

Heathrow



ENTER ➤

IN YOUR AREA

Harmondsworth

EXPANSION
CONSULTATION 2026

Contents

1.0 Introduction

2.0 What we propose in Harmondsworth

2.1	Harmondsworth today	12
2.2	Our proposals	16
2.3	Green space around Harmondsworth	22
2.4	Utilities	24
2.5	Water environment	25
2.6	Airport boundary	26
2.7	Our transport proposals	28
2.8	Implications for travel after runway opening	30
2.9	Changes to our proposals in your area since consultation in 2019	34
2.10	Our proposed scheme	36

3.0 Property and compensation policies

3.1	Land and property proposals	40
3.2	Noise insulation proposals	44
3.3	Community Compensation Fund	45

4.0 How we would build it

4.1	Construction in the Harmondsworth area	48
4.2	Implications for travel during construction	71

5.0 Managing environmental effects

5.1	Air quality and odour	74
5.2	Noise and vibration	75
5.3	Historic environment	76

6.0 Have your say

6.1	How we will consider your feedback	81
6.2	The Development Consent Order process	82
6.3	Consultation events and next steps	84

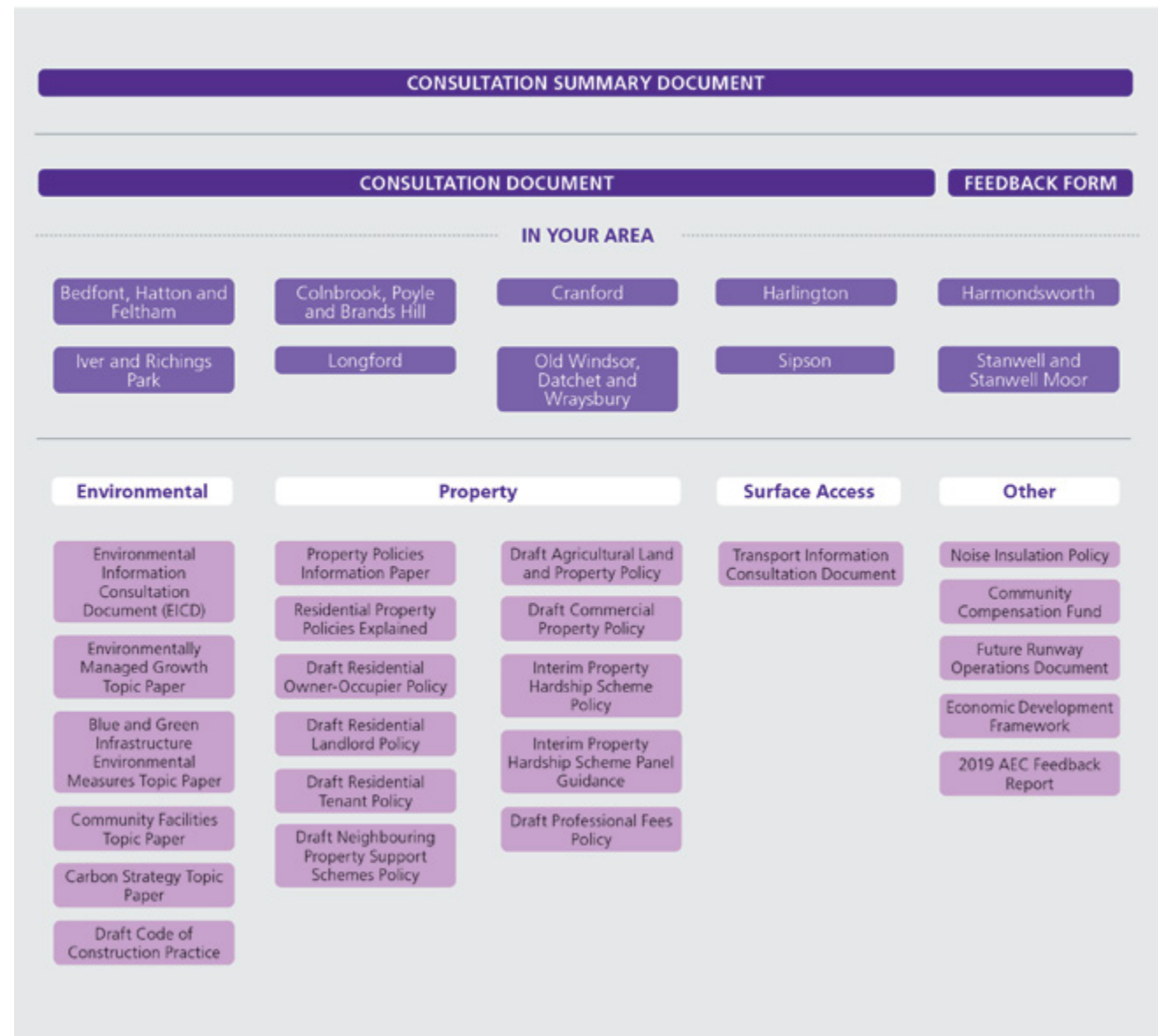
'IN YOUR AREA'

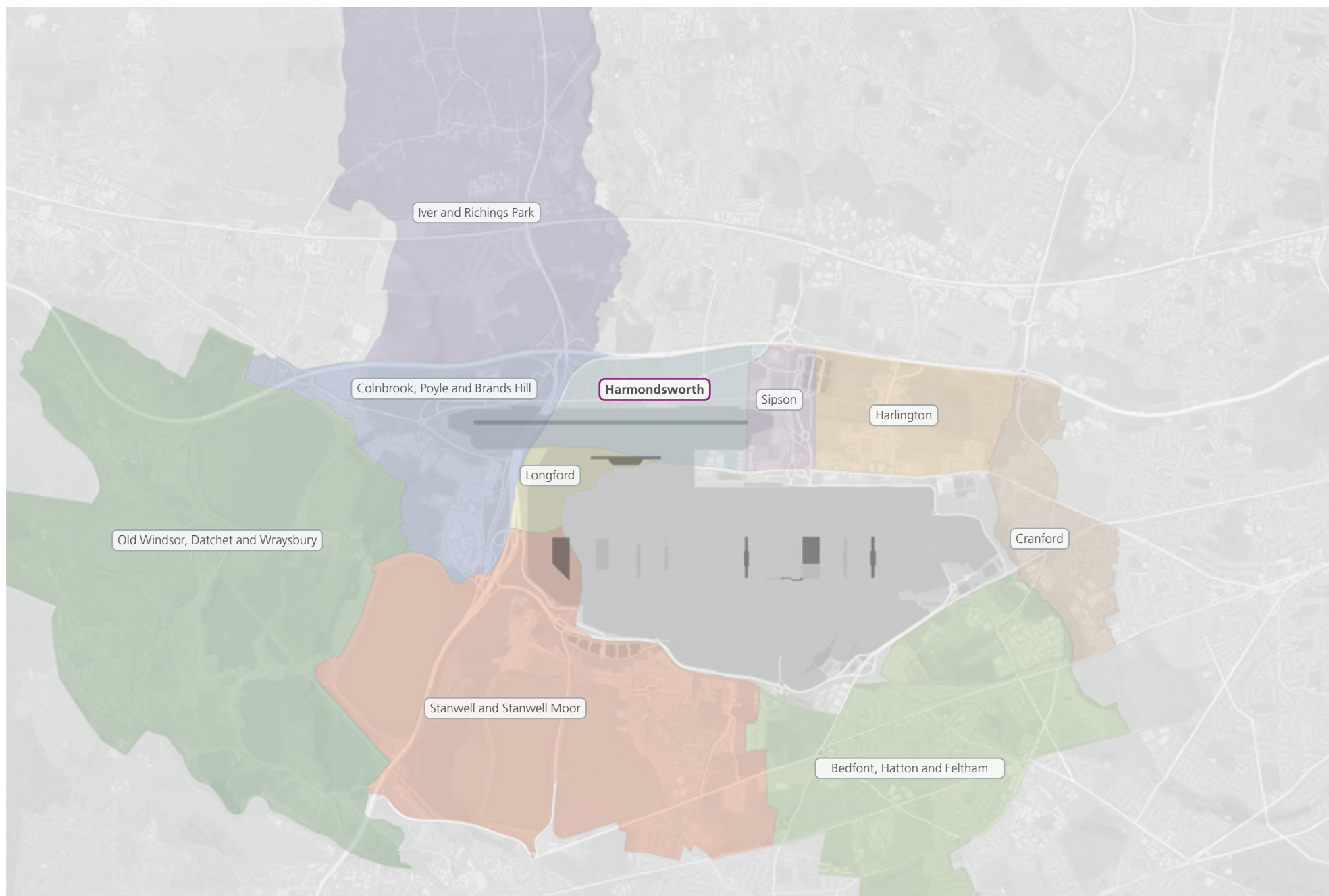
This booklet is one of ten 'In Your Area' booklets that we have produced for local communities around Heathrow (shown on the map on the right-hand side of this page) that would be directly affected by our proposals.

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.

Recognising the scale of the impacts that our proposals would have on Harmondsworth, we will be providing a dedicated support service for all Harmondsworth residents. Our Wellbeing Support Service will be a free and confidential service, completely independent of Heathrow and delivered by qualified wellbeing and mental health professionals.





The Great Barn Complex

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

PURPOSE OF THIS DOCUMENT

It forms one of the 'In Your Area' booklets that sit alongside the main Consultation Document, focusing on what our proposals could mean for specific communities around the airport. It is designed to help you understand the proposals most relevant to where you live or work.

This document summarises what Heathrow expansion could mean for Harmondsworth. From our conversations with you, we know that topics such as property compensation, our transport proposals and our construction schedule are things that matter to you. You will find information on these topics in this document.

We appreciate that, for some of our neighbours, this will be a challenging time. We remain committed to listening and engaging with residents throughout this process.

HAVE YOUR SAY



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

Harmondsworth and Longford Community Centre – 14 November 2026, 10:00 - 15:00
School Road, Harmondsworth, Middlesex, UB7 0AU

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

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 the third runway, terminal options, M25 realignment, environmental mitigation and surface access strategies. We have published a 2019 AEC Feedback Report which sets out the feedback we received.

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

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

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

FURTHER READING



To find out more about how you can share your views, and what will happen after this consultation, see **Chapter 6 'Have your say'**.

THE CONSULTATION

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

- Our updated Proposals for Heathrow expansion (see [Chapter 2](#)).
- Our updated property and related 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 northwest 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 6](#) of this booklet.

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

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



2.0

What we propose in Harmondsworth





Harmondsworth Village

2.1 HARMONDSWORTH TODAY



Existing aerial view of Harmondsworth

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Harmondsworth Village is located to the north west of Heathrow, centred on a conservation area that contains historic buildings and above-ground heritage assets including Harmondsworth Great Barn, a Grade I listed medieval barn on the High Street and the Grade II* listed St Mary's Church.

The area is served by community spaces and facilities including Harmondsworth Primary School, Moor Lane Allotments, Harmondsworth and Longford Community Centre, Wonderland Day Nursery, Landon School, Harmondsworth Recreation Ground and Harmondsworth Moor. The A3044 (Holloway Lane) to the east of the village provides the main access, with Hatch Lane

providing a connection to the south (A4 Bath Road) as well as a connection to the north (Stockley Road and the M4). Moor Lane provides connections to the west. The wider area includes the British Airways (BA) Waterside Headquarters, the Immigration Removal Centre, Saxon Way Trading Estate and other commercial uses which are primarily accessed from the south of the area from the A4.

Much of the land surrounding the village lies within the Metropolitan Green Belt including Harmondsworth Moor to the west. This area contains a network of waterways (including the Duke of Northumberland's River, Wraysbury River, River Colne and Bigley Ditch) as well as a number of recreational paths. Saxon Lake is located to the north of the village adjacent to the M4 motorway.



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Existing aerial view of Harmondsworth - detailed view of Harmondsworth Village centre

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KEY Boundary of Compulsory Purchase Zone Proposed to be demolished

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Aerial view of our proposed demolitions in Harmondsworth

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IN HARMONDSWORTH

As part of our expansion proposals, 448 residential properties in the Harmondsworth area would be displaced. This would also affect other community and business facilities. More detail is available in Section 2.2 'Our Proposals' overleaf. The plans on this page show some of the key boundaries which relate to Harmondsworth. This includes the 'Compulsory Purchase Zone', which is land proposed for 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 for things like new and existing roads, rivers and footpaths. These areas are included in our draft Order Limits which can be seen on page 40. Buildings in this area that would be demolished are highlighted on these aerial views.

The aerial view below shows how the airport's boundary fence and proposed noise barrier would relate to the village of Harmondsworth.

FURTHER READING



To find out more about property, land and compensation policies, see **Chapter 3 'Property and Compensation Policies'**.



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Aerial view focused on Harmondsworth Village centre – showing our proposed demolitions

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2.2 OUR PROPOSALS

We acknowledge that our proposals will bring substantial changes to Harmondsworth and that this will be difficult for residents. These local changes form part of Heathrow's wider expansion programme, which includes building a third runway, upgrading roads and car parks, developing new passenger facilities and relocating some existing airport infrastructure.

OVERVIEW

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.

If development consent is granted, the northwest runway, aircraft stands, and required passenger facilities will be located to the south of the High Street, which means:

- 448 residential properties in this area would be displaced. These properties are on land that is proposed for expansion, the Compulsory Purchase Zone.
- The remaining properties in Harmondsworth fall within the Wider Property Offer Zone (WPOZ), a defined area close to the runway.

The following community facilities would also be demolished as they are within the area needed for the expansion:

- Harmondsworth Recreation Ground.
- Moor Lane Allotments.
- Pinglestone Allotments (currently unused).

- Harmondsworth Primary School.
- Harmondsworth and Longford Community Centre.
- Wonderland Nursery.
- Landon School.

We will be engaging with these facilities to carefully consider options for mitigation. Our proposals also include:

- River diversions would be needed at the Duke of Northumberland's River, River Colne, Wraysbury River and Bigley Ditch.
- Hatch Lane and Moor Lane would be permanently closed, with alternative routes provided between the A4 Bath Road and Harmondsworth village.
- The Immigration Removal Centre and British Airways Waterside Headquarters would be relocated to the south-east of the airport.
- A 25 kilometre recreational route surrounding the airport (called 'the Green Loop') would be created to link local communities. This would pass through Harmondsworth.
- Our noise insulation schemes would be updated to reflect the impact of noise from the northwest runway on local community facilities, including schools.

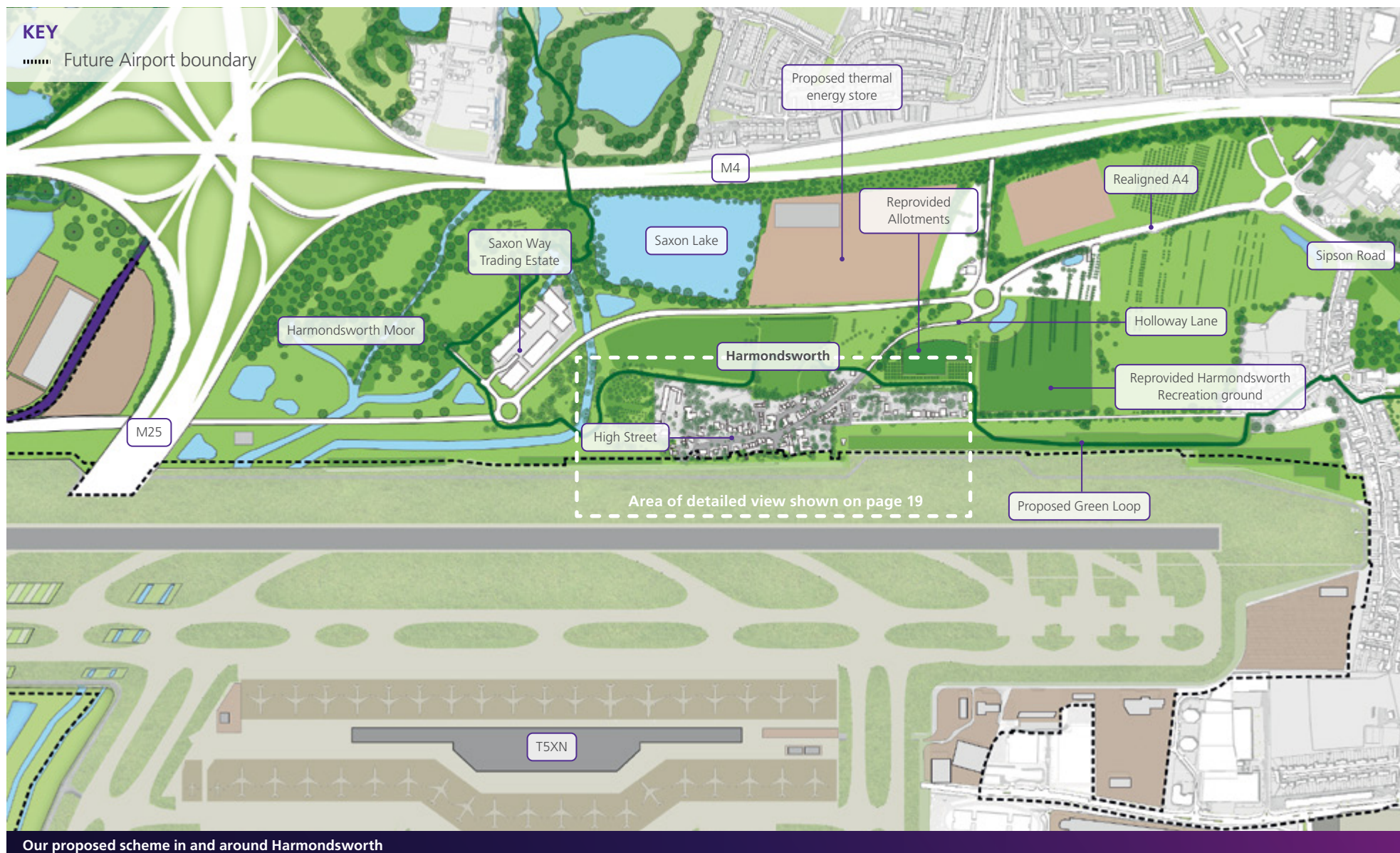
The Great Barn and St Mary's Church would not be displaced by Heathrow expansion and would remain where they are. We are carefully considering how these assets and their surroundings can be protected.

More information is available within this document in the 'Historic Environment' Section on page 20 and the Consultation Document.

There have been changes to our proposals within the Harmondsworth area since the 2019 Airport Expansion Consultation, to take into account the feedback we received and further technical work that has been undertaken. This includes the following key updates:

- 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 and environmental measures. These could include the development of placemaking strategies to enhance the understanding and appreciation of Harmondsworth's historic environment. For more information, please read [Chapter 5](#) of this booklet.
- Extension of the draft Order limits to include a small parcel of additional land for landscape mitigation and to form part of the Green Loop to the south of Harmondsworth. More information is available below under 'Green Space around Harmondsworth.'
- 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 on all these areas can be found on the following pages.



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.

HARMONDSWORTH PRIMARY SCHOOL

Harmondsworth Primary School is a one form-of-entry school serving Harmondsworth and surrounding areas, including West Drayton (to the north of the M4). It provides an important facility as part of the London Borough of Hillingdon's wider primary education offer.

Harmondsworth Primary School would be displaced by the proposed runway. We therefore need to mitigate for the loss of this facility.

One option is to build a new school within the school's current catchment. A potential new site for the school has been identified, off Stockley Road, north of the former Crown Plaza hotel, which has appropriate road access and connections to green areas. This site benefits from being within the school's existing catchment but away from noise from aircraft using the new runway. The new buildings would be able to be delivered early, supporting a smoother transfer.

We are working with the London Borough of Hillingdon and the school to discuss this approach and also identify alternative options that aim to meet the needs of children, parents, staff and the council.

WONDERLAND DAY NURSERY

Wonderland Day Nursery provides early years care for children from three months to five years old.

To ensure children and families who rely on this capacity can continue to access early years care, we are working with the nursery and London Borough of Hillingdon to move these early years places. This would ensure there remains sufficient early years childcare in day nursery settings in the south of Hillingdon to address the loss of this facility.

LONDON SCHOOL HARMONDSWORTH

The Landon School, an independent school in Harmondsworth, provides an important service to children aged five to nineteen with Special Educational Needs (SEN). Pupils that attend the school have an Education, Health and Care (EHC) Plan, and therefore the school provides an important facility for children with SEN, and for the delivery of statutory responsibilities of local authorities.

Part of the existing facility would need to be demolished due to its height and proximity to the new runway. It interacts with the Obstacle Limitation Surface (OLS) – an area required to keep the airspace around runways clear so aircraft can land, take off, and manoeuvre safely. As the rest of the site may be directly affected by operational noise from aircraft, we are working with the Landon School to understand all of its existing facilities and needs and to support their relocation from the existing site.

We recognise that maintaining access and appropriate facilities and space for the existing pupils and their families is important. We are therefore considering options that would enable the school to continue to provide a safe, supported learning environment for its pupils.

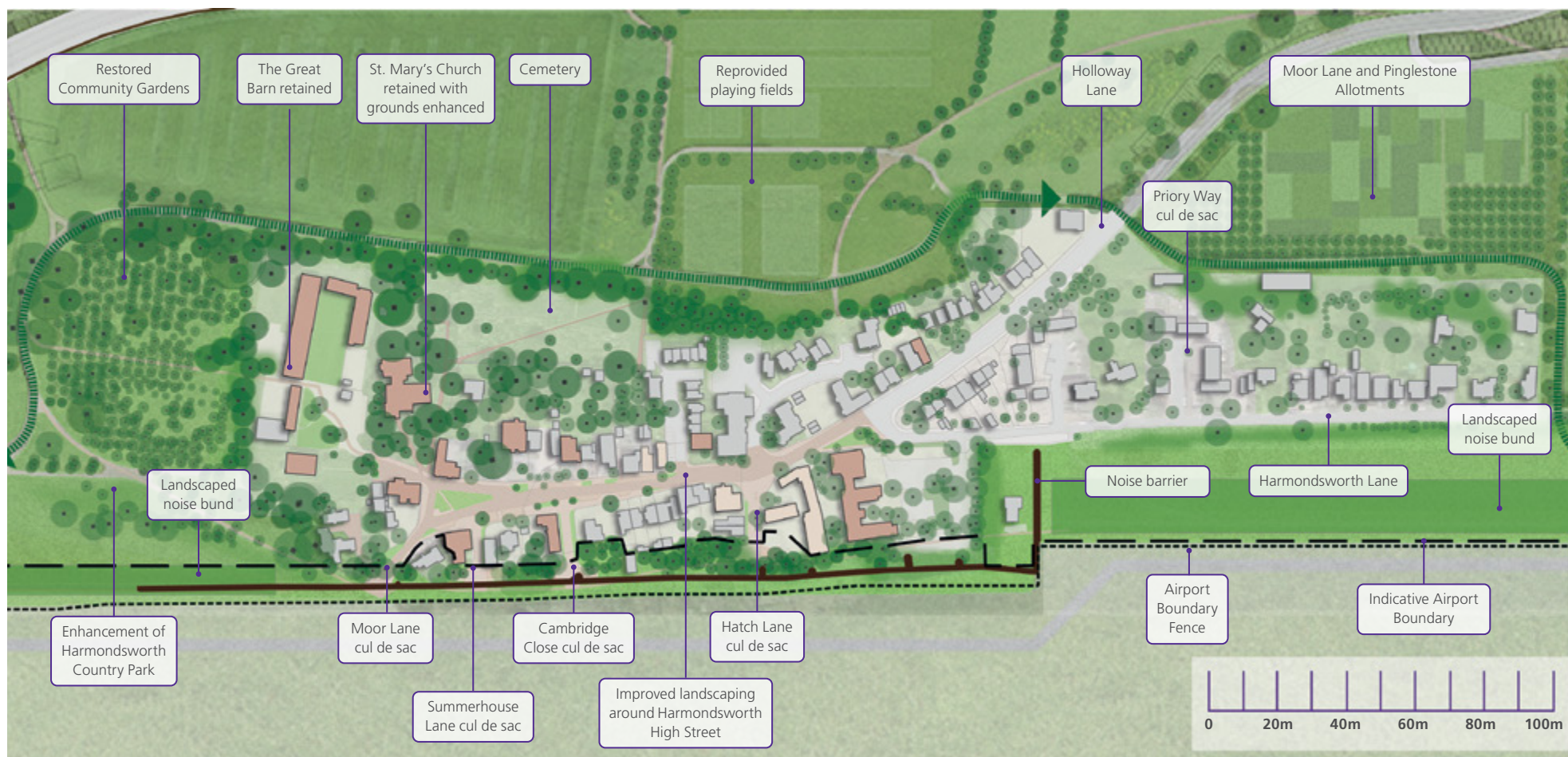
We will continue to work with the Landon School to assess potential relocation options and help support a smooth transition to new facilities in a way which minimises disruption.

HARMONDSWORTH AND LONGFORD COMMUNITY CENTRE

Harmondsworth and Longford Community Centre provides flexible and accessible community space for local people and groups, supporting a range of activities during the evenings and the weekend.

The current centre would need to be moved as part of the project. We are considering options to move this facility within an existing building in Harmondsworth that could provide equivalent or improved facilities, while still being accessible for existing users.

We will continue to find ways to engage with the centre's management as our proposals develop to support a smooth transition to a new facility and help minimise disruption to its activities and wider community.



Illustrative diagram of local interventions in Harmondsworth

- KEY**
- Listed Buildings
 - Locally Listed Buildings
 - Proposed Green Loop
 - Proposed noise barrier
 - Proposed Airport boundary fence
 - Future Airport boundary

HARMONDSWORTH RECREATION GROUND

Harmondsworth Recreation Ground is a park with sports and recreational facilities including tennis courts, a children's playground and an outdoor gym.

The land where Harmondsworth Recreation Ground is located would be required for expansion. To ensure communities can continue to access the facilities it provides, we would relocate them close to the village on land to the northeast of Harmondsworth.

We would welcome feedback from local residents and London Borough of Hillingdon on how this space is currently used and whether there are any improvements that we could make.

MOOR LANE AND PINGLESTONE ALLOTMENTS

Both Moor Lane and Pinglestone allotments are located in Harmondsworth, though Pinglestone allotment is not currently used. Both of these allotments are located on land that would be required for expansion.

New allotments would be created directly adjacent to Harmondsworth to replace the Moor Lane and Pinglestone allotments. We have identified a location to the northeast of the village and will be working with allotment plot holders and other stakeholders to ensure correct timings, design and quality of the re-provision. We would welcome feedback on how the current allotments are used, and what improvements could be made in the design, layout or facilities of the new site.

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/

BUSINESS FACILITIES

To deliver Heathrow expansion, the Immigration Removal Centre and British Airways Waterside Headquarters would need to be relocated.

IMMIGRATION REMOVAL CENTRE

The Home Office's Immigration Removal Centre would need to be relocated from its current location south of Harmondsworth. We are working with the Home Office and the London Borough of Hounslow on the relocation of this facility. Our preferred location is a site at Faggs Road in Hatton.

BRITISH AIRWAYS WATERSIDE HEADQUARTERS

The British Airways Waterside Headquarters is located on land required for expansion. A replacement facility would provide continuity of operations, particularly for British Airways' airport critical operations. We are working with British Airways and other relevant stakeholders to identify a new site to the southeast of the airport.

HISTORIC ENVIRONMENT

While important heritage assets like The Great Barn and St Mary's Church would remain, there are a number of listed buildings located on the land required for expansion.

The southern half of Harmondsworth Village Conservation Area would need to be removed. The Grade II listed buildings that would be demolished are:

- Harmondsworth Hall.
- Wall and Gates to the South of Harmondsworth Hall.

- The Grange.
- The Wall to the West and North of The Grange.
- The Wall to the East of the Grange.

The proposals also require the reduction/removal of the chimneys of the Grade II listed building known as The Gable Stores. Buildings on the Harmondsworth local list to be demolished are:

- The Old School House.
- Warehouse, Bath Road.
- Wall SW of Harmondsworth Hall.
- Finesplice (Depot 1), Summerhouse Lane.

The full extent of potential effects on the historic environment is still being assessed. Our proposals will continue to develop. More detail about the historic environment is available in [Chapter 5](#) of this booklet, as well as in the Consultation Document.

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.



Illustrative sketch view of the retained Great Barn complex

2.3 GREEN SPACE AROUND HARMONDSWORTH

This section covers the green space around Harmondsworth and our proposals for the local landscape. This includes creating new areas of open space locally to replace any land that would be lost, and would include features ranging from new public rights of way and cycle paths through the landscape.

It is a requirement, as 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.

HARMONDSWORTH MOOR

At Harmondsworth Moor, around a third of the Moor would be required for Heathrow expansion. Open green space between Harmondsworth and Sipson would replace this area. This new green space would have walking and cycling routes that incorporate local landmarks such as The Great Barn, Saxon Lake and Harmondsworth Moor. This would retain the Metropolitan Park status of the area.

The existing Harmondsworth Recreation Ground and the local allotments would be displaced, the new area of open space provided between Harmondsworth and Sipson would contain the re-provision of both facilities.

NEW LANDSCAPE FEATURES

To reduce noise and visual impacts of airport operations, a landscape bund would be located along the airport boundary between Harmondsworth and Sipson. The bund (a raised earth mound to protect against noise and screen views) would be approximately 5 metres high, and we are currently exploring the potential for public access along the top. These landscape proposals would also strengthen the biodiversity connection between the Crane and Colne Valley and the Metropolitan Park.

There would also be a noise wall along the airport boundary. Views of this wall along the southern boundary of the village would be softened through landscaping and planting. The installation of the noise wall and landscaping will form a series of walled gardens. The wall may be finished with brick or timber, reflecting the character of the village.



2.4 UTILITIES

Some existing utilities in Harmondsworth would need to be diverted. The proposed utility diversions in Harmondsworth predominantly comprise of below-ground infrastructure, which means most changes in this area wouldn't be visible once operational.

Where possible, proposed diversion of utilities have been aligned with proposed roads to minimise disruption during construction. We would maintain continuity of utility supply for residents, facilities and businesses wherever possible. Where interruptions are unavoidable, we would minimise their duration and provide advance notification for those impacted locally.

Above ground, the Bath Road West Primary Substation requires relocation. It is proposed to be relocated to the northwest of Harmondsworth, along the re-aligned A4, adjacent to the A4-M4 spur road.

To the north of Harmondsworth, a new Pit Thermal Energy Store (PTES) Energy Centre is proposed. This is an underground lake with an insulated cover, which can significantly reduce the energy and carbon demands of the airport. It would be located to the east of Saxon Lake to support the airport's thermal energy strategy.



2.5 WATER ENVIRONMENT

To accommodate the proposed new runway, several rivers and watercourses would require permanent diversion and reconfiguration.

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

FURTHER READING



More information on this in the topic paper:

'Blue and Green Infrastructure Environmental Measures Topic Paper'.



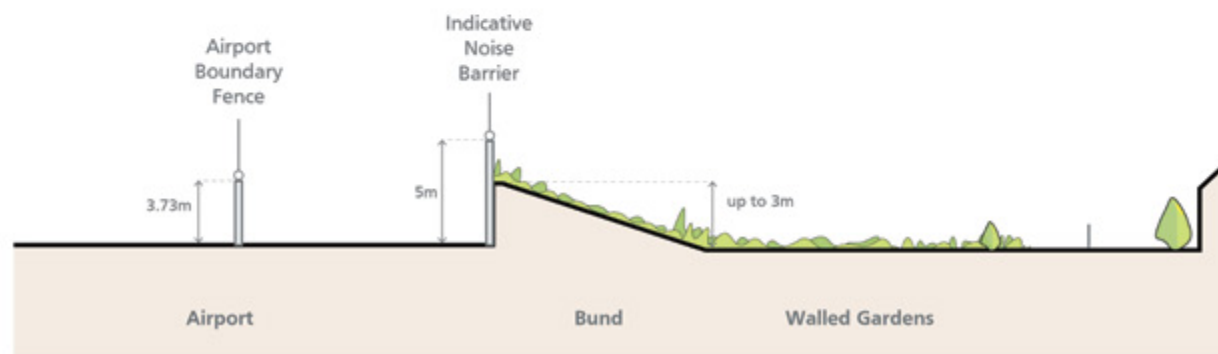
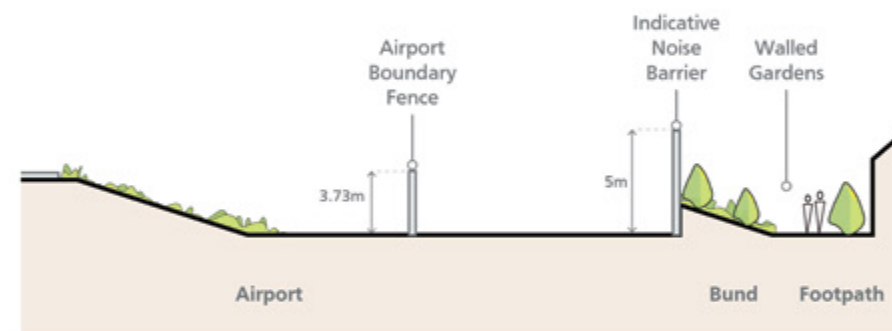
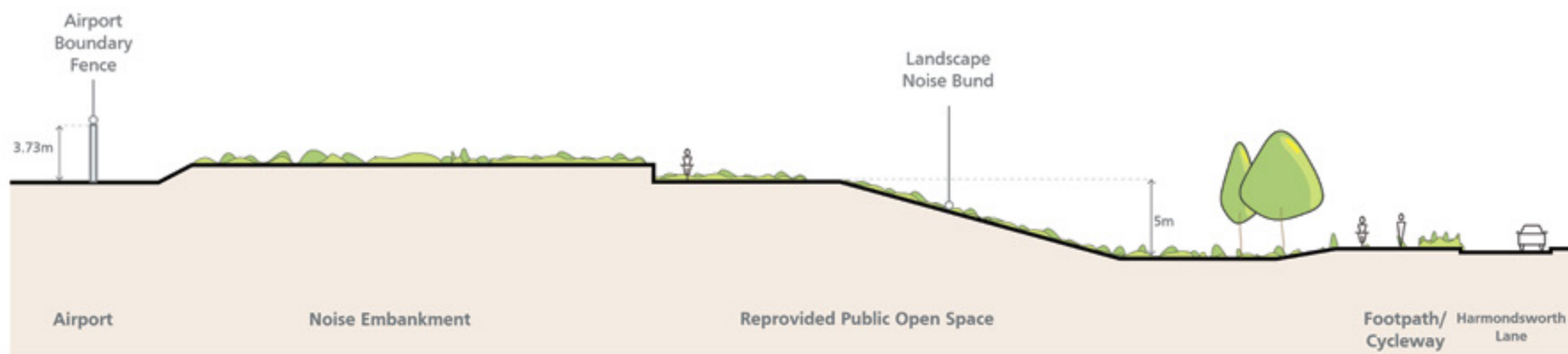
2.6 AIRPORT BOUNDARY

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

As indicated earlier, a landscaped noise bund and noise barrier are proposed adjacent to the boundary of the airport closest to Harmondsworth. The noise barrier would be approximately five metres high with a two to

three metre high planted embankment, so it appears lower. The wall could be finished with brick or timber, reflecting the character of the village and allowing for a series of walled gardens to be added.





Sketches illustrating the various lanscape treatments at points A, B and C in Harmondsworth

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 are developing our '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 Harmondsworth.

LOCAL ROADS

A number of roads in Harmondsworth would permanently close, including Hatch Lane and Moor Lane. This is because the areas where these roads currently go would be within the expanded airport boundary. We are proposing that vehicles travelling in and out of Harmondsworth would use Holloway Lane.

Part of the A3044 closest to the M25 (to the west of Harmondsworth) would be realigned to accommodate the new expanded airport boundary. The new route is shown in the figure on the right of this page, which would follow the west of the realigned M25. This would connect junction 14 of the M25 and the A4 north of Colnbrook.

Further afield, the Western Perimeter Road and sections of the Northern Perimeter Road would also permanently close.

STRATEGIC ROADS

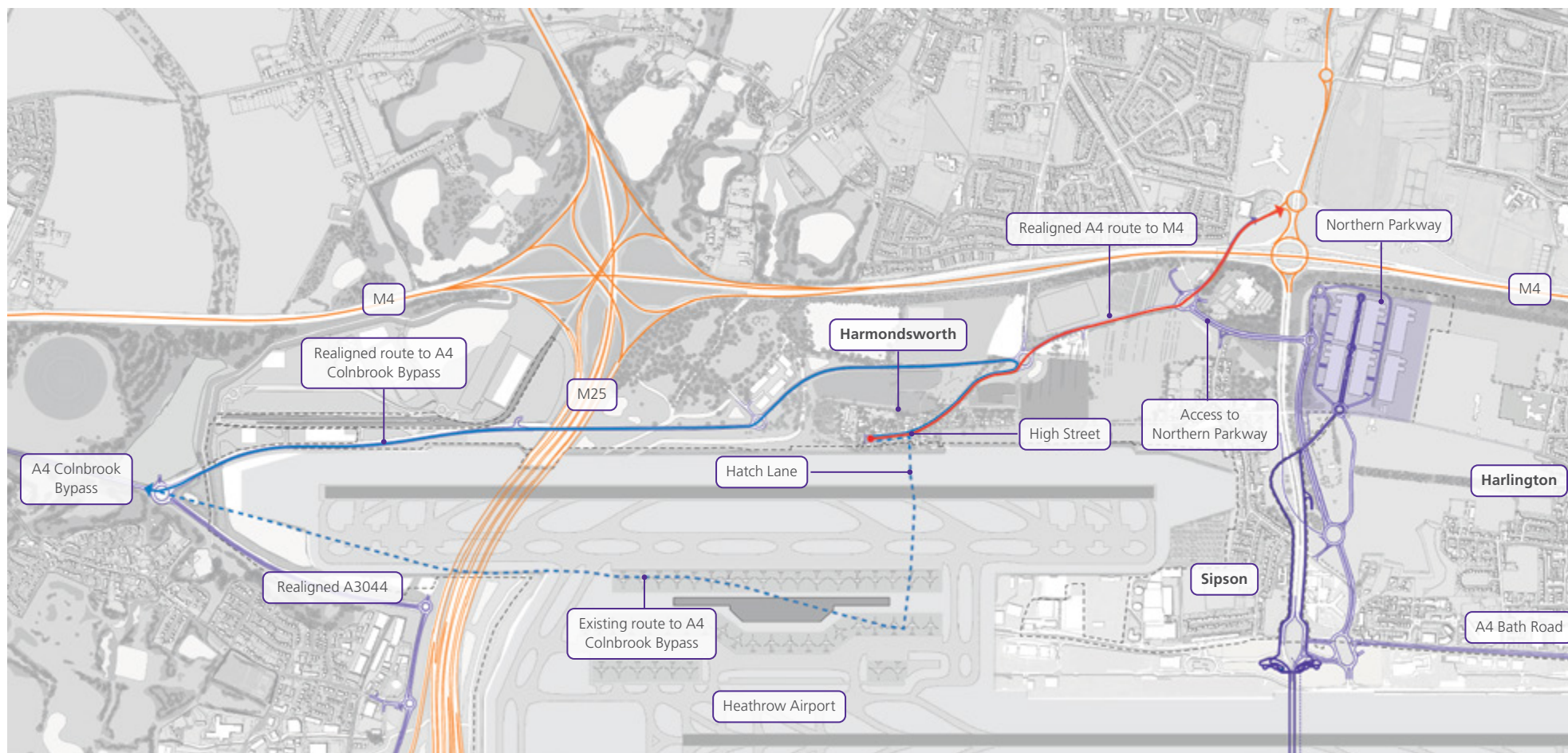
There would be changes to the strategic road network to accommodate the expanded airport boundary:

- 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 5 kilometre A4 route. From west to east, the realigned A4 would pass to the south of Saxon Lake and the Saxon Way Trading Estate and to the north of Harmondsworth, connect to an upgraded roundabout with the A408 Sipson Road; 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**.



Illustrative map of road changes in Harmondsworth

- KEY**
- Strategic Roads
 - Local Roads
 - Northern Parkway Connectivity
 - Route from Harmondsworth to the M4
 - Route from Harmondsworth to the A4 Colnbrook Bypass

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. We plan to manage this carefully in order to avoid increased journey times and delays for road users.

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

- M25 junction 15.
- M4 junction 4/M4 Spur Road.
- The realigned A4.

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.

Should there be any further locations where our modelling identifies mitigation is required, these areas will be included in our DCO application.

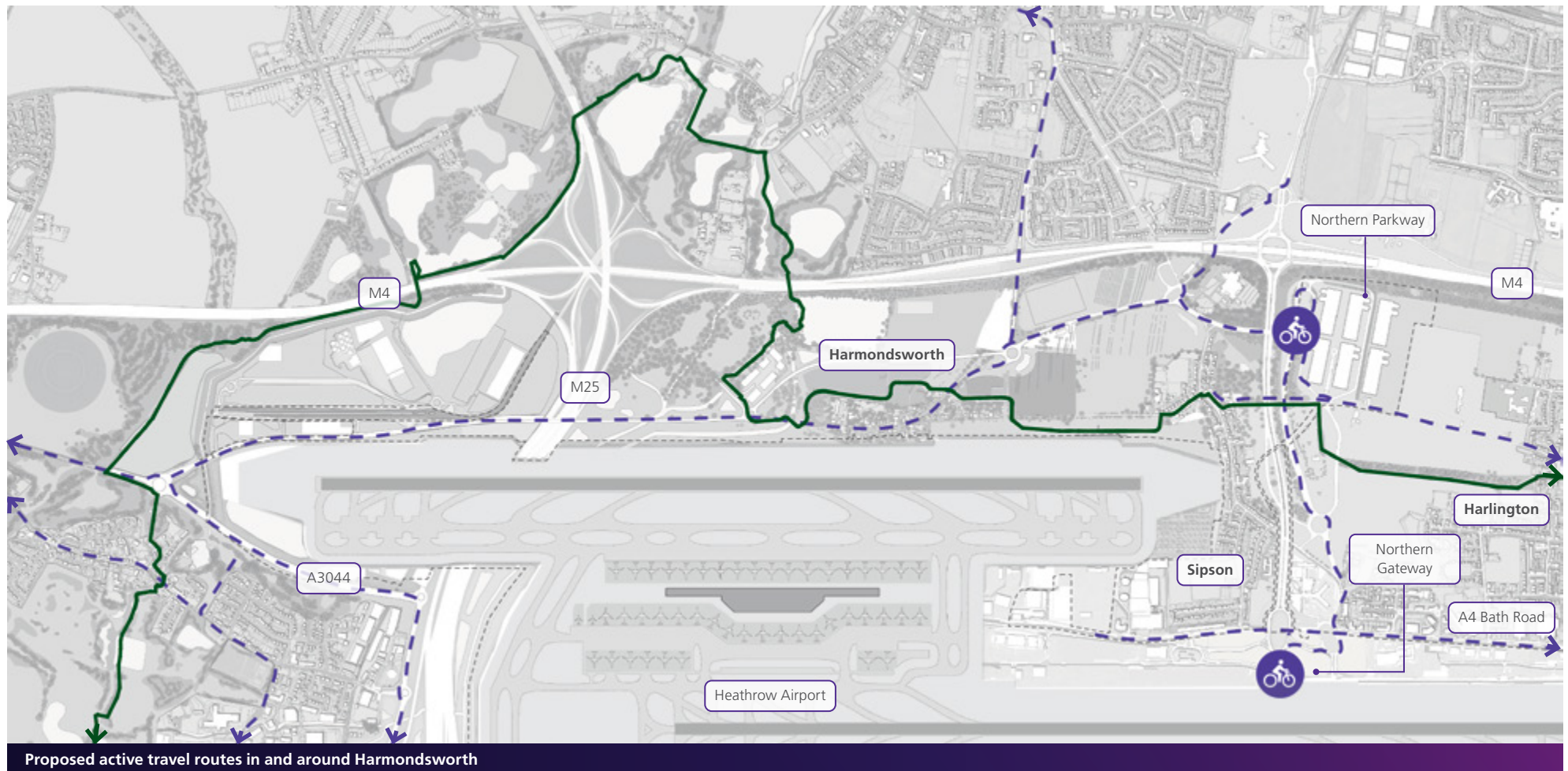
We have heard the concerns raised about the impact of anti-social behaviour caused by vehicles waiting in surrounding local areas and have therefore proposed a new second Authorised Vehicle Area for private hire vehicles as a change from the 2019 proposals. We are now proposing one location will be in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

BUS AND COACH SERVICES

Changes to the roads will 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 A4 Bath Road, Western Perimeter Road and Hatch Lane (including, for example, bus routes U3, 81, 350, 5, 423, A4, N9, 7, H30 and the coach route RA1) would need to be rerouted due to the proposed closure of the Western Perimeter Road and Hatch Lane, and the re-alignment of the A4.

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



- KEY**
- Proposed Green Loop
 - - New and improved walking, wheeling and cycling routes
 -  Cycle hubs

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 cohesive 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 Harmondsworth.

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

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

THE GREEN LOOP

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

In Harmondsworth, the Green Loop would be routed north of the village and provide access to the High Street and other amenities. This would create an accessible link between new and existing open spaces like Harmondsworth Moor.

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 Harmondsworth:

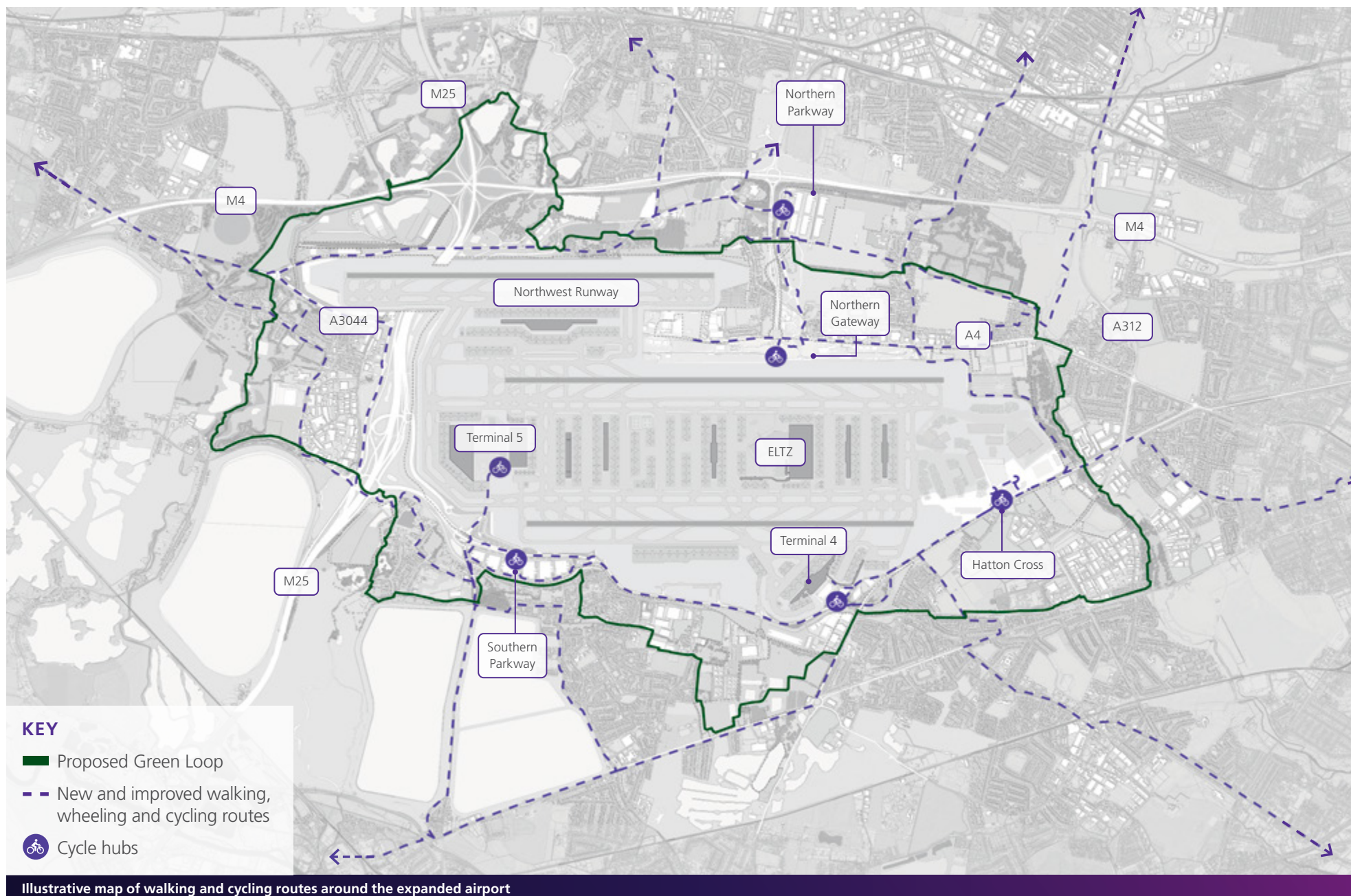
- **Realigned A4** – provision of a cycle and pedestrian route on one side of the road. This would provide a safer connection between the Sipson Road/Holloway Lane roundabout, retained cycle parking north of Heathrow, and the proposed Northern Gateway Cycle Hub, supplementing access provided through Harmondsworth by the proposed Green Loop.
- **Realigned A3044** – provision of a pedestrian and cycle route on one side of the carriageway, connecting to the realigned A4.

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 Harmondsworth are expected to be:

- **Northern Parkway**, within a proposed new car park to the north of Heathrow – this would offer connections to the Northern Gateway and the East Landside Terminal Zone (ELTZ) with access to bus, coach and rail services and Terminal 2.
- **Northern Gateway**, near the existing Emirates Roundabout to the north of Heathrow – this would offer connections to Northern Parkway and the ELTZ.



2.9 CHANGES TO OUR PROPOSALS IN YOUR AREA SINCE CONSULTATION IN 2019



Item	What is the change and why has the change been made?
1	In response to feedback, we have refined the river habitat proposals along the stretch of the River Colne and the Wraysbury River. Additional land might be needed to enable the mitigation works, pending final agreement with the Environment Agency. These changes will support compliance with Water Framework Directive requirements arising from expansion.
2	New public open space has been included to replace land that would be displaced due to expansion. The land would form part of a proposed Metropolitan Park.
3	Flood Storage Areas east and south of Saxon Lake have been removed because of further assessment work.
4	In response to feedback, we have included Harmondsworth Village in the draft Order limits. We are continuing to assess the effects of the scheme to develop appropriate mitigation and offsetting measures such as: • High Street and public realm improvements, or measures for the historic environment that promote the long-term sustainability of heritage assets. • Noise mitigation measures to protect properties closest to the new runway to prevent unacceptable noise effects that may otherwise occur. • New Public Open Space south of Harmondsworth Lane to deliver better connectivity for local communities as part of the Green Loop. The proposals will continue to evolve as the assessment and stakeholder engagement progress, with measures to be clarified by the time we submit our DCO application.
5	We have refined the construction strategy, and additional land has been included in the draft Order limits at Holloway Farm.
6	Further Heathrow expansion design work carried out has highlighted that Cherry Lane Primary School could potentially be affected by noise either from construction of the expanded airport or its operation. Where buildings are assessed as being affected, a suitable package of noise insulation measures will be carried out by an approved installer.
7	In the 2019 Airport Expansion Consultation, two safeguarded police station sites were proposed for Heathrow expansion: Bath Road and Faggs Road. After further assessment, the Bath Road (Polar Park) site was selected as the preferred location.
8	Following feedback from Airport Expansion Consultation in 2019, the Northern Parkway has been reduced in size.

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 Harmondsworth.

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

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

YOUR VIEWS



We welcome your views, especially in relation to the changes we have made to our proposals since we consulted in 2019.

Please see **Chapter 6 '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

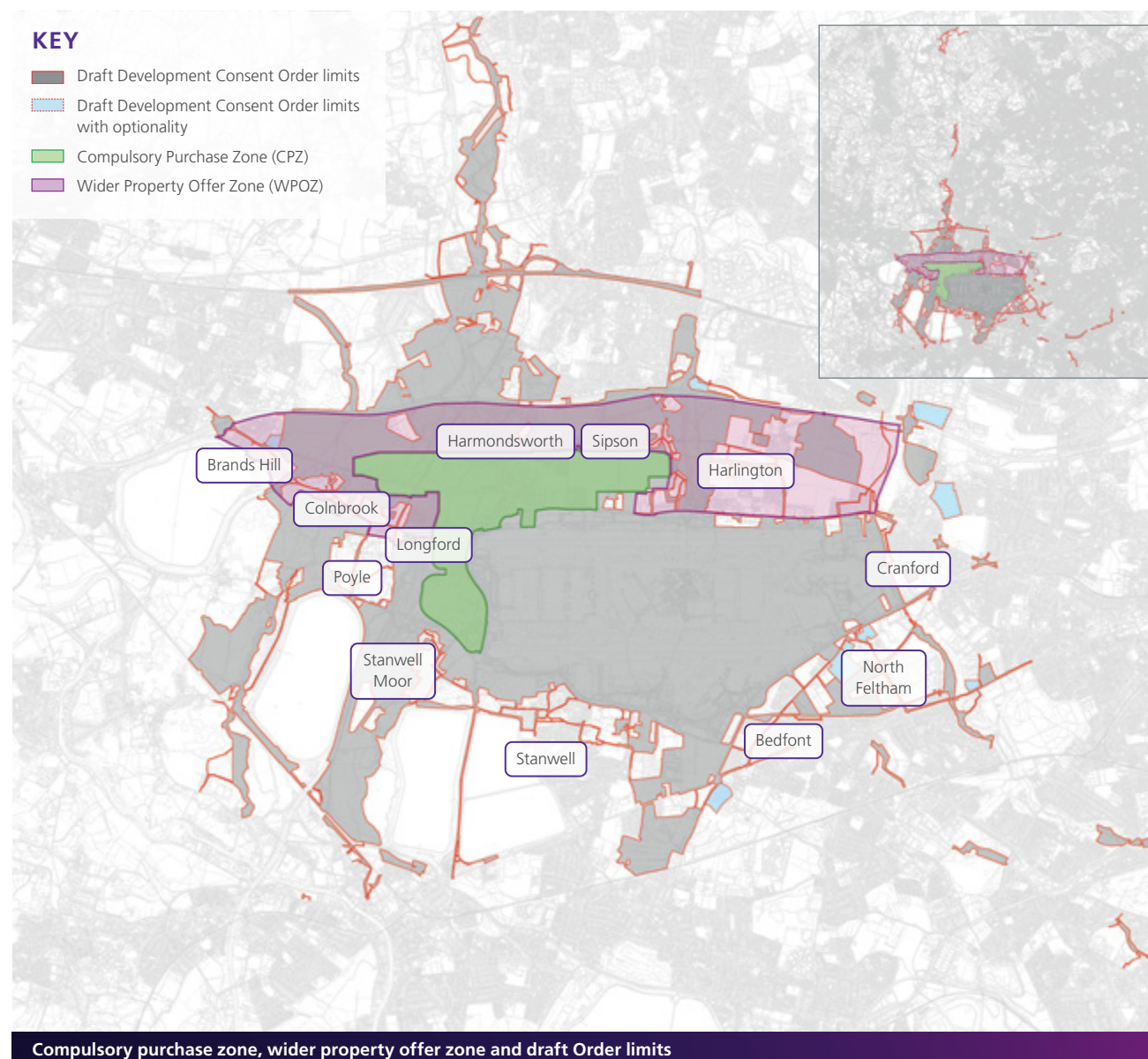
Heathrow is continuing to develop its residential property compensation schemes for residents affected by expansion.

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 acquire compulsorily, if necessary. Compulsory Purchase is the legal process that may be used to acquire properties. Our preference is always to reach agreement directly with property owners wherever possible, with compulsory purchase as a last resort.

Heathrow has developed a discretionary enhanced compensation offer where we will 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 will be affected by our activities. This area is known as the Wider Property Offer Zone (WPOZ).

448 residential properties in this area are within the CPZ, and will be demolished with the remaining properties in Harmondsworth falling within the 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%.

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.

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.

COMPENSATION FOR HOMEOWNERS

While no amount of compensation can replace what is being lost, our aim is to provide fair compensation, practical support and greater certainty to help you move forward with confidence.

If you own and live in a property that we would require for the project, Heathrow would work with you to understand your circumstances and guide you through the options available. Depending on your eligibility and the route through which your property is purchased, you may be entitled to:

- The unaffected market value of your home (what your home would be worth on the open market with no airport expansion scheme).
- A home loss payment or enhanced loss payment.
- Compensation for reasonable moving and relocation costs.
- Reimbursement of replacement property purchase costs, such as legal fees and Stamp Duty Land Tax where applicable.
- Professional fees associated with valuation and compensation claims.
- Relocation support throughout the process.

If you own and live in (are an 'owner-occupier') and your home falls within the CPZ, you may be able to sell your property to Heathrow under the proposed Home Purchase Scheme, subject to the scheme being introduced. The scheme offers owners the opportunity to agree terms once the Home Purchase Scheme is launched and move at a later date after the DCO has been granted and we have confirmed our intention to proceed with the project. In addition to financial compensation, we recognise that relocating can be challenging. Through our Home Relocation Support Service, we would:

- Provide clear information and guidance throughout the process.
- Offer dedicated support to help you understand your options.
- Help you find and move to a suitable replacement home.
- Connect you with organisations and services that may be able to support your individual needs.
- Provide additional assistance for residents with health, disability or wellbeing needs.

Our aim is to work with you wherever possible to reach agreement and support you in planning your move in a way that works for you.

SUPPORT FOR RENTERS AND LEASEHOLDERS

If you rent your home or hold a lease, you may be eligible for compensation and support. This may include financial assistance, help with moving and support to find alternative accommodation.

We know that if you rent your home or have a lease, this situation can feel especially uncertain. You may not have the same level of control as a property owner, and the path ahead may feel unclear. We are committed to providing clear information and support throughout the process.

Depending on your circumstances, and subject to eligibility (set under national requirements and Heathrow's Land and Property Acquisition and Compensation Policies), you may be entitled to:

- Financial compensation if you are required to leave your home.
- Enhanced compensation options available under Heathrow's discretionary policies.
- Assistance with finding alternative accommodation.
- Support and guidance throughout the relocation process.

Our policies generally apply to tenants whose main home is within the CPZ and who are required to move as a result of the project. Eligibility would depend on your individual circumstances, including the type and length of your tenancy or lease.

If we require a tenant to vacate their home, statutory notice would be provided. At that point, eligible tenants may be able to choose between:

- Applying for Heathrow's enhanced compensation package, which may include an enhanced loss payment and a fixed disturbance payment to help with moving costs.
- Making a claim for compensation under the statutory compensation system.

Enhanced compensation is designed to provide additional support above the standard statutory arrangements. The amount available may depend on factors such as how long you have lived in the property and your individual circumstances.

In addition to compensation, Heathrow would offer support services to tenants who need to relocate. This may include:

- Clear and straightforward information about available options.
- Opportunities to discuss your circumstances with dedicated support teams.
- Assistance with planning your move and next steps.
- Additional support for vulnerable tenants and those with specific housing needs.
- Engagement with local housing authorities where appropriate.

We recognise that every situation is different. We will take the time to explain what applies to you, what options are available, and what support you may be entitled to receive.

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

All Harmondsworth residents 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.

COMPENSATION FOR COMMERCIAL PROPERTIES

If your business operates from a property that is required for expansion, 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 working 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 doesn't 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.

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, please refer to our **Draft Commercial Property Policy**.

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 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 from Heathrow 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.



4.0

How we would build it

We recognise that the scale of construction activities required to deliver 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 chapter provides an overview of the types of construction activity that could take place near Harmondsworth, and what this might mean for you.

CONSTRUCTION PHRASES USED IN THIS CHAPTER

**Batching plant**

A facility where raw materials are mixed and prepared.

Borrow pits/backfilling works

An area where materials are extracted, which are then filled back in.

Drainage attenuation area

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

Earthworks

Works to prepare the ground for construction.

Stockpile works

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

Thermal store

Where heat is stored for later use.

Trial trenching

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





Construction at Heathrow Airport

4.1 CONSTRUCTION IN THE HARMONDSWORTH AREA

This section sets out what would be happening in the Harmondsworth area at each phase of construction.

Construction activities to the north of the airport will support the delivery of the new runway, as well as the construction of the diverted A4/Bath Road, realigned M25, public open space re-provision and river diversions.

To support the construction activities locally and airport-wide, five Construction Support Sites (CSS) are required around Harmondsworth, and are shown on subsequent pages. The sites will include stockpiles, batching plants and welfare facilities. To the south of Harmondsworth and around the M25, there will be a large earthworks site, which will have temporary borrow pits and stockpiles.

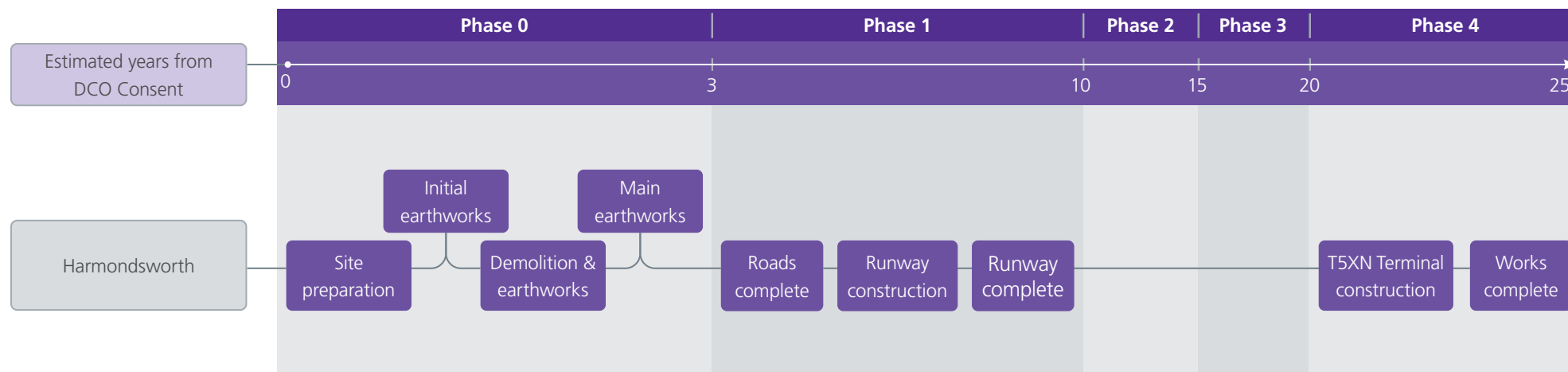
The footprint and intensity of construction (and related support) activities will change throughout the construction period with a peak of construction during Phase 0 demolition & earthworks and Phase 1 runway construction.

In reviewing construction activities in this area:

- The duration and combined effects of the activities on a number of sites has been carefully considered, for example, the stockpiles to the north of the diverted A4/ Bath Road will be built from east to west to minimise construction time close to neighbours.
- The layout of Construction Support Sites and phasing of the works seek to reduce impacts on residents, for example, with landscape buffers and mounds in certain locations.

INDICATIVE TIMELINE OF CONSTRUCTION

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



EXISTING AREA

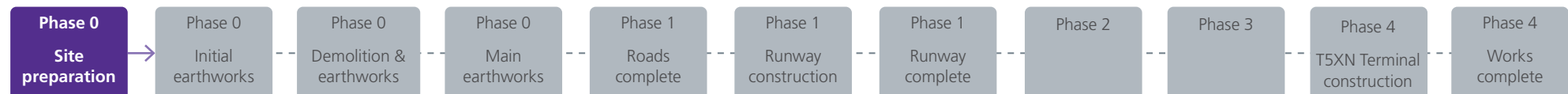


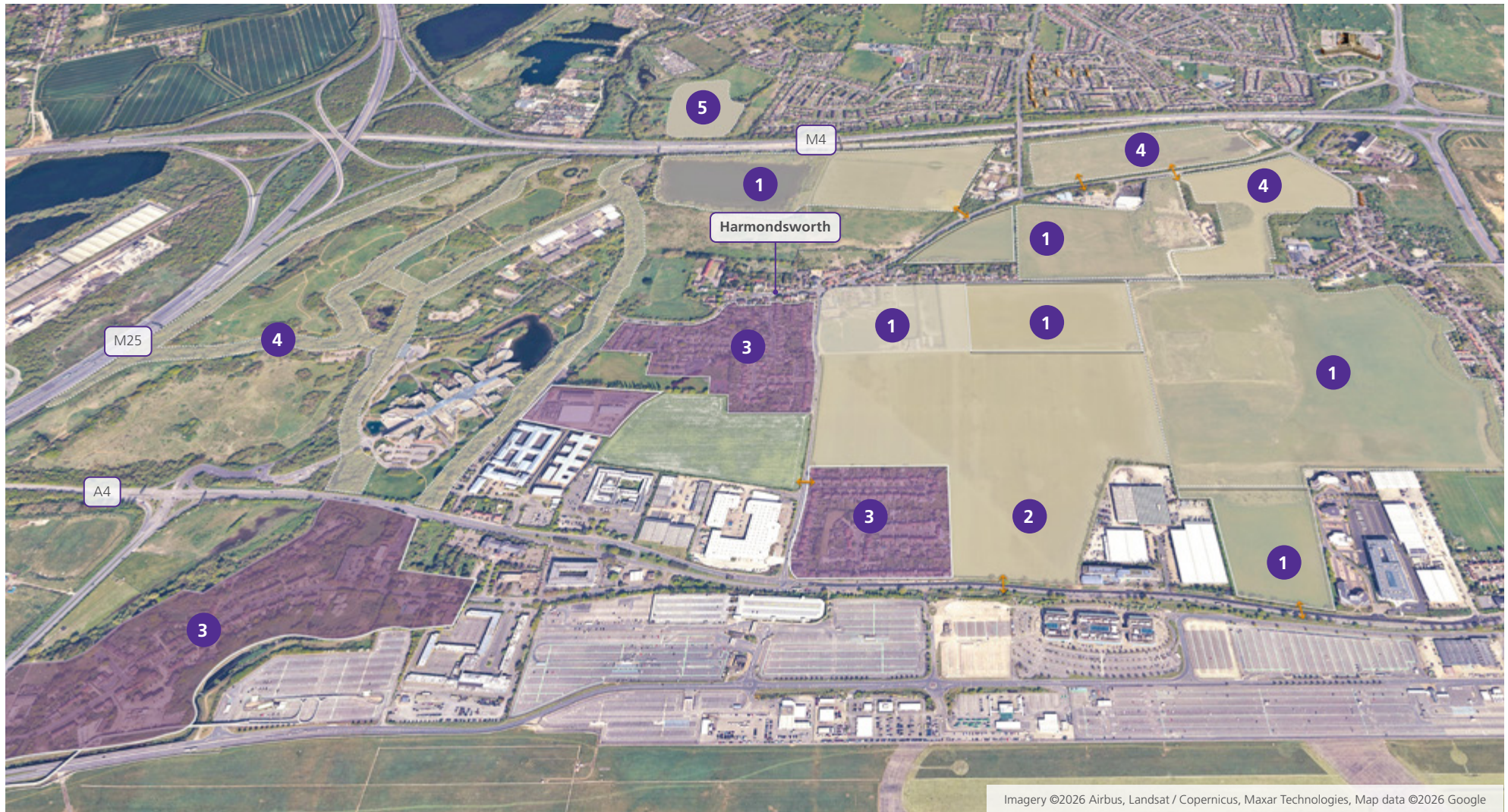
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PHASE 0 – SITE PREPARATION

Following grant of a DCO, we would undertake preparatory works and surveys.

- 1 **Ecological surveys** around Harmondsworth would be undertaken. Where required, more detailed archaeological study of particular areas would be undertaken using both geophysical survey and trial trenches. This work would be protected by a temporary lightweight fence.
- 2 An area would be established for the Construction Support Site (CSS) **CSS04**. This site is proposed to support a mix of uses through the programme, including: staff car parking, HGV holding area, contractor compound, pre-assembly, material laydown, crushing and screening plant, staff welfare and a programme medical centre.
- 3 **Residential properties** that are needed for the airport's expansion.
- 4 **Ecological & archaeological surveys** would begin on the future A4 construction site. Sites would be protected by a temporary fence.
- 5 **Ecological & archaeological surveys** would commence on the future Long Mead flood storage area. Worksites would be protected by a temporary fence





KEY

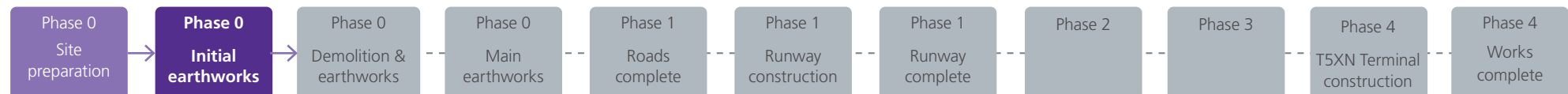
Under construction	Utilities	Area(s) to be demolished	CSS	Future plans
Green space/landscaping	Fence	Ecological and archaeological surveys	Access/egress	

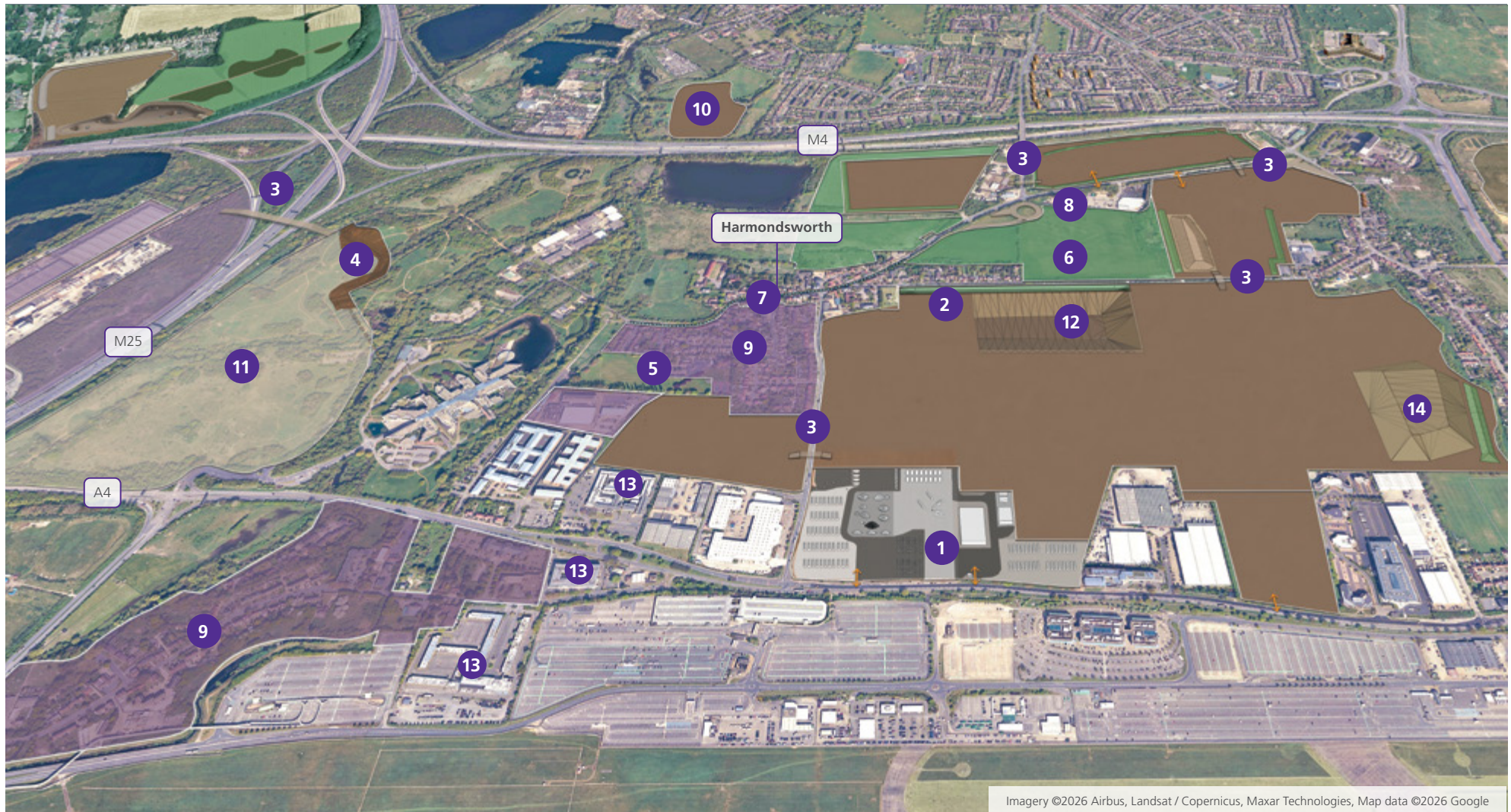
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PHASE 0 – INITIAL EARTHWORKS

Preparation works for Construction Support Sites (CSS) and excavation to the south of Harmondsworth would start. Green mounds would be built to minimise noise for the neighbouring residents. Works would begin on the river diversions in this area.

- 1 **CSS04** would be operational to support the works.
- 2 A **temporary grassed mound** would be built south of Harmondsworth Lane to reduce visual and noise impacts.
- 3 Construction of **temporary bridges** would begin over roads and water courses to connect different construction areas. The use of conveyors rather than bridges is currently being explored to facilitate the movement of materials around the site and to minimise the use of motorised vehicles.
- 4 Excavation of channels for **river diversions** through Harmondsworth Moor would begin.
- 5 A replacement for **Harmondsworth Primary School** would be provided and operational prior to demolition of the current school.
- 6 **Reprovided public open space** preparation works would commence. The area would be protected by a temporary fence.
- 7 **Utilities** would be installed on Harmondsworth High Street.
- 8 **A4/ Bath Road diversion** construction works and works to utilities along the road would begin. Access to Harmondsworth would remain through Holloway Lane throughout works.
- 9 **Residential properties** that are needed for the airport's expansion.
- 10 Construction of Long Mead **flood storage area** would commence.
- 11 **Ecological surveys** west of Harmondsworth would commence. Where required, more detailed archaeological survey of particular areas may be required. This activity would be enabled by trenches and protected by a temporary lightweight fence.
- 12 An **excavation site** for soil, sand and gravel would be created (borrow pit). Earthworks would commence South of Harmondsworth Lane.
- 13 **Existing hotels** would be retained at this stage and could provide accommodation for construction workforce.
- 14 Area of stockpiled **earthwork material**.





KEY

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

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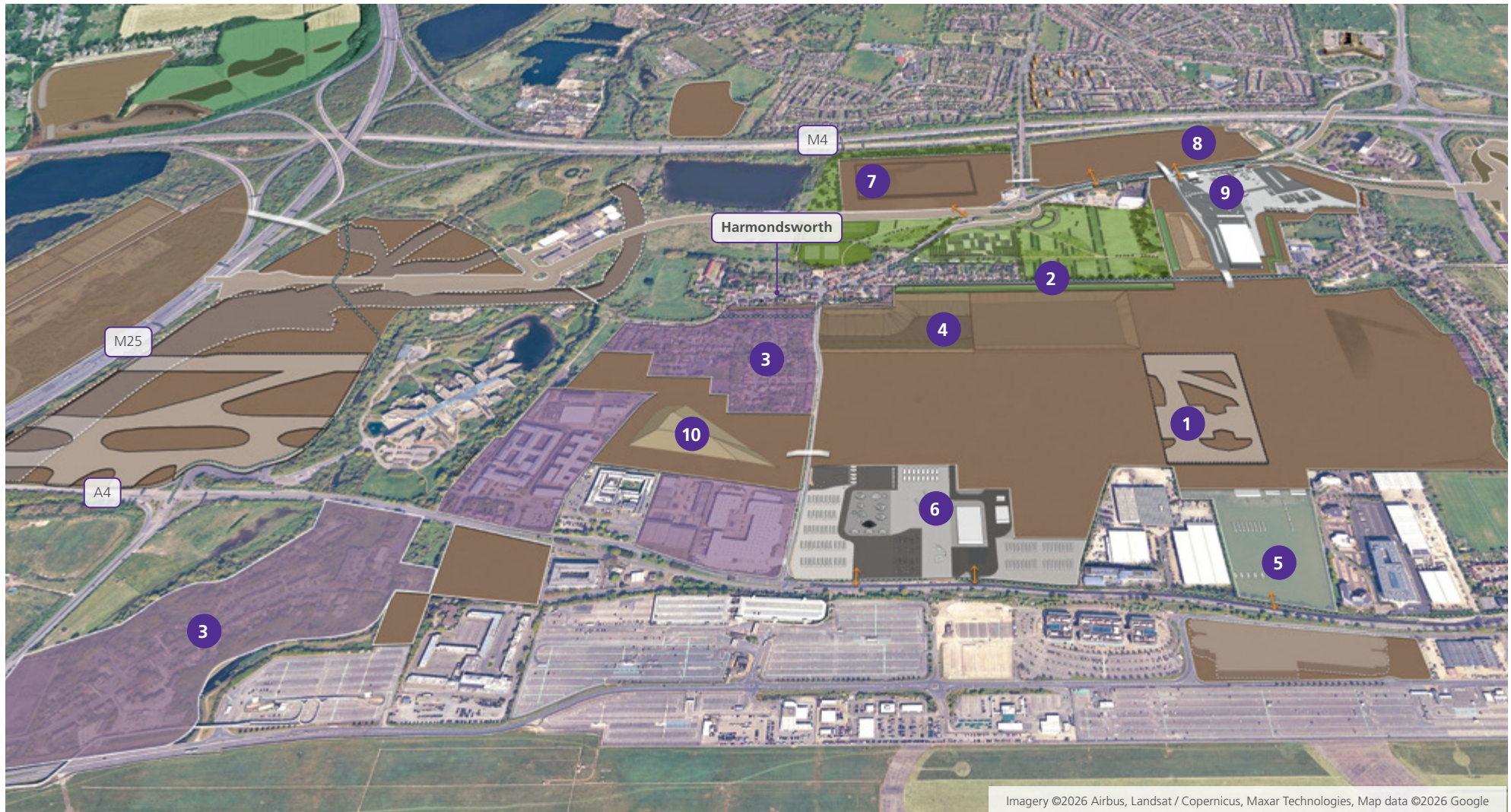
PHASE 0 – DEMOLITION & EARTHWORKS

ACTIVITIES – PAGE 1 OF 2

Construction works for the newly aligned M25 would begin in this area, along with the Twin Rivers diversion.

- 1 **Earthworks** around Harmondsworth and Sipson would commence. Works in the main expansion area would include the excavation of the borrow pit south of Harmondsworth and east of Saxon Lake. All earthwork sites would be in use.
- 2 **A temporary grassed mound** would be established south of Harmondsworth Lane and a noise barrier will be constructed.
- 3 **Residential properties** that are needed for the airport's expansion.
- 4 **Borrow pit** excavation would commence south of Harmondsworth Lane.
- 5 An area would be established for a Construction Support Site (CSS) **CSS05**. This site is proposed to support a mix of uses through the programme including HGV holding area, contractor compound, short term storage of construction material and mobile asphalt batching and/or concrete plant. A hoarding would be built around this area and preparation work would begin to make it flat and stable vehicular access to this area would be off the Bath Road.
- 6 **CSS04** would remain operational.
- 7 **Stockpile works** on the **CSS14** west of Harmondsworth Road, will commence. A maximum stockpile height of 25 metres is estimated at this site. A 15 metre buffer would be provided around the site.
- 8 **Stockpile works** at **CSS15** would commence. The maximum height of stockpiles is estimated to be 15 metres. A 15 metre buffer would be provided around the site.
- 9 **CSS18** would be established. This site is proposed to be used as a contractor compound, worker office and welfare and workforce car park. The site would also be used to stockpile appropriate materials. A 70 metre boundary would be provided between the CSS and residential properties to mitigate effects on local residents.
- 10 Area of stockpiled **earthwork material**.





KEY

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

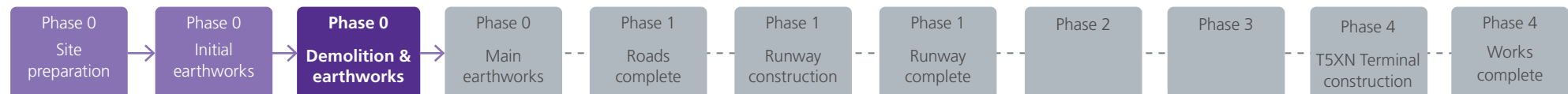
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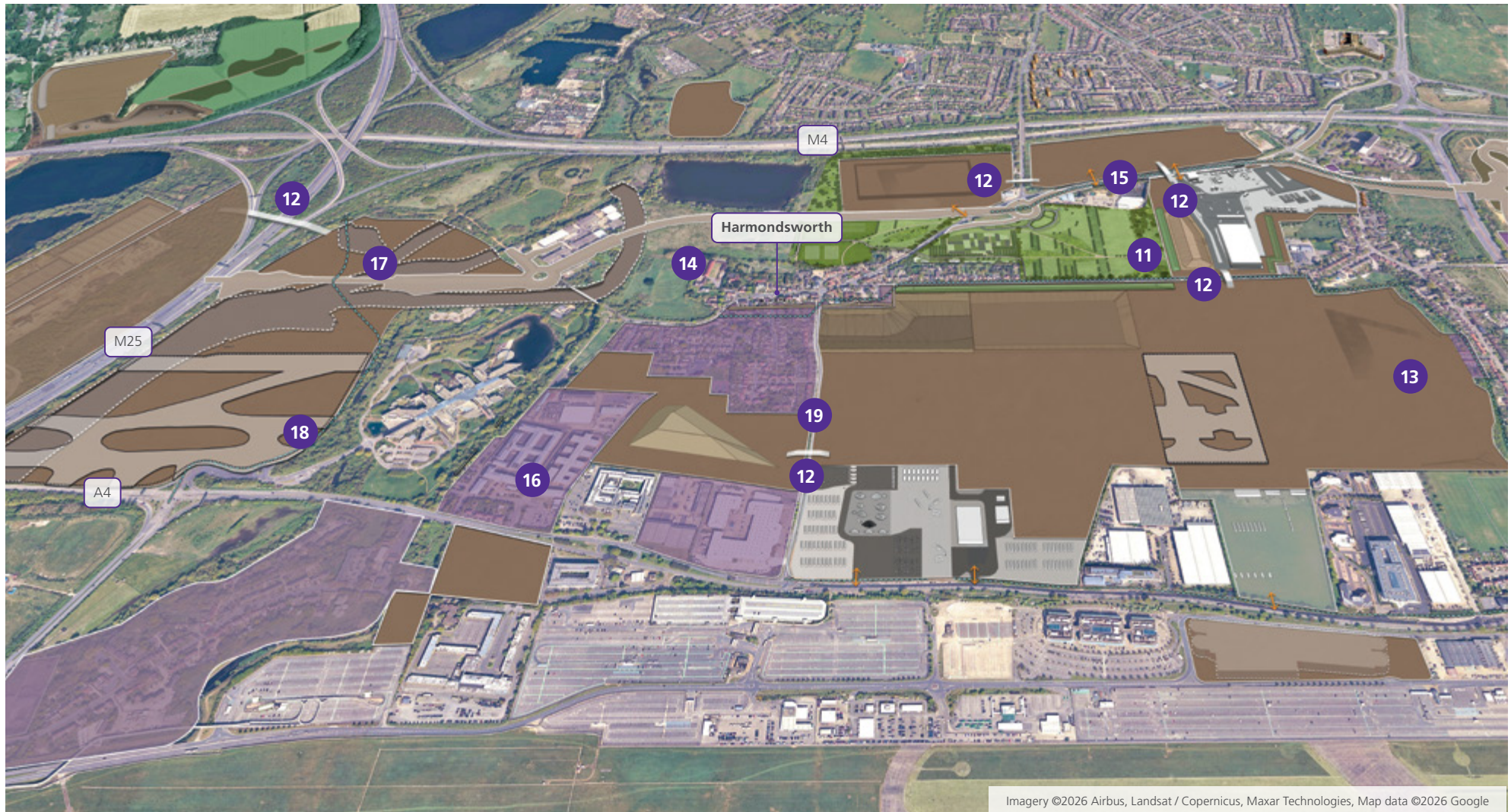
PHASE 0 – DEMOLITION & EARTHWORKS

ACTIVITIES – PAGE 2 OF 2

Construction works for the newly aligned M25 would begin in this area, along with the Twin Rivers diversion.

- 11 Public space** would be reprovided alongside Construction Support Site (CSS) CSS18.
- 12 Temporary bridges** would be complete to connect different construction areas. The use of conveyors rather than bridges is currently being explored to facilitate the movement of materials around the site and to minimise the use of motorised vehicles.
- 13 CSS07** would be established. This site would be used for earthworks and material stockpiling. Stockpiles would be up to 20 metres tall.
- 14 Heritage** asset mitigations and enhancement within Harmondsworth would commence.
- 15 A4/Bath Road diversion** construction works and works to utilities along the road would commence. Access to Harmondsworth would remain through Holloway Lane throughout works.
- 16** The Immigration Removal Centre and commercial properties along the A4 to Hatch Lane would be **demolished**.
- 17 River diversion** construction works to Bigley Ditch, Wraysbury River, River Colne, Duke of Northumberland River and Longford would commence and continue.
- 18 Preparation works** and piling of the runway and taxiways would commence. To minimise landfill excavation, the piling works are proposed beneath the runway within the area of Harmondsworth and Colnbrook landfill.
- 19 All haul roads and construction roads** across the site would be complete and fully functioning to minimise vehicles on local roads. Hatch Lane would remain open.





KEY

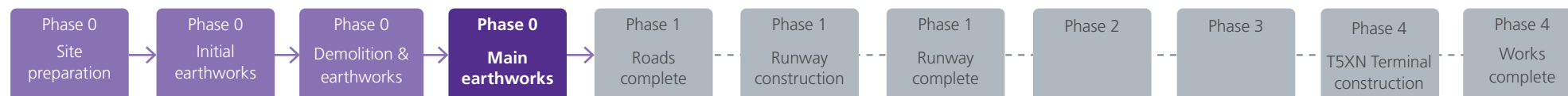
Under construction	Utilities	Area(s) to be demolished	CSS	Future plans
Green space/landscaping	Fence	Ecological and archaeological surveys	Access/egress	

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PHASE 0 – MAIN EARTHWORKS

Earthworks around Harmondsworth and Sipson would largely be complete and works to construct the new runway would be underway within the airport boundary. BA Waterside would be demolished.

- 1 **A4 diversion** works would be ongoing.
- 2 **The western footpath** from Harmondsworth to the A4 road beside BA Waterside would be closed.
- 3 **A hoarding** would be put up around BA Waterside and properties would be decanted and demolished.
- 4 **Construction Support Sites (CSS)** would remain operational to support ongoing construction works.
- 5 **Piling works** would be complete for the proposed new runway and taxiways within this area.
- 6 Sites under restoration would become **reprovided public open spaces**.
- 7 **Excavation** would continue south of Harmondsworth.
- 8 **Borrow pit/ backfilling works** south of Harmondsworth would continue. The borrow pit would be excavated and backfilled in sections from east to west.
- 9 Excavation to create a **thermal store** would begin north of Holloway Lane.
- 10 Hatch Lane would be closed. Access to Saxon Way Trading Estate would be ensured either through Accommodation Lane or via a **temporary road** built north of the borrow pit outside the site hoarding.
- 11 Construction works for the **river diversion** would continue.
- 12 **Residential properties** that are needed for the airport's expansion.
- 13 Works would commence on the **realignment** of the M25.
- 14 **Green Loop** infrastructure would be created. The Green Loop would improve connectivity around the airport perimeter and offer informal recreation space.
- 15 Modifications made to existing **car parks** to increase capacity.





KEY

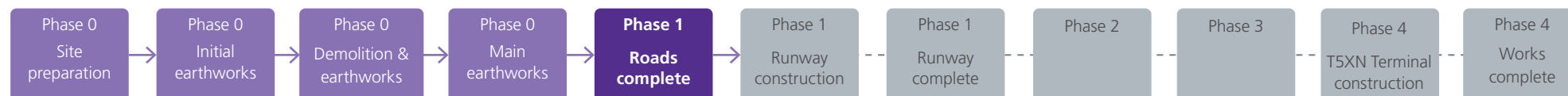
Under construction	Utilities	Area(s) to be demolished	CSS	Future plans
Green space/landscaping	Fence	Ecological and archaeological surveys	Access/egress	

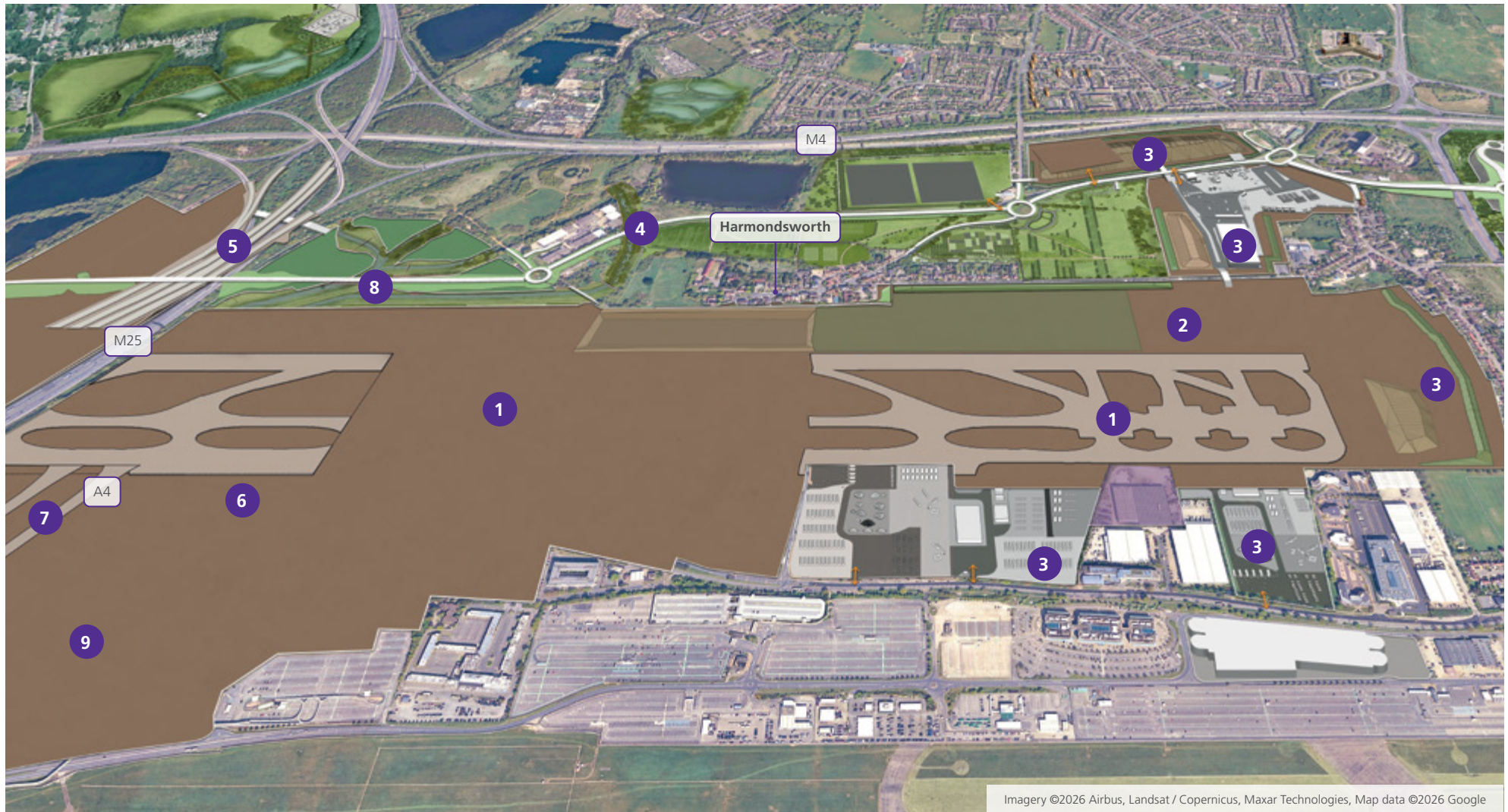
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PHASE 1 – ROADS COMPLETE

Earthworks and landfill works would be largely complete. Stockpiles would shrink and construction of the runway and taxiways would continue. The new A4 and M25 diversions would be complete and commissioned.

- 1 **Ground Improvement/piling works** will be complete for the Northwest Runway and taxiways within this area.
- 2 **Earthworks and landfill works** would be largely complete. Once the borrow pit works for an area are complete, landscape works for the airfield would commence.
- 3 **Construction Support Sites (CSS)** would remain operational to support construction works.
- 4 The **new A4** would be opened and operational to traffic.
- 5 Construction works to the **diverted M25** would be complete and commissioned.
- 6 The **existing A4 and A3044** closed road would be demolished.
- 7 Works would commence on the **around the end taxiways (ATETs)** south of the new runway.
- 8 **River diversions** would be complete.
- 9 Land would be used to support **earthworks, utilities and construction activities of local structures**, including the runway and taxiways, aircraft stands, M25 and associated infrastructure.





KEY

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

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PHASE 1 – RUNWAY CONSTRUCTION

The new runway is under construction.

- 1 Harmondsworth **public realm enhancements** (Harmondsworth village, High Street) would be undertaken and complete.
- 2 **Landscape works** to create permanent landscaped noise mitigation mounds around the runway would commence. A temporary fence would be built around the site.
- 3 **The thermal store** to the north of the diverted A4/ Bath Road would be tested and commissioned.
- 4 **Landscape works** would commence to the west of Harmondsworth and east of the M25 around the diverted A4/ Bath Road.
- 5 **Construction works** will be underway to build the new runway, associated taxiway infrastructure and aircraft stands
- 6 Land would be used to support **earthworks, utilities and construction activities of local structures**, including the runway and taxiways, aircraft stands, M25 and associated infrastructure.



**KEY**

Under construction
Green space/landscaping

Utilities
Fence

Area(s) to be demolished
Ecological and archaeological surveys

CSS
Access/egress

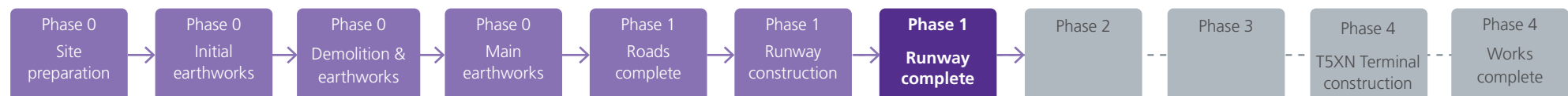
Future plans

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PHASE 1 – RUNWAY COMPLETE

The new runway would be complete and open, with the landscape works within the airfield complete.

- 1 Construction Support Site (CSS) **CSS04** partially remains operational to support construction works at T5XN. Decommissioned parts redeployed as Airport Supporting Facility, including Control Post and Airport Operations Building.
- 2 **CSS15** and **CSS18** would be decommissioned and landscape works will commence.
- 3 **CSS05** would be decommissioned and redeployed as Airport Support Facility.
- 4 **Runway and taxiways** would be complete.
- 5 Space would be made available for **Airport Support Facilities**. This space could be used for airside coach parking.
- 6 **Preparation work** underway to support future construction of T5XN.
- 7 **Remote aircraft stands** are available for use.
- 8 **Demolition** of workforce hotels will be complete to make way for T5XN construction.





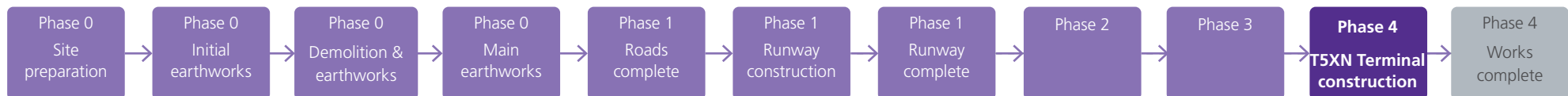
KEY	Under construction	Utilities	Area(s) to be demolished	CSS	Future plans
	Green space/landscaping	Fence	Ecological and archaeological surveys	Access/egress	

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PHASE 4 – T5XN TERMINAL CONSTRUCTION

T5XN terminal, stands and associated infrastructure would be constructed to support additional passengers.

- 1 **Construction** on the T5XN terminal would commence.
- 2 Space would be made available for **Airport Support Facilities** and substation.
- 3 Construction Support Site (CSS) **CSS04** would remain operational to support construction works at T5XN.



**KEY**

Under construction
Green space/landscaping

Utilities
Fence

Area(s) to be demolished
Ecological and archaeological surveys

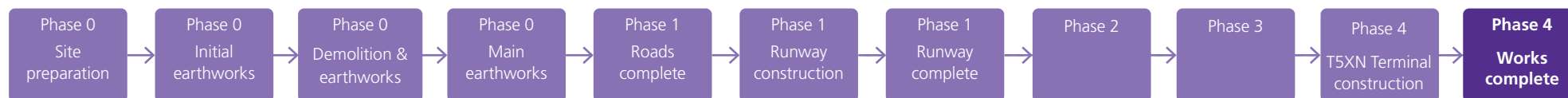
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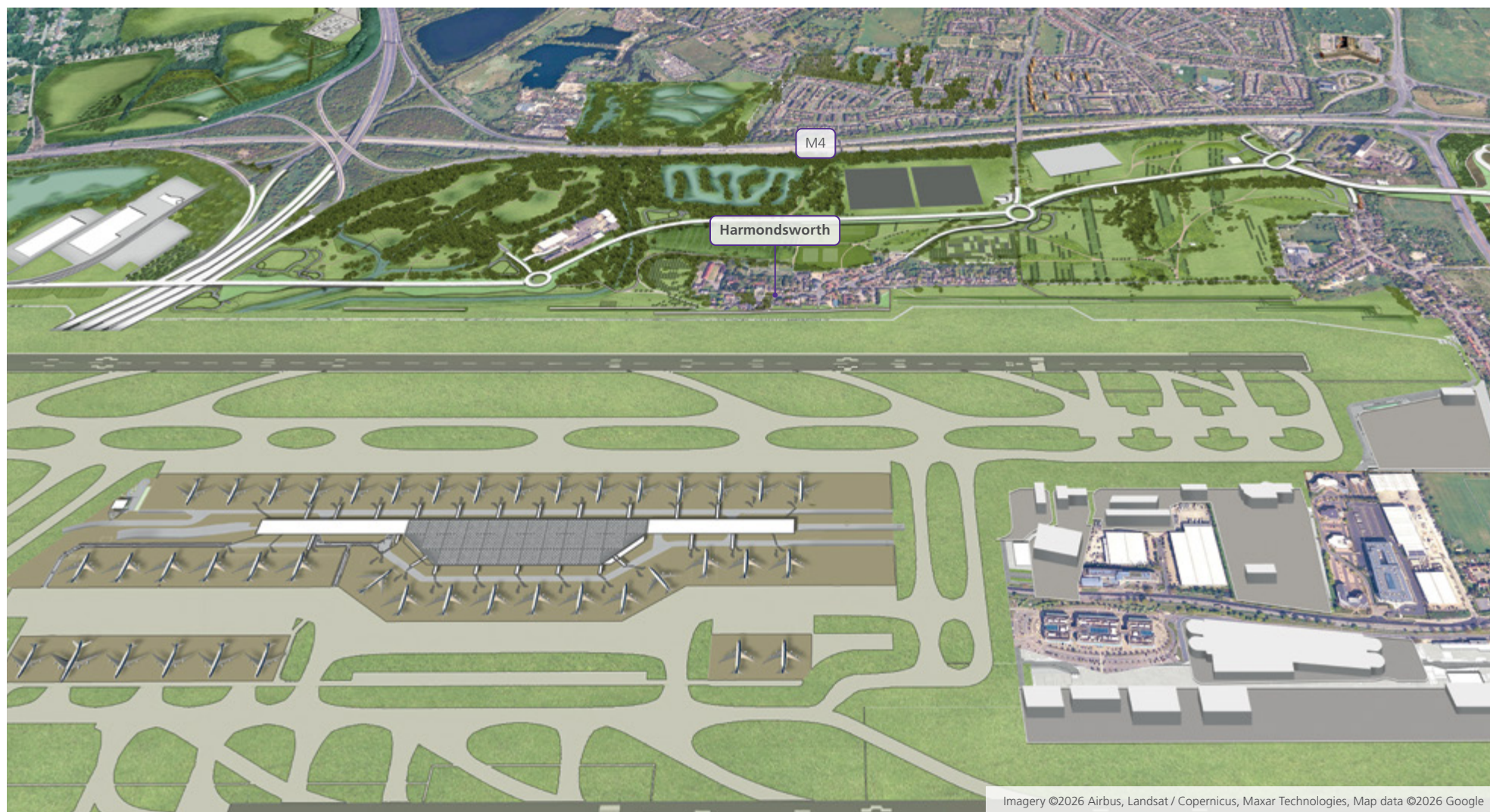
Future plans

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PHASE 4 – WORKS COMPLETE

Works on the expansion would be complete. All Construction Support Sites (CSS) would be removed or converted into landscape areas.



**KEY**

Under construction
Green space/landscaping

Utilities
Fence

Area(s) to be demolished
Ecological and archaeological surveys

CSS
Access/egress

Future plans

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

This includes the following:

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

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

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

4.2 IMPLICATIONS FOR TRAVEL DURING CONSTRUCTION

ROAD USERS

Our early transport modelling shows that construction traffic in and around Harmondsworth 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 Junction 15.
- M4 Junction 4/M4 Spur Road.
- Realigned A4.

Beyond these locations, very limited change in traffic is forecast on roads in and around Harmondsworth 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 Harmondsworth (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 Harmondsworth would be closely linked to the proposed changes to local roads described in [Chapter 2](#). They could include temporary service diversions, changes to where they stop or adjustments to service patterns. Construction traffic could also affect bus and coach journey times and reliability, particularly on roads where there are no bus priority measures. The extent and duration of these changes would vary depending on the phasing of works.

As detailed in [Chapter 2](#), we would work with external organisations which 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 (described as ‘active travel’) routes, including Public Rights of Way (PRoW), within the land required for expansion would need to be permanently closed. This includes along Western Perimeter Road, sections of the Northern Perimeter Road, Hatch Lane and Moor Lane.

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

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

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

RAIL AND LONDON UNDERGROUND

During construction, there may be some temporary impacts for residents who use rail services at stations like at Heathrow and West Drayton. 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

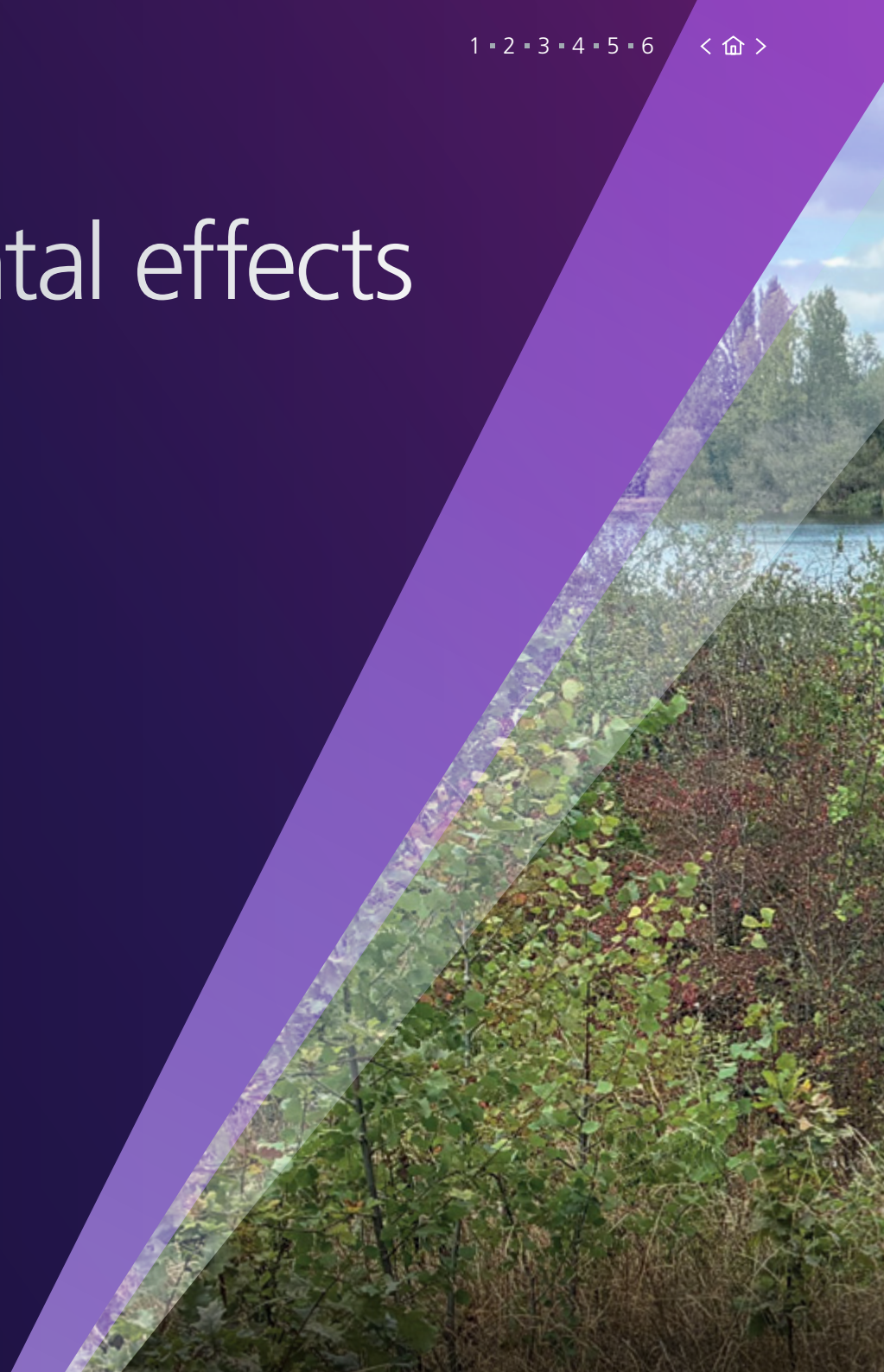
Managing environmental effects

As part of the DCO process, we are carrying 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, reduce or mitigate any negative environmental effects that we have identified to date. Some Environmental Measures are specific to Harmondsworth. 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 would arise from Heathrow expansion.

The following pages describe some of the effects likely to be experienced by people in Harmondsworth.





Saxon Lake

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, baseline concentrations of air pollutants in Harmondsworth are well below the AQOs for NO₂, PM₁₀ and PM_{2.5}.

Once the proposed runway is operational, there would be increases in pollutant levels in Harmondsworth. In Harmondsworth, the largest increases would be at Harmondsworth High Street and Harmondsworth Lane closest to the new runway, and at Accommodation Lane close to the A3044 configuration. It is important however that these pollutant levels would remain below AQOs. Our assessment indicates that any noticeable odour arising from aircraft in Harmondsworth would be limited.

During construction, air quality in Harmondsworth 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 AQOs.

A Construction Transport Strategy would manage construction traffic arising from the workforce and trips made to deliver and remove materials. Measures within the Construction Traffic Management Plan and the Code of Construction Practice (CoCP), such as wheel washing and covering loads, would control construction traffic and any dust, odour and exhaust emissions, we have prepared a draft CoCP for this consultation.

We will 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 **Environmental Information Consultation Document** and **Code of Construction Practice**.

5.2 NOISE AND VIBRATION

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

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

- Aircraft noise from the new runway and increased aircraft activity associated with the airport expansion.
- Ground noise from airfield operations, including aircraft ground movements 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. In our proposals we have also included a noise wall.

Construction works are required to facilitate the new runway, realigned roads, preparation and operation of Construction Support Site 18 (CSS18) 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 CoCP and for construction traffic within the Construction Traffic Management Plan and Construction Worker Travel Plan. This will include, for example, the selection of quieter working methods and equipment. 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 walls. Our **Noise Insulation Policy** will also cover the effects of construction noise, including temporary rehousing.

FURTHER READING



For further information about our work to date on noise and vibration, please see the **Consultation Document** and **Noise Insulation Policy**.

5.3 HISTORIC ENVIRONMENT

Harmondsworth is a place with a long and distinctive history, even as London and the area around the airport has grown.

As discussed in [Chapter 2](#) of this booklet, there are a number of heritage buildings and above-ground assets which would need to be demolished to facilitate Heathrow expansion.

The Grade I listed The Great Barn and the Grade II* listed St Mary's Church, together with the other Grade II listed buildings and locally listed buildings along High Street and Holloway Lane, would remain.

A comprehensive Historic Environment Mitigation Strategy is being developed to ensure that the history of Harmondsworth is fully understood, recorded and shared. This would include archaeological investigation and comprehensive historic building recording.

Additional measures are also being explored, including looking at the potential to relocate listed buildings that would otherwise be lost, potential support for the enhancement of vulnerable heritage assets on Historic England's Heritage at Risk Register, and the development of placemaking strategies to enhance the understanding and appreciation of Harmondsworth's historic environment.

We acknowledge the scale of change being proposed as part of Heathrow expansion. It is our aim to manage this change responsibly, looking to reduce harm where possible and identify opportunities for people to continue to understand and value the heritage of Harmondsworth.



Photograph of the retained Great Barn complex

FURTHER READING



This section focuses on environmental effects associated with air quality and odour, noise and vibration and cultural heritage. Other environmental topics which will be of interest to residents of Harmondsworth 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 & visual effects.

KEY

■ Retained heritage assets

■ Heritage assets directly affected by expansion

— Northern boundary of Compulsory Purchase Zone

Retained heritage assets

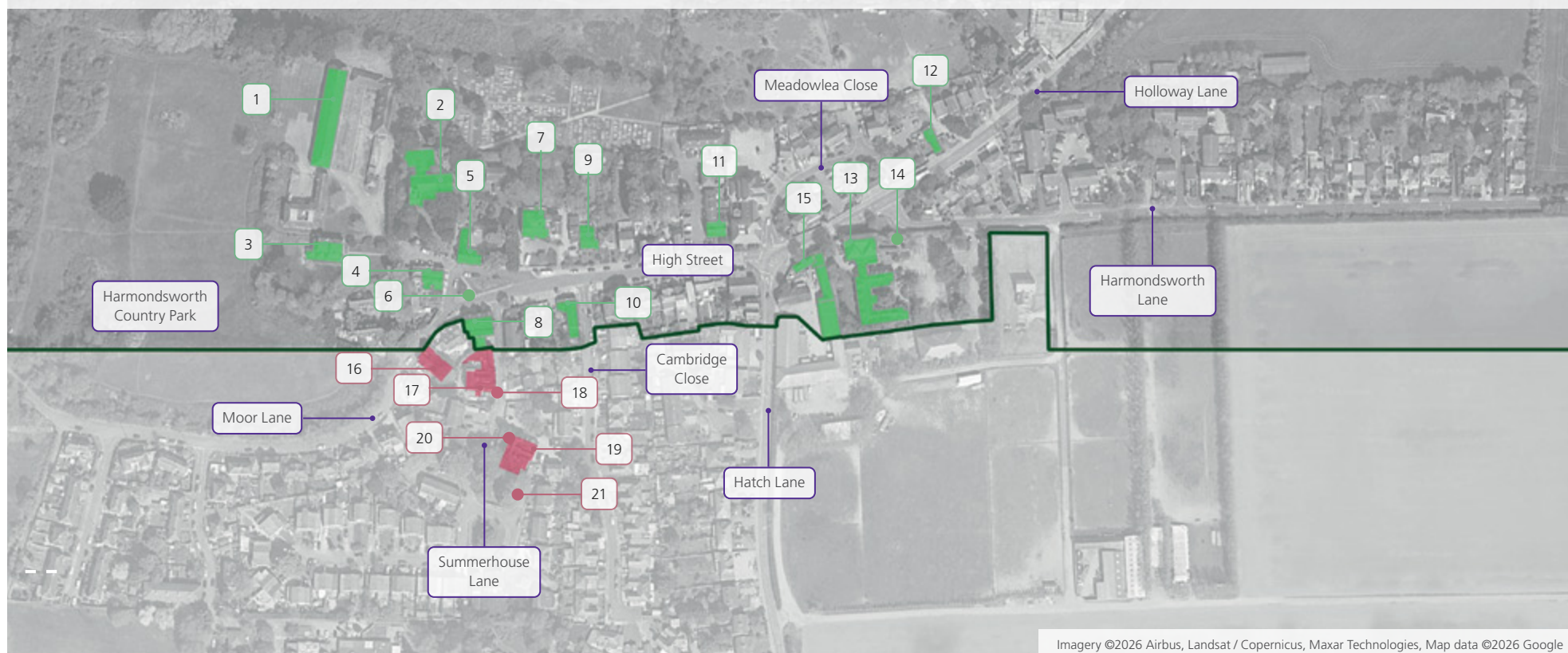
- 1 The Great Barn (Grade I)
- 2 Church of St Mary (Grade II*)
- 3 Manor Farmhouse (Grade II)
- 4 The Five Bells Inn (Grade II)
- 5 The Sun House (Grade II)
- 6 K6 Telephone Kiosk (Grade II)

- 7 The Vicarage Tower House (Grade II)
- 8 The Gable Stores (Grade II)
- 9 Howcroft (rear part only) (Grade II)
- 10 The Crown Public House (Grade II)
- 11 Acacia House (Grade II)
- 12 25, Holloway Lane (Grade II)

- 13 The Lodge (Grade II)
- 14 Wall to East of The Lodge (Grade II)
- 15 Home Farm (locally listed)

Heritage assets directly affected by expansion

- 16 The Old School House (locally listed)
- 17 Harmondsworth Hall (Grade II)
- 18 Wall & Gates South of Harmondsworth Hall (Grade II)
- 19 The Grange (Grade II)
- 20 Wall to West and North of The Grange (Grade II)
- 21 Wall to East of The Grange (Grade II)



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Aerial view of our proposed alterations relating to heritage assets in Harmondsworth

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6.0

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.

6.1 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.

6.2 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.

6.3 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 Harmondsworth is taking place on 14 November 2026 at 10:00 - 15:00 at Harmondsworth and Longford Community Centre.

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



Harmondsworth consultation event
venue and address:

**Harmondsworth and Longford
Community Centre**

School Road, Harmondsworth
Middlesex, UB7 0AU

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

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





Heathrow

EXPANSION
CONSULTATION 2026