pass through Colnbrook and Poyle following three active routes connecting to the north across the green bridge over the A4 and to the south to Stanwell Moor.
- 7 **The Hill** landscape feature would be completed.
- 8 **Realigned M25** construction would be completed.





KEY

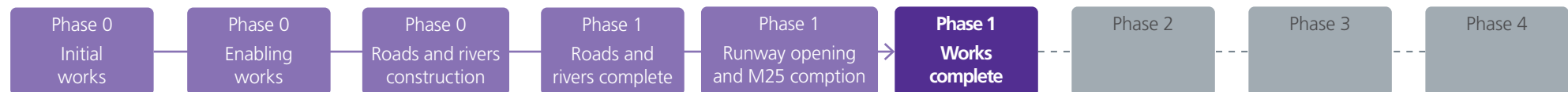
Under construction	Utilities	Area(s) to be demolished	CSS	Future plans
Green space/landscaping	Fence	Ecological and archaeological surveys	Access/egress	

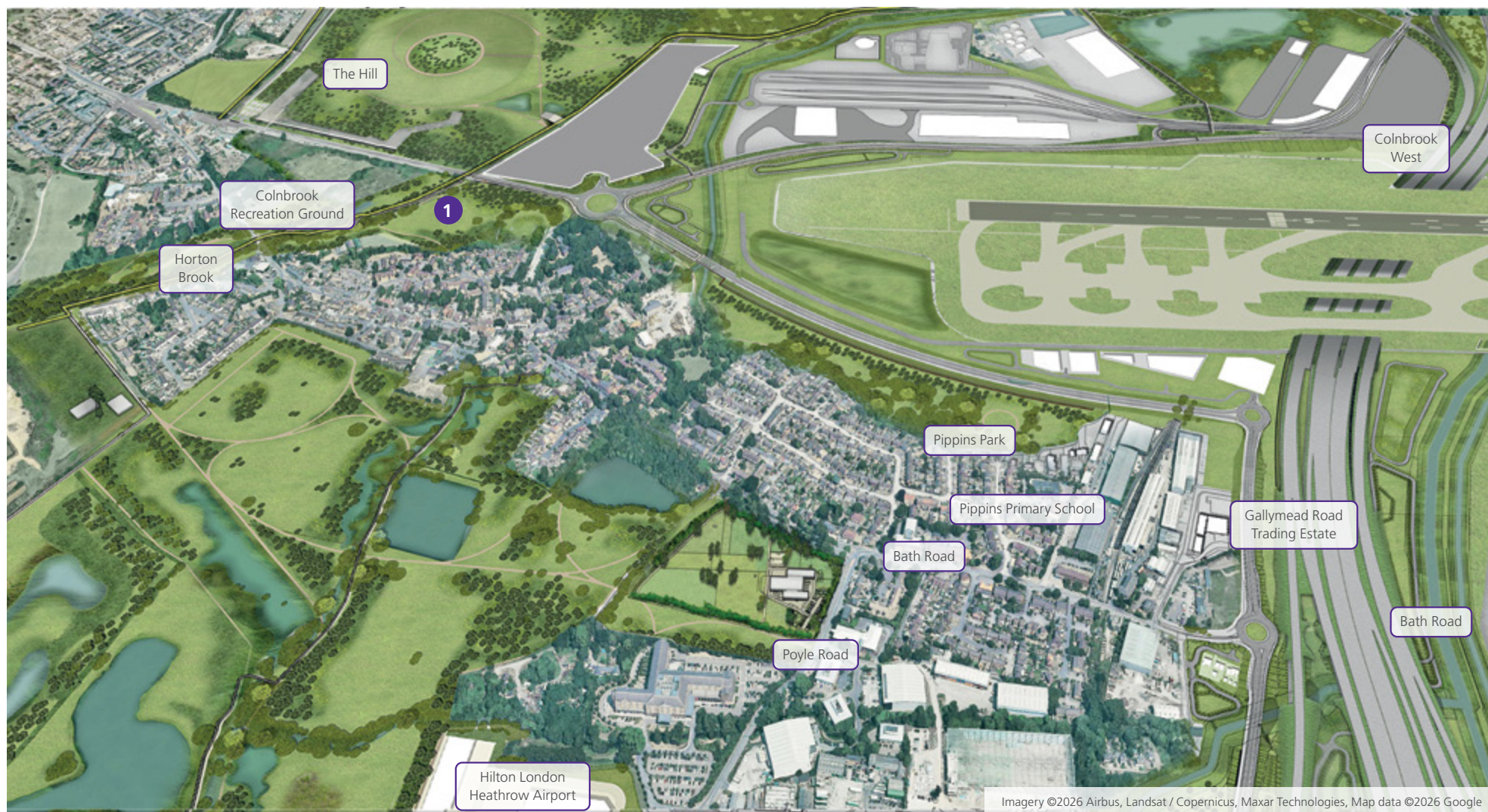
Imagery ©2026 Airbus, Landsat / Copernicus, Maxar Technologies, Map data ©2026 Google
Google Maps is a trademark of Google LLC

PHASE 1 – WORKS COMPLETE

Works to the electrical substation unit would be completed and planting would screen the substation. The woodland and grassland habitat areas would be finished.

- 1 Construction Support Sites would be replaced with **public open space**. All environmental, ecological and community enhancement improvement and mitigation works around the new runway would be completed.





KEY

Under construction	Utilities	Area(s) to be demolished	CSS	Future plans
Green space/landscaping	Fence	Ecological and archaeological surveys	Access/egress	

Imagery ©2026 Airbus, Landsat / Copernicus, Maxar Technologies, Map data ©2026 Google
Google Maps is a trademark of Google LLC

BRANDS HILL

This section outlines the main construction activities proposed in the Brands Hill area. These would include the establishment and operation of Construction Support Sites (CSS), works to the A3044 and surrounding road network, diversion of the Horton Brook and Twin Rivers, utility works, and new rail and freight facilities.

Activity would be most intensive during Phase 0, when the two support sites would provide welfare, office, parking, stockpiling and contractor facilities, linked by a temporary bridge to reduce construction traffic on local roads. Works would also include improvements to M4 Junction 5, a new slip road, temporary A4/A3044 diversions, utility diversions along Horton Lane, and

construction of the railhead and freight forwarding facilities. The support sites would remain in use during Phase 1 before being removed in Phases 2–3 and replaced with public open space.

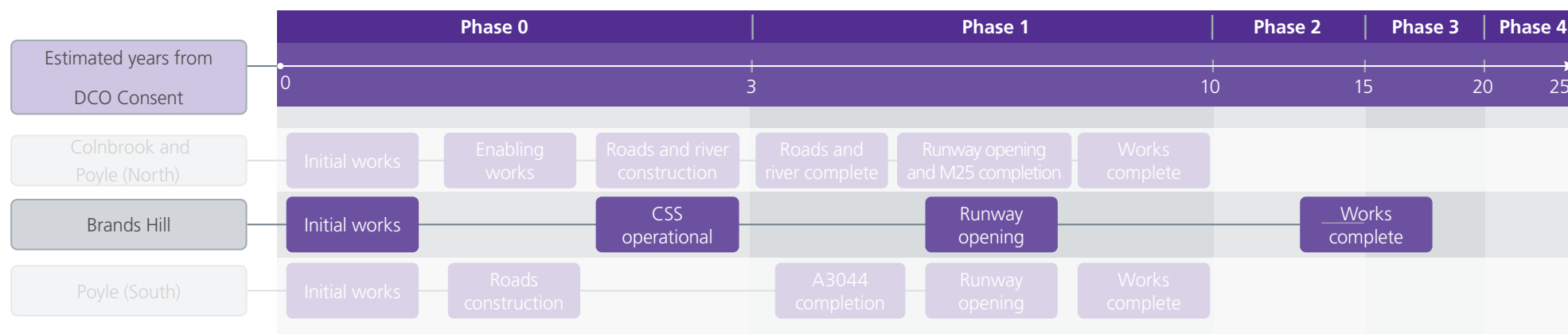
In reviewing construction activities in this area:

- The layout and access arrangements for the Construction Support Sites have been developed to reduce construction traffic on local roads.
- Green buffers would be created around the Construction Support Sites and alongside nearby residential areas, businesses and Colnbrook Recreation Ground to help reduce visual and environmental effects.

- Existing public rights of way would be maintained where possible, including the Colnbrook Public Right of Way along Horton Brook, while replacement crossings and connections would be provided where required.
- Following construction, the support sites would be removed and converted to public open space, with environmental mitigation, habitat creation and green infrastructure forming part of the permanent landscape.

INDICATIVE TIMELINE OF CONSTRUCTION

The construction timeline for activities expected to occur in the Brands Hill area is shown in the diagram below.



EXISTING AREA



Google Maps is a trademark of Google LLC

PHASE 0 – ROAD CONSTRUCTION

The construction site for the electrical substation and grid point supply unit are being established and construction would start on the A3044. A diversion of the Wraysbury River and Twin Rivers would be undertaken to support future construction works.

- 1 Construction Support Site (CSS) **CSS01** preparation between Brands Hill and Colnbrook would begin. Hoardings would be built around the area for safety and security. Any archaeological works that are needed would also take place at this stage. A vehicular access to the western half of the site would be built off the Colnbrook Bypass (A4). Some parts of **CSS01** near Colnbrook would start to function, while we continue to prepare other parts. Early activities may include car parking and worker welfare.
- 2 The **Horton Brook buffer** would be established to protect the waterway. This would subdivide the CSS. Vegetation would be planted to protect and enhance existing wildlife habitat and provide habitat connectivity.
- 3 A **green buffer**, including planting, would be created around **CSS13** to separate site activities from neighbouring homes, businesses and Colnbrook Recreation Ground.
- 4 To minimise construction traffic on local roads, **access** to the eastern side of **CSS01** would be off the Colnbrook Bypass, using the existing Speedway Farm entrance.
- 5 **Highway upgrades** at Junction 5 M4 roundabout onto the A4 would commence (if traffic modelling shows they are required).
- 6 An additional **CSS13** would be established north of Brands Hill. Hoardings would be built around the area for safety and security.
 - 6a A new **slip road** off the M4 would be created, to allow construction vehicles access without adding congestion to surrounding local roads. An additional entrance would be established off Sutton Lane, for staff and emergency vehicles. All vehicles would exit onto Colnbrook Bypass (A4).
 - 6b A **temporary bridge** would be added to the east of CSS13 to travel from CSS13 to the new railhead facility site, to cross over Horton Brook.
- 7 A **green buffer** would be created east of the site, to protect existing biodiversity. Planting would create areas for Great Crested Newts.
- 8 An additional **green buffer** would be created to the south of CSS13, adjacent to residential areas and public rights of way. The green buffer would comprise tree and shrub planting.
- 9 During construction, the existing **Public Right of Way** (PRoW) along Horton Brook would remain unaffected and open.
- 10 The undergrounding of **utilities** along Horton Lane would commence.
- 11 A **sealing end compound** would be constructed as part of the utilities works.
- 12 Construction would commence on the new **railhead facility**.





Imagery ©2026 Airbus, Landsat / Copernicus, Maxar Technologies, Map data ©2026 Google

Google Maps is a trademark of Google LLC

KEY	Under construction	Utilities	Future plans	CSS
	Green space/landscaping	Fence	Existing Public Right of Way	Access/egress

PHASE 0 – CSS OPERATIONAL

The Construction Support Sites (CSS) would be fully functioning and a number of road works would be underway in nearby areas.

- 1 Construction Support Site **CSS01** south of Colnbrook Bypass would be completed. The site would be fully functioning. Activities may include worker welfare facilities, offices, car parking, bus parking and contractor compounds.
- 2 A **new footbridge** over the A4 would be constructed to support the safe movement of staff between sites.
- 3 Construction Support Site **CSS13** north of Colnbrook Bypass would be completed. The site would be fully functioning. Activities may include vehicle parking, material consolidation and contractor compounds. A stockpile would also be located on this site.
- 4 **Stockpiling** would commence.
- 5 **Highway improvements** at Junction 5 would be completed.
- 6 **A4 diversions** intersecting with the existing A4 would be completed.
- 7 A new **freight forwarding** facility may be constructed and made operational.
- 8 Construction of the **new railhead facility** would be completed.





Imagery ©2026 Airbus, Landsat / Copernicus, Maxar Technologies, Map data ©2026 Google

Google Maps is a trademark of Google LLC

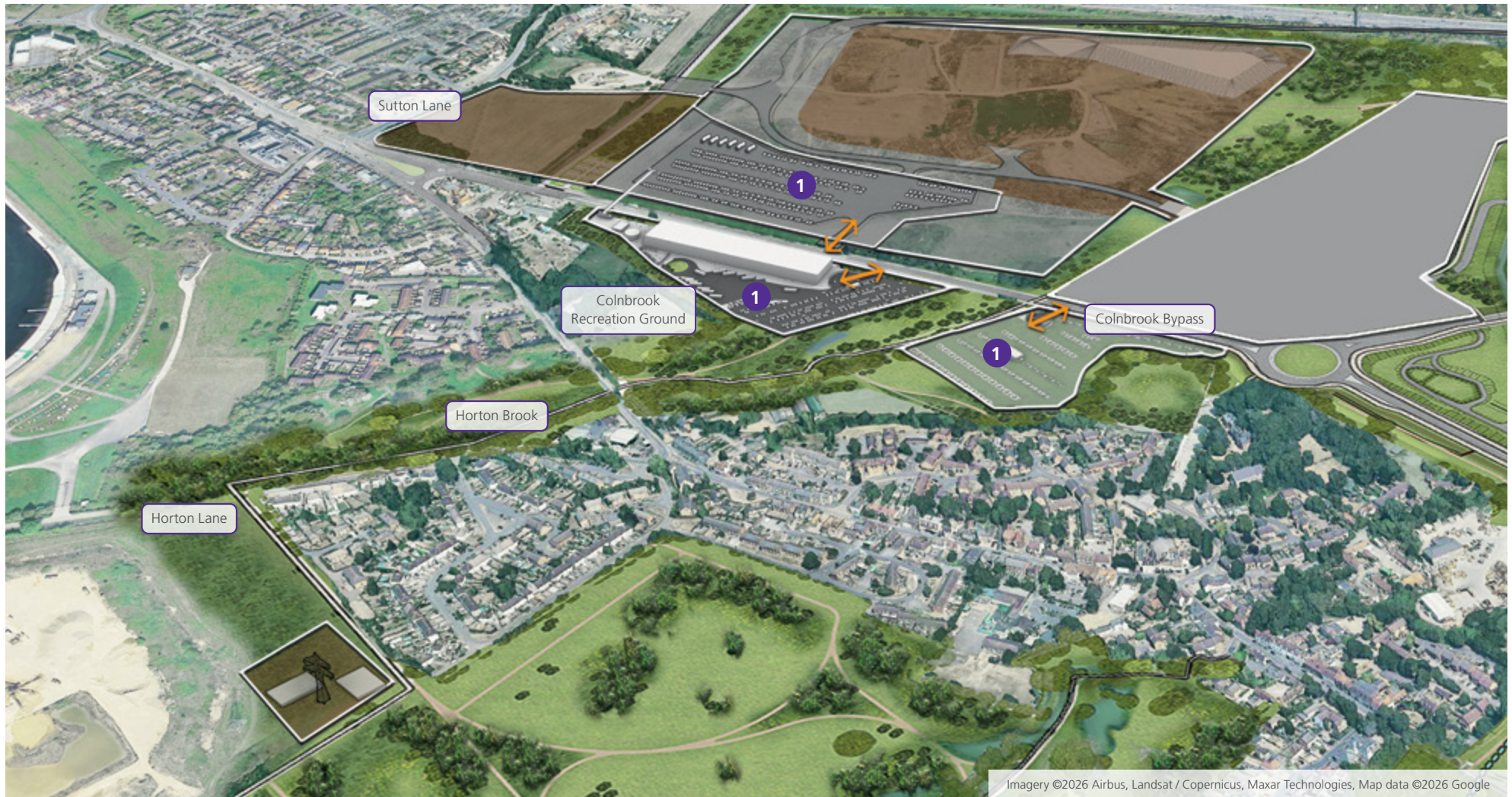
KEY	Under construction	Utilities	Future plans	CSS
	Green space/landscaping	Fence	Existing Public Right of Way	Access/egress

PHASE 1 – RUNWAY OPENING

The Construction Support Sites (CSS) would continue to operate and support construction works to the north east of the airport.

- 1 **CSS** would continue to be operational to support construction works.





Imagery ©2026 Airbus, Landsat / Copernicus, Maxar Technologies, Map data ©2026 Google

Google Maps is a trademark of Google LLC

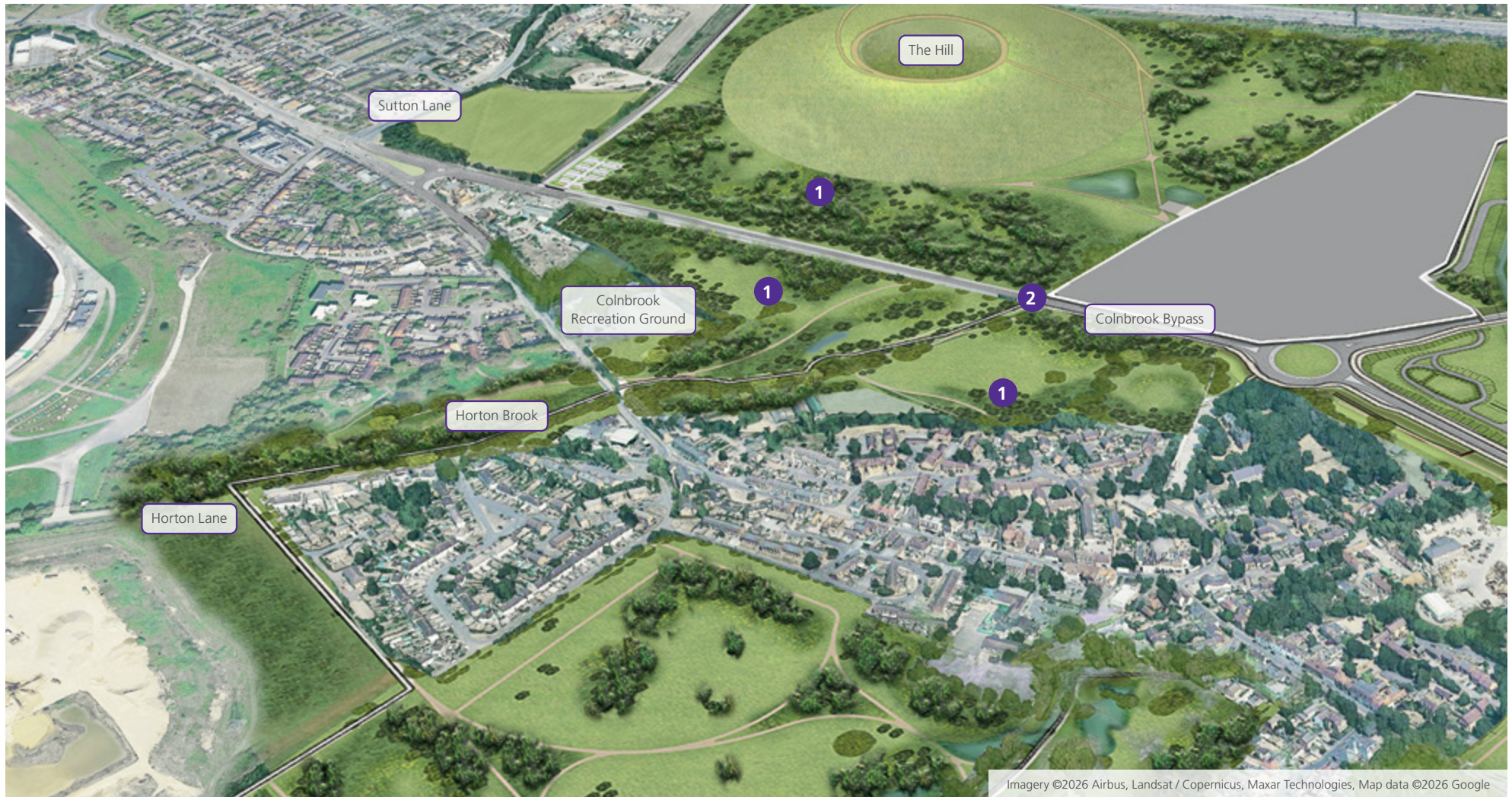
KEY	Under construction	Utilities	Future plans	CSS
	Green space/landscaping	Fence	Existing Public Right of Way	Access/egress

PHASES 2-3 – WORKS COMPLETE

Former Construction Support Sites (CSS) would be replaced with public open space. All environmental mitigation and enhancement works around the new runway would be completed..

- 1 **CSS sites would be removed** and turned into public open space incorporating the hill feature.
- 2 A **green bridge** would be constructed over the A4 to provide north/ south connectivity for wildlife and people and form part of the proposed Green Loop.





Google Maps is a trademark of Google LLC

KEY	Under construction	Utilities	Future plans	CSS
	Green space/landscaping	Fence	Existing Public Right of Way	Access/egress

POYLE (SOUTH)

This section sets out what would happen in the Poyle (South) area at each phase of construction.

Construction activities in this area would include archaeological and habitat works, the establishment and operation of Construction Support Sites (CSS), construction of the new A3044, diversion of the Wraysbury River and Twin Rivers, utility works, and major changes to the M25 and Junction 14. Development and construction activity in the Poyle (South) area would begin during Phase 0 with archaeological surveys, habitat creation and preparation of CSS. The site would provide facilities for pre-assembly, testing, storage, contractor compounds, accommodation and parking, with access from the roundabout at Horton Road / Stanwell Road.

Road works would include construction of the new A3044, enlargement of Junction 14 of the M25, works to Junction 14a and construction of temporary slip roads to maintain access during the highway works.

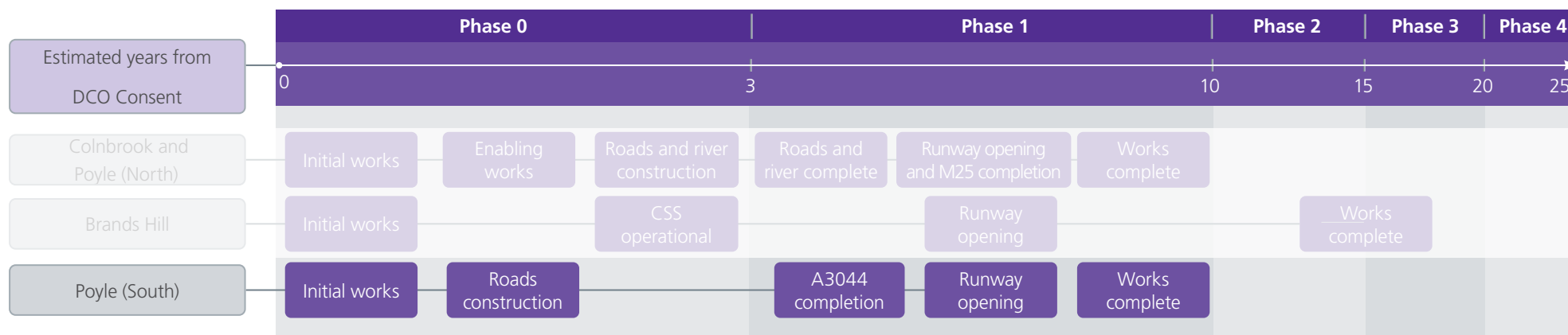
Construction would also include diversion of the Wraysbury River and Twin Rivers and the realignment and undergrounding of utilities. During Phase 1, the diverted A3044 would become operational and works would progress to realign the M25 beneath the new runway. The electrical substation and grid supply point would also become operational. CSS would remain in use to support construction of the new terminal and airport-related facilities before being removed once works are completed and the land returned to its original state.

In reviewing construction activities in this area:

- Archaeological surveys would be undertaken before and during early works, with temporary fencing used where required to protect areas under investigation.
- Habitat creation and biodiversity measures would be delivered, including new woodland, hedgerows, scrub planting and habitat features for species including bats, birds, water voles and badgers.
- Temporary road arrangements, including slip roads and junction works, would be used to maintain access while the M25 and associated highway infrastructure are reconstructed.
- Following construction, CSS would be removed and the site returned to its original state.

INDICATIVE TIMELINE OF CONSTRUCTION

The construction timeline for activities expected to occur in the Poyle (South) area is shown in the diagram below.



EXISTING AREA



Google Maps is a trademark of Google LLC

PHASE 0 – INITIAL WORKS

To support early construction activities, we would carry out works to support habitat creation and understand any archaeological potential. In addition, a Construction Support Site would be set up to support early construction works.

- 1 Archaeological surveys** would commence in these areas as required.
- 2 Preparation of the Construction Support Site** in Poyle would be completed, and the site would be operational. Activities may include pre assembly, testing, crushing and screening of material, mobile concrete plant, contractor compounds, accommodation and parking. Access to the site would be from the roundabout with Horton Road/ Stanwell Road.
- 3** We recognise that this area is important for biodiversity. A variety of different methods to support **habitat creation** would be placed in this area. This could include: bat towers, house, barn and roost, barn owl nest boxes, communal nest boxes and otter resting sites as well as additional hedgerows and scrub planting, native mix of tree species and an artificial badger set.





Imagery ©2026 Airbus, Landsat / Copernicus, Maxar Technologies, Map data ©2026 Google

Google Maps is a trademark of Google LLC

KEY

Under construction	Utilities	CSS
Green space/landscaping	Fence	Ecological & archaeological surveys

Access/egress

PHASE 0 – ROADS CONSTRUCTION

The construction site for the electrical substation and grid supply point unit are being established and construction would start on the A3044. A diversion of the Wraysbury River and Twin Rivers would be undertaken to support future construction works.

- 1 The construction site for an electrical **substation and grid supply point** unit would be prepared and a temporary fence built around the area. Construction would begin. Vehicular access would be off Poyle Road. Trees and vegetation would be planted around the area to screen the infrastructure from the adjoining green spaces.
- 2 Works would commence for the new **A3044**. Utilities work would also be completed at the time of road construction.
- 3 Construction Support Site **CSS12** would be operational.
- 4 Construction would commence at **Junction 14** (J14) of the M25, to enlarge the roundabout. This would enable connection to the new A3044 north.
- 5 Works would commence on the **diversion** of the Wraysbury river to the west of the M25 alongside the existing disused railway towards Horton Road.
- 6 Works would commence on **Junction 14a** (J14a). A new roundabout at the eastern side of the existing J14a would be elevated above both other highways and the proposed new river corridor, and would provide access into the Southern Parkway and the West Landside Terminal Zone (T5).
- 7 Realignment and undergrounding of **utilities** would take place.
- 8 **Temporary slip roads** would be constructed to allow continued access to and from T5 throughout the upgrade of J14a.
- 9 Construction would commence on the **Twin Rivers diversion**.





KEY

Under construction	Utilities	CSS
Green space/landscaping	Fence	Ecological & archaeological surveys

Access/egress

Google Maps is a trademark of Google LLC

PHASE 1 – A3044 COMPLETE

Construction works on the diverted A3044 are complete and the road is opened.
Construction works for the newly aligned M25 would commence in this area.

- 1 Works to the **A3044** road would be completed and operational.
- 2 **Junction 14** and the realignment of **Horton Road** would be completed and open to traffic.
- 3 Works would take place to the **M25 road layout** to support the diversion.
- 4 The **substation and grid supply point** would be operational.
- 5 **River diversions** would be completed and waters flowing.
- 6 **Junction 14a** construction works would be ongoing.





KEY

— Under construction	Utilities	— CSS
— Green space/landscaping	Fence	— Ecological & archaeological surveys

Access/egress

Google Maps is a trademark of Google LLC

PHASE 1 – RUNWAY OPENING AND M25 COMPLETE

The realigned M25 is fully functioning and operational.

- 1 Construction of the realigned **M25** would be completed and live.
- 2 Construction Support Site **CSS12** would remain operational following the opening of the realigned M25, to support the construction of new terminal and airport related facilities.
- 3 **Junction 14a** would be completed.





KEY

	Under construction		Utilities		CSS
	Green space/landscaping		Fence		Ecological & archaeological surveys

Access/egress

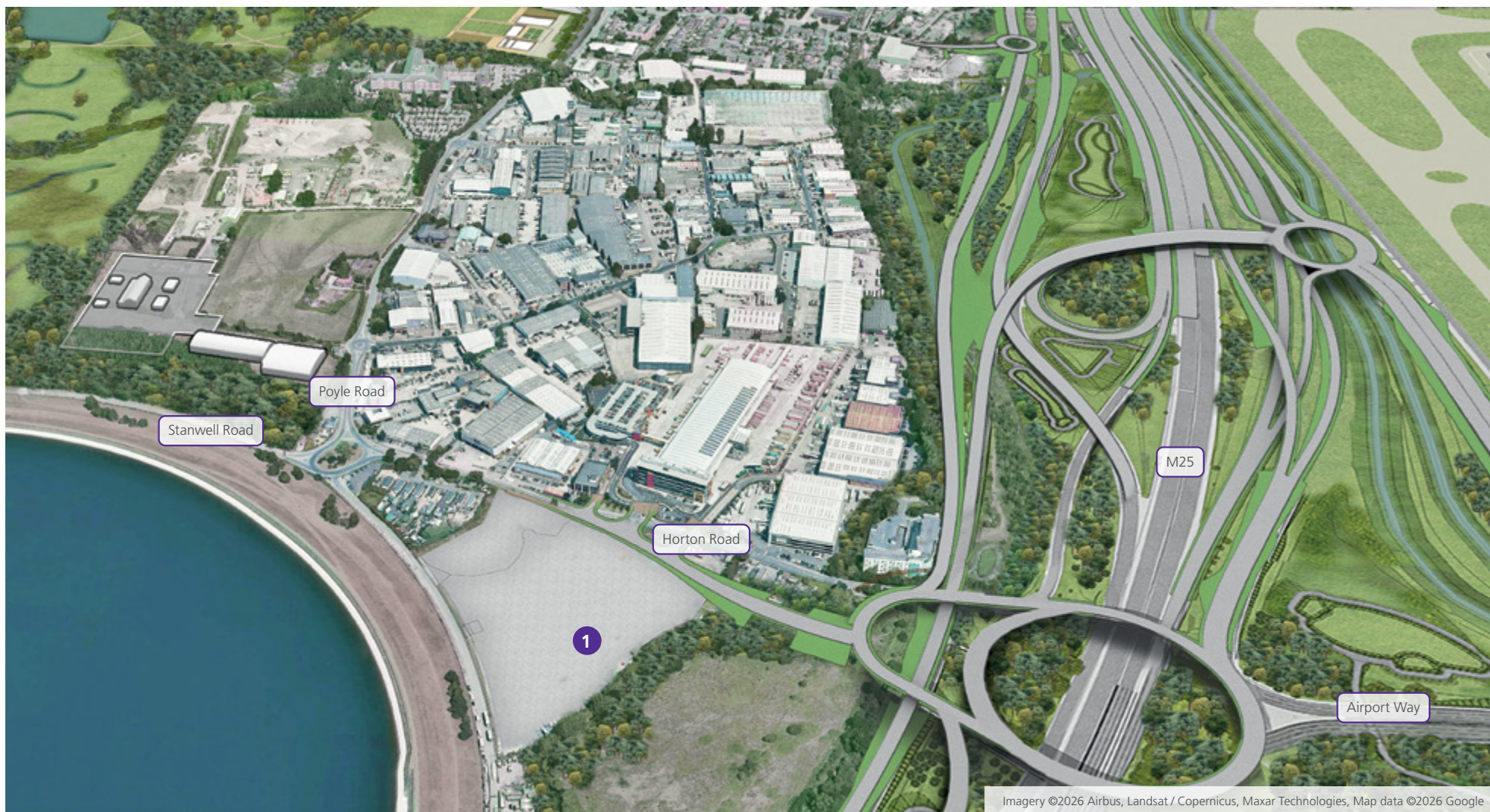
Google Maps is a trademark of Google LLC

PHASE 1 – WORKS COMPLETE

The realigned M25 is fully functioning and operational.
All works in this area would be completed.

- 1 Construction Support Site **CSS12** would no longer be operational. Land would be returned to original state.





KEY

Under construction	Utilities	CSS	Access/egress
Green space/landscaping	Fence	Ecological & archaeological surveys	

Google Maps is a trademark of Google LLC

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 indicates that construction traffic in and around Colnbrook, Poyle and Brands Hill 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:

- M25 between junctions 14 and 15.
- M4 between M25 Junction 15 and M4 Junction 5.
- A4 London Road / Colnbrook Bypass.
- Bath Road.
- Horton Road.

Beyond these locations, very limited change in traffic is anticipated on roads in Colnbrook, Poyle and Brands Hill in Phase 1 as a result of Heathrow expansion.

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 Colnbrook, Poyle and Brands Hill (for example 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 Colnbrook, Poyle and Brands Hill would be closely linked to changes to roads as described in this booklet. These could include temporary service diversions, changes to stopping arrangements 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 external organisations who operate bus and coach services at and around Heathrow to reduce the impact on bus and coach passengers in the local area.

WALKING, WHEELING AND CYCLING

As noted in [Chapter 2](#), walking, wheeling and cycling (active travel) 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 signposted alternative routes.

On a precautionary basis, all Public Rights of Way 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, for example via stations at Heathrow, Wraysbury, Sunnymeads, Langley or Iver. 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 this area, 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 Colnbrook, Poyle and Brands Hill.





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](#), the [2019 AEC Feedback Report](#) 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 Colnbrook, Poyle and Brands Hill due to its proximity to the proposed new 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 operation including aircraft taxiing to and from the runway and operations at aircraft stands.
- Aircraft noise-induced vibration from low-frequency noise associated with aircraft start-of-roll on the runway.
- 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 new runway, realigned roads, preparation and operation of Construction Support Sites 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 would include, for example, the selection of quieter working methods and equipment. 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** also covers 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 several heritage assets in the Colnbrook, Poyle and Brands Hill area including the Grade II* listed King John's Palace and The Ostrich Public House in Colnbrook.

The Colnbrook Conservation Area is focused on the long-established linear settlement that developed around the Colne Brook. The character of the Conservation Area reflects the surviving historic street pattern, encompassing the main route through the village, as well as the smaller lanes and long-established plots that lead toward the river crossing.

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 [Chapter 4](#). During operation, this would be from an increase in air traffic movements.

A comprehensive Historic Environment Mitigation Strategy is being developed to ensure that the history of Colnbrook, Poyle and Brands Hill is fully understood, recorded and shared with local stakeholders such as Colnbrook Museum. This could 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 Colnbrook, Poyle and Brands Hill.

FURTHER READING



For further information on how we have assessed heritage, please see the [Consultation Document](#).

NOTE



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 Colnbrook, Poyle and Brands Hill 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.

KEY

■ Heritage assets to remain

■ Heritage assets directly affected by expansion or relocated

— Compulsory Purchase Zone

Heritage assets to remain

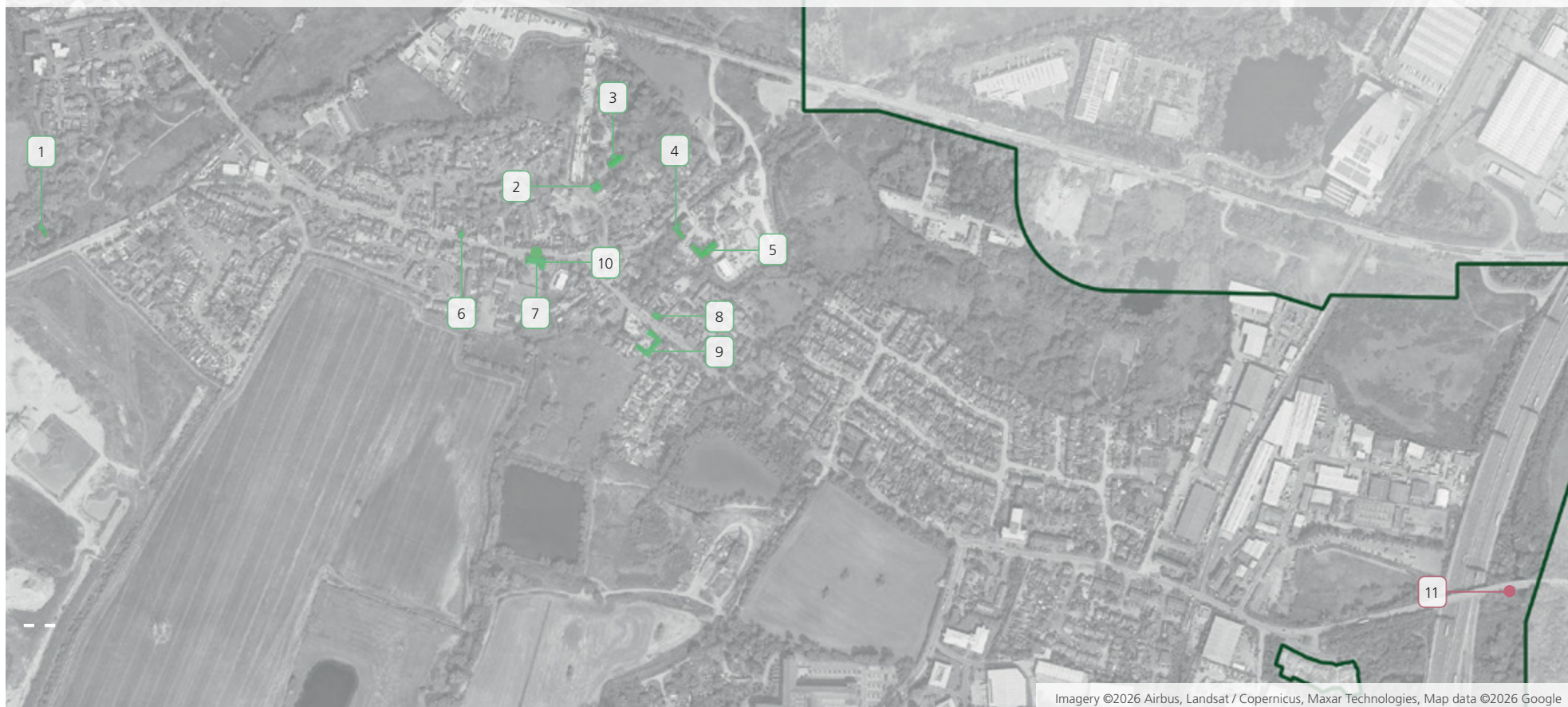
- 1 Mildridge Farmhouse (Grade II)
- 2 Church of St. Thomas (Grade II)
- 3 Former Schoolhouse (Grade II)
- 4 Millhouse and Tanhouse Farmhouse (Grade II)

- 5 Barn at Tanhouse Farm (Grade II)
- 6 34, High Street (Grade II)
- 7 Milestone outside no.3 Milestone cottages (Grade II)
- 8 Badminton House, Post Office, Adjoining House and Hampton House (Grade II)

- 9 King John's Palace (Grade II*)
- 10 The Ostrich Public House (Grade II)

Heritage assets directly affected by expansion or relocated

- 11 Milestone and Madbridge (Grade II)



Imagery ©2026 Airbus, Landsat / Copernicus, Maxar Technologies, Map data ©2026 Google

Aerial view of our proposed alterations in Colnbrook, Poyle and Brands Hill

Google Maps is a trademark of Google LLC

6.0

Opportunities for Colnbrook, Poyle and Brands Hill

Our proposals would bring substantial changes to Colnbrook, Poyle and Brands Hill. 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 Colnbrook, Poyle and Brands Hill continue to have a sustainable future.





Colnbrook Baptist Chapel

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 Colnbrook, Poyle and Brands Hill is taking place on 10 November 2026 at 14:00 - 19:00 at Colnbrook Village 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.

HAVE YOUR SAY



Colnbrook, Poyle and Brands Hill consultation event venue and address:

Colnbrook Village Hall

Vicarage Way
Colnbrook, SL3 0RF

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

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 would then refine our proposal to build and operate a new runway at Heathrow before submitting our DCO application. This would 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.





Heathrow

EXPANSION
CONSULTATION 2026