

Heathrow



IN YOUR AREA

Iver and Richings Park

EXPANSION
CONSULTATION 2026

Contents

1.0	Introduction	
2.0	What we propose in Iver and Richings Park	
2.1	Iver and Richings Park today	12
2.2	Our proposals	14
2.3	Green space around Iver and Richings Park	18
2.4	Utilities	20
2.5	Water environment	21
2.6	Our transport proposals	22
2.7	Implications for travel after runway opening	24
2.8	Changes to our proposals in your area since 2019	28
2.9	Our proposed scheme	30
3.0	Property and compensation policies	
3.1	Land and property proposals	34
3.2	Noise insulation proposals	36
3.3	Community Compensation Fund	37
4.0	How we would build it	
4.1	Construction in the Iver and Richings Park area	40
4.2	Implications for travel during construction	51
5.0	Managing environmental effects	
5.1	Air quality and odour	54
5.2	Noise and vibration	55
5.3	Historic environment	56
6.0	Opportunities for Iver and Richings Park	
6.1	Jobs, skills and economic opportunities	60
7.0	Have your say	
7.1	How we will consider your feedback	65
7.2	The Development Consent Order process	66
7.3	Consultation events and next steps	68

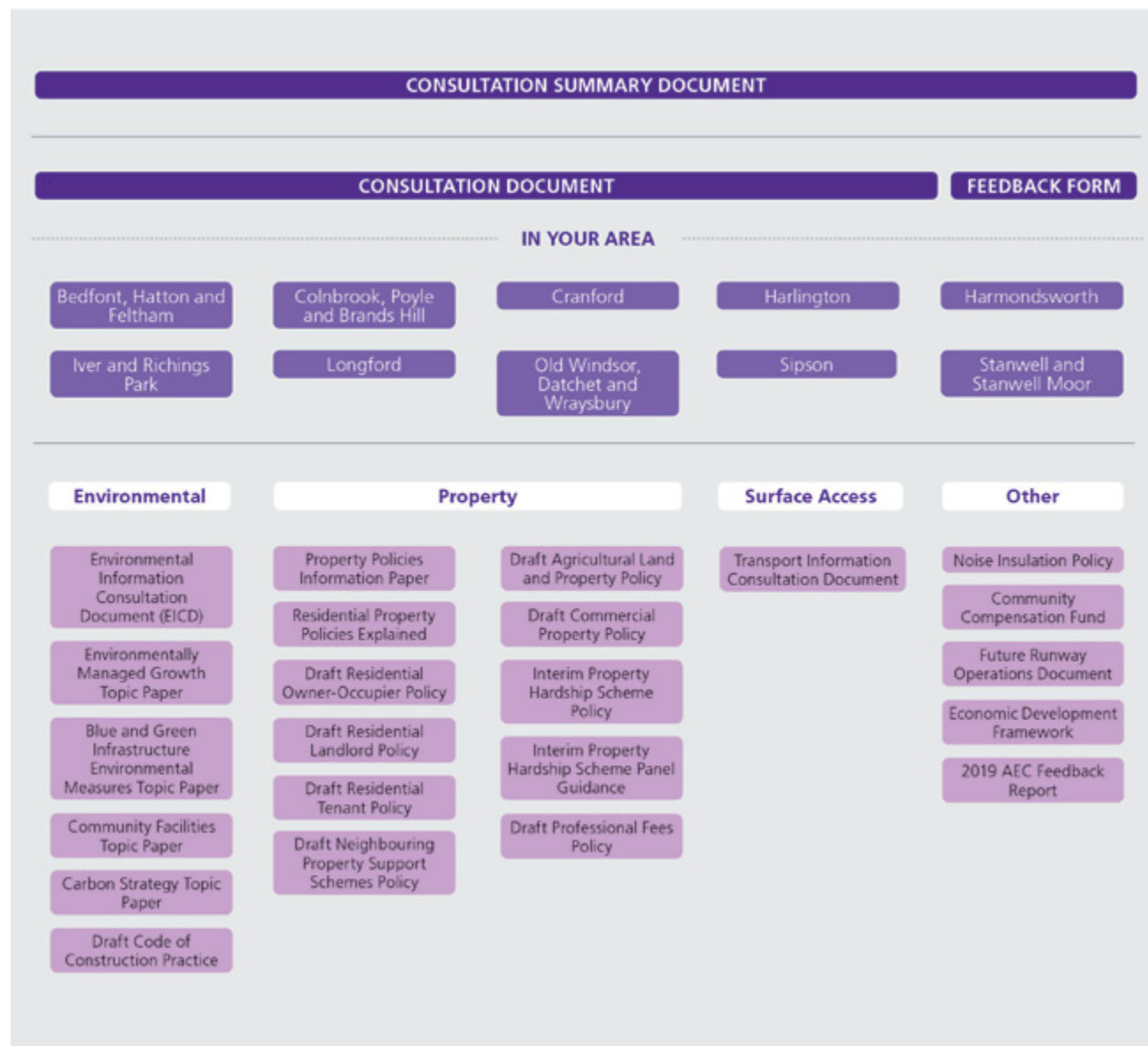
'IN YOUR AREA'

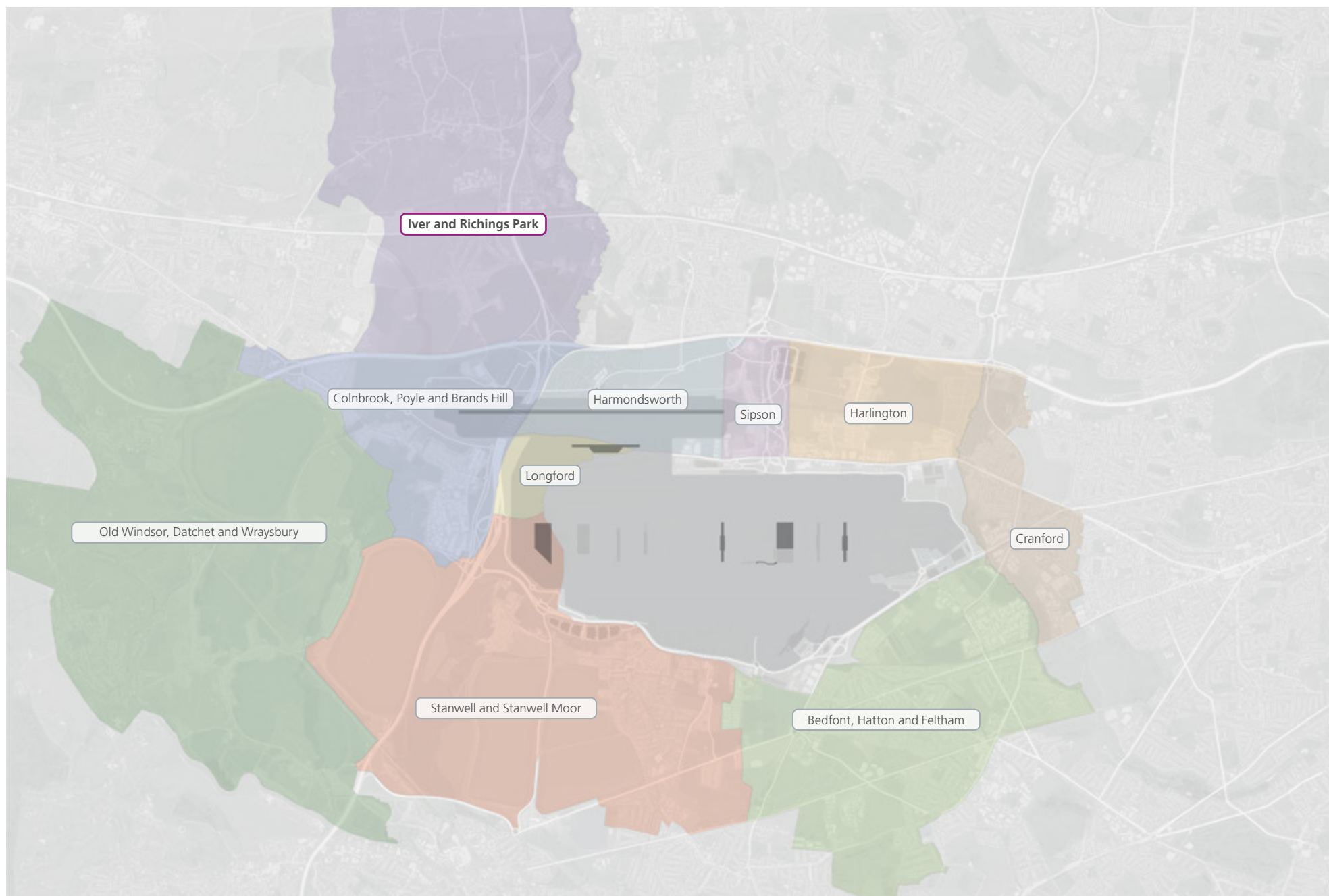
This booklet is one of ten 'In Your Area' booklets that we have produced for local communities around Heathrow (shown on the map on the right-hand side of this page) that would be directly affected by our proposals.

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.





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 Iver and Richings Park. From our conversations with you, we know that topics such as how we would manage environmental effects including noise and our transport proposals 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.

OVERVIEW OF CONSULTATION ACTIVITY TO DATE

We have held three rounds of consultation on our proposals, including the most recent Airport Expansion Consultation in 2019. As part of that consultation, we presented our Preferred Masterplan which included our proposals 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 proposals for Heathrow expansion and continued to develop our proposals to reflect updated policy, environmental requirements, stakeholder feedback, and changes in how people travel.

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

FURTHER READING



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

THE CONSULTATION

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

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

Your views are important to us and will help us to develop our proposals in more detail. While some parts of our proposals, 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 7 of this booklet.

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



HAVE YOUR SAY



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

Iver Heath Village Hall – 20 November 2026
14:00 - 19:00

St. Margaret's Close, Iver Heath, SL0 0DA

Richings Park Golf Club – 25 November 2026
14:00 - 19:00

North Park, SL0 9DL

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

2.0

What we propose in Iver and Richings Park





The Tower Arms Hotel, Richings Park

2.1 IVER AND RICHINGS PARK TODAY



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

Existing aerial view of Iver and Richings Park

Google Maps is a trademark of Google LLC

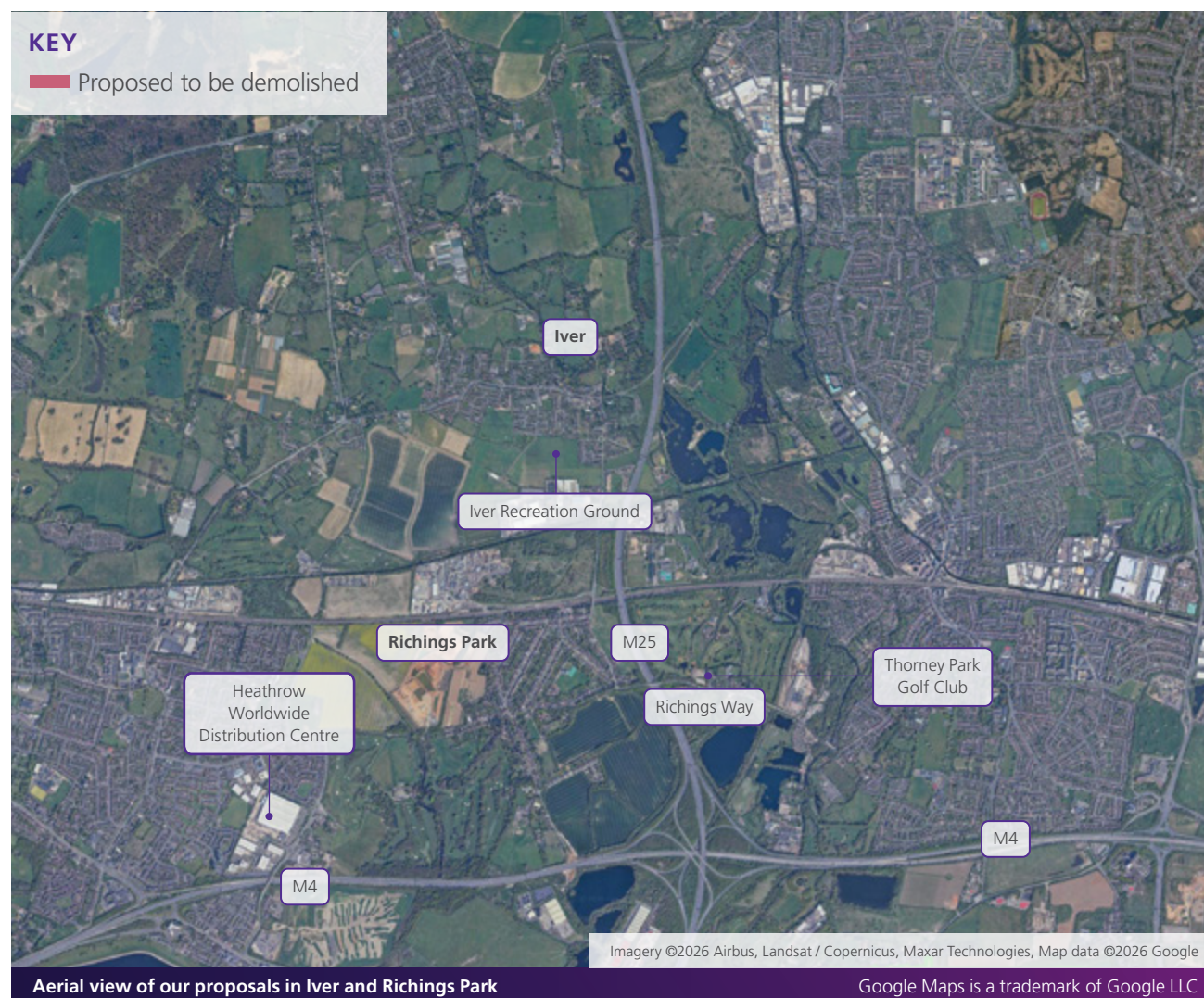
IN IVER AND RICHINGS PARK

Iver and Richings Park are located to the north west of Heathrow Airport. They form part of The Ivers in southern Buckinghamshire. Iver is a village to the north with the later residential neighbourhood of Richings Park to the south, with Iver Rail Station on the Great Western Railway and the Grand Union Canal in the centre. The area is served by a range of community facilities and open spaces, including Richings Sports Park, Stables Gym Richings Park and Richings Park Golf and Country Club.

Thorney Lanes provide the main north-south link between the centres, with Langley Park Road and North Park linking Iver and Richings Park respectively to Langley and Slough in the west. Links to the east are provided by Iver Lane, providing access from Iver to Uxbridge and Thorney Mill Road, providing eastern access to Thorney and West Drayton.

The M25 is to the immediate east of the villages, with the wider area characterised by agricultural fields and open spaces around the villages designated as Green Belt. There are also some industrial buildings around the Grand Union Canal and to the east of the M25.

Buildings that will be demolished to the south of M4 and are highlighted in the plan on this page.



2.2 OUR PROPOSALS

We acknowledge that our proposals would bring some changes to Iver and Richings Park and that this would be difficult for residents.

OVERVIEW

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

If development consent is granted, there would be a number of changes in Iver and Richings Park to support future operations and expansion of the airport, which means:

- New flood storage areas would be created for the River Colne. These storage areas would be open to the public and include landscape enhancements and new habitats for wildlife. This would also result in the displacement of Thorney Park Golf Club.
- Landscaping and tree planting is proposed to reinforce existing vegetation, create new buffers along transport corridors and help maintain a sense of separation from Heathrow.

- This area would also include a grid supply point for electricity and a building to support the replacement of underground power lines to the south of Thorney Mill Road next to the M25.
- A 25 kilometre recreational route surrounding the airport (called 'the proposed Green Loop') would be created to link local communities. This would pass through Iver and Richings Park.
- Our noise insulation schemes would be updated to reflect the impact of noise from the northwest runway on local community facilities, including schools.

AIRSPACE MODERNISATION

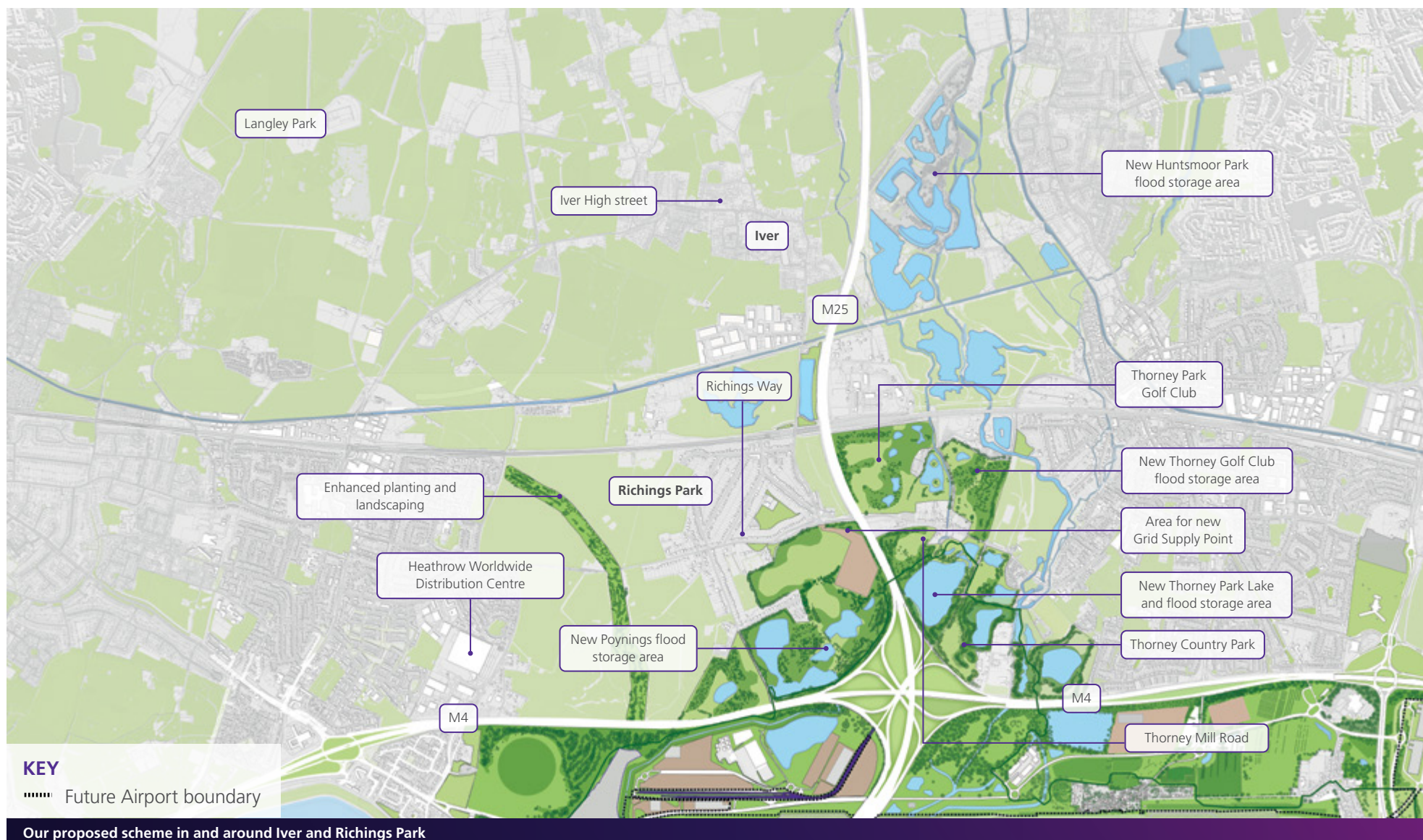
Changes to how we use our airspace would be required to support Heathrow expansion. However, airspace design is not part of our DCO application. Instead, the airspace changes needed would be developed separately by the UK Airspace Design Service (UKADS), working in partnership with Heathrow.

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

FURTHER READING



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



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.

COMMUNITY FACILITIES SENSITIVE TO ENVIRONMENTAL CHANGE

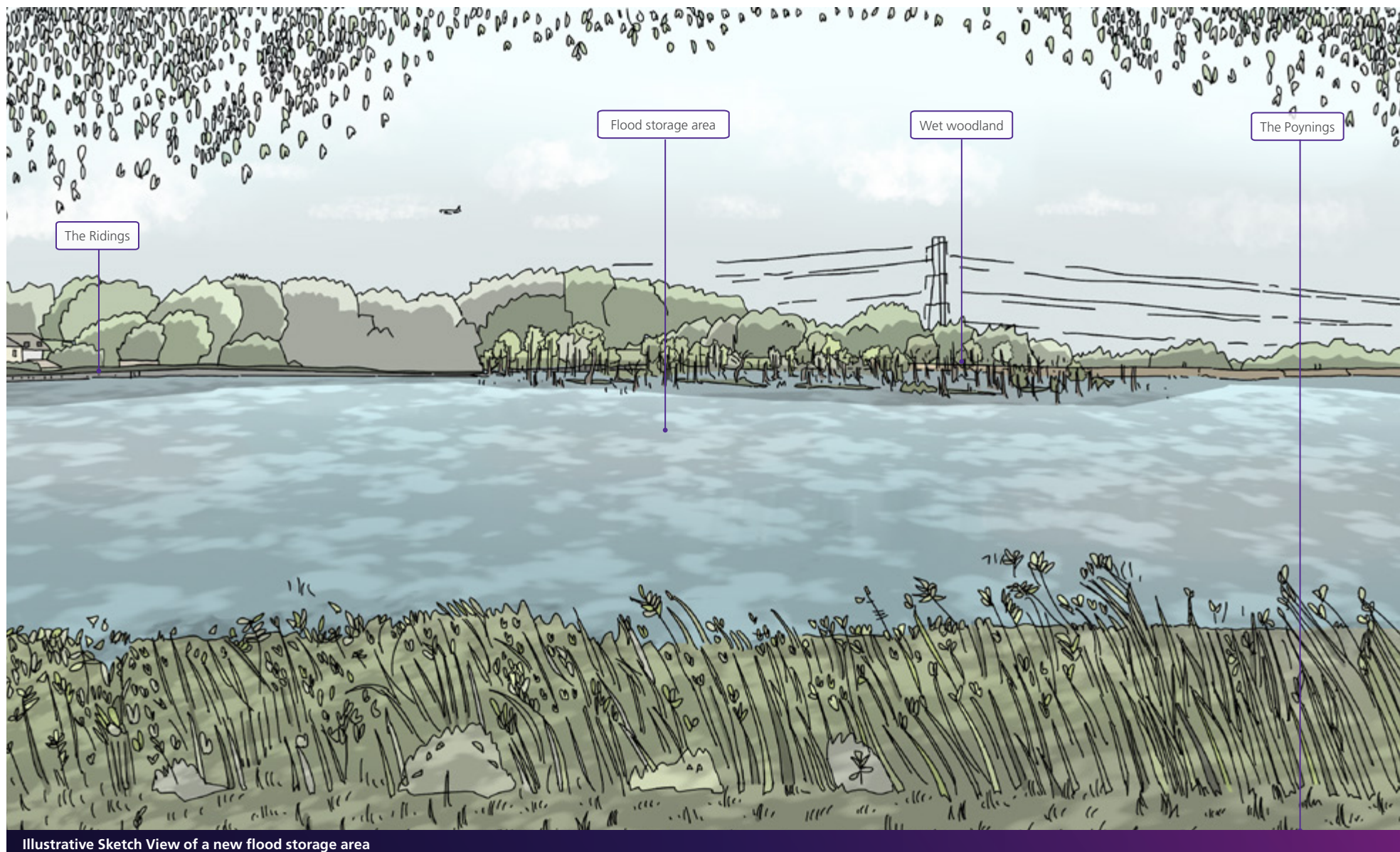
While no built community facilities in these areas would be directly demolished as a result of land use change, they would be subject to other changes including environmental change. We are assessing how community facilities could continue to operate safely during construction and airport operations,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

Sensitive community facilities that we are assessing include schools, early years settings and places of worship – in Iver and Richings Park this includes St. Leonard's Church and St. Andrew's United Reformed Church.

All potentially affected sensitive community facilities would be assessed against standards for acceptable noise levels (including – for schools – standards in educational settings) using surveys and detailed noise impact assessments on a case-by-case basis. Assessments of other environmental change including air quality will also be undertaken. Where needed, we would propose works to buildings to reduce the effect of increased noise and environmental change linked to Heathrow expansion.

We would do this through engagement with these facilities and any other relevant organisation or public body, including Buckinghamshire Council (as the local education authority).





Illustrative Sketch View of a new flood storage area

2.3 GREEN SPACE AROUND IVER AND RICHINGS PARK

This section covers the green space around Iver and Richings Park and our proposals for the local landscape. We recognise that the area would change.

Construction work would be visible from the more open parts of the area, including around Thorney Country Park.

The villages are located north of the airport, separated from it by the M4 and the M25. We are proposing to plant new trees to maintain this separation. We would also put up screening around construction sites.

It is a requirement, under national policy, for Heathrow to replace any open space lost for Heathrow expansion with space that is at least as good in size, usefulness, attractiveness, quality and ease of access. The open spaces people use in the two areas would remain unchanged so our proposals here are mainly about creating new green space on the open land north of the M4 and improving the links to it. They include new open space and habitat, areas set aside to hold flood water, new planting and woodland and improvements to existing routes. These routes would be designed as part of green corridors that wildlife could also use to move between habitats and open spaces.

PARKS AND OPEN SPACES

Thorney Country Park would remain open for people to use. While construction is undertaken nearby, there could be some disruption for people in the park, including noise. This would ease over time as work in that area completes.

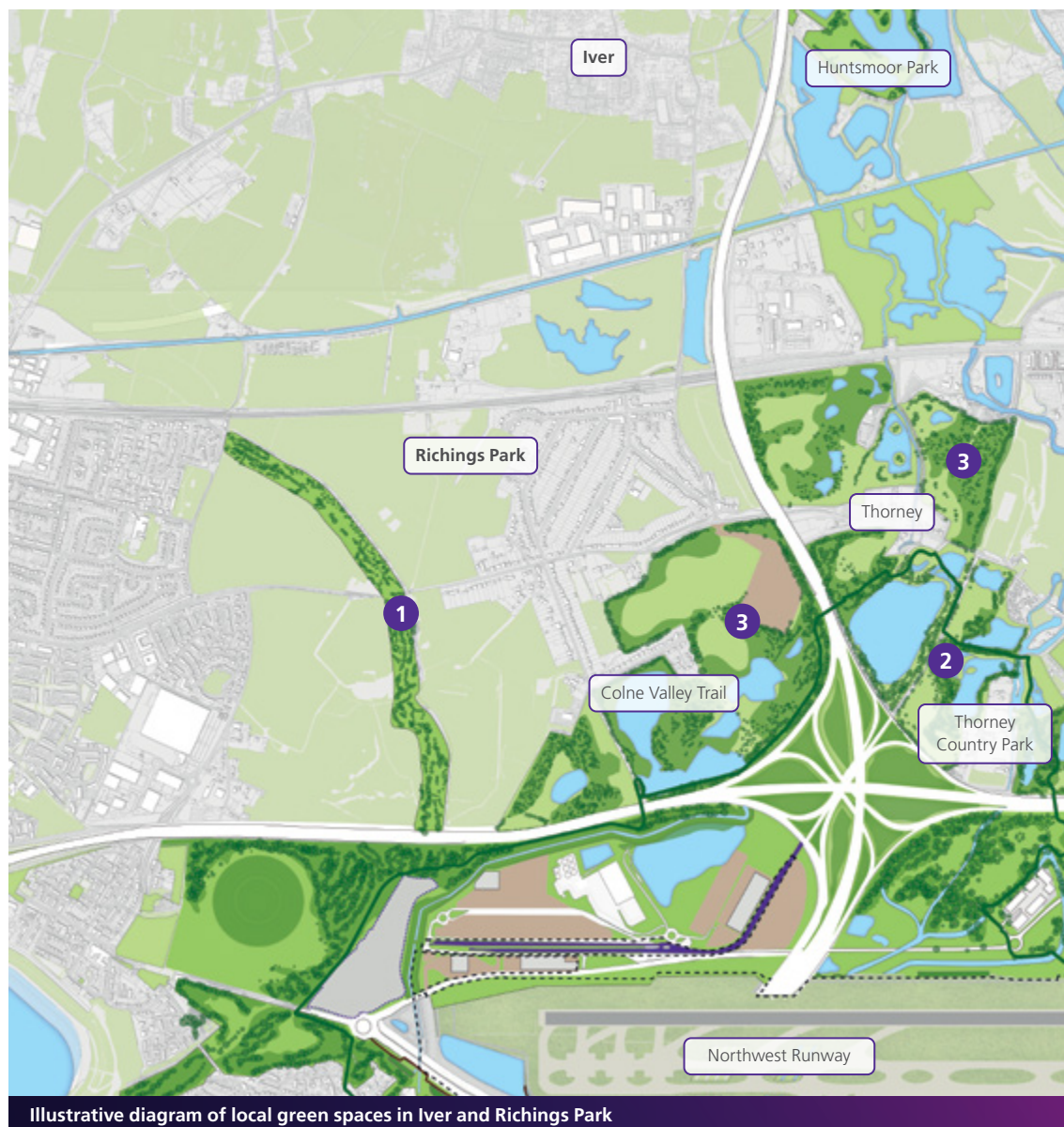
Land at Thorney Park Golf Club would be needed to create flood storage and therefore would not be able to continue being used as a golf course. It would become wet woodland, keeping the trees already there and would function as part of the wider open space and habitat around the country park, open for people to use.

NEW LANDSCAPE FEATURES

On the open land north of the M4, between Thorney and Huntsmoor Park, we would create large new areas of wet woodland, grassland, ponds and open water. These would hold water at times of high river levels and would be open to the public the rest of the time.

The rivers here would not be moved. The Colne Brook through Thorney Country Park and the Horton Brook would stay in their existing channels. We would plant new woodland along the Horton Brook and at Old Slade Farm, joining it up with the older woodland already there.

The Colne Valley Trail would be re-routed across the new wetland at the Poynings, on a raised path above the water, with woodland on either side. This would take walkers, wheelers and cyclists away from the current route alongside the M25.

**KEY**

- 1 Enhanced planting at existing channel
- 2 Enhanced planting around existing water bodies
- 3 Large areas of wet woodland

2.4 UTILITIES

Some existing utilities in Iver and Richings Park would need to be diverted. The proposed utility diversions predominantly comprise below-ground infrastructure, which means most changes in this area would not be visible once operational.

We would aim to minimise disruption to utility supplies for residents, community facilities and businesses during construction. For this reason, proposed utility diversions have been aligned with new roads wherever possible.

Where interruptions are unavoidable, we would minimise their duration and provide advance notification for those impacted locally.



2.5 WATER ENVIRONMENT

Iver and Richings Park sit in the Colne Valley, where the rivers, lakes and groundwater are closely connected.

The main change would be the creation of new flood storage areas on the open land north of the M4. These are needed because the proposed Northwest runway and the roads around it would be built on low-lying land in the Colne Valley that the rivers currently spread into when they are high and that space needs to be replaced. The new areas would hold water back at those times, so that flood risk is not increased here or further downstream. They would be ready before the works that make them necessary.

At the lake within Thorney Country Park, the banks would be raised so that the lake can hold more water when river levels are high.

FURTHER READING



More information on this in the topic paper:

'Blue and Green Infrastructure Environmental Measures Topic Paper'



2.6 OUR TRANSPORT PROPOSALS

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

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

LOCAL ROADS

We are not proposing to make changes to the local road network within Iver and Richings Park.

To the south, the A3044 would be realigned to accommodate the expanded airport. The new route would run to the west of the realigned M25, connecting M25 junction 14 with the realigned A4 north of Colnbrook. Bath Road through Colnbrook and Poyle would be curtailed at a new junction with the realigned A3044 to the west of the M25, with the section to the east removed to create space for the expanded airfield.

The Western Perimeter Road would also be removed and would not be replaced. Its functions would be transferred to other routes including the realigned A4 and A3044.

STRATEGIC ROADS

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

- **M25:** The M25 would be realigned between junctions 14 and 15, allowing it to pass under the proposed Northwest runway. We would also provide new link roads to facilitate this.
- **A4 Bath Road:** 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 diverge from the existing A4 route at a new junction north of Kings Park in Colnbrook, route over the northern end of Orlitts Lake, cross the M25 just south of junction 15, pass to the north of Harmondsworth, and cross the M4 Spur to the north of Sipson.



2.7 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 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.

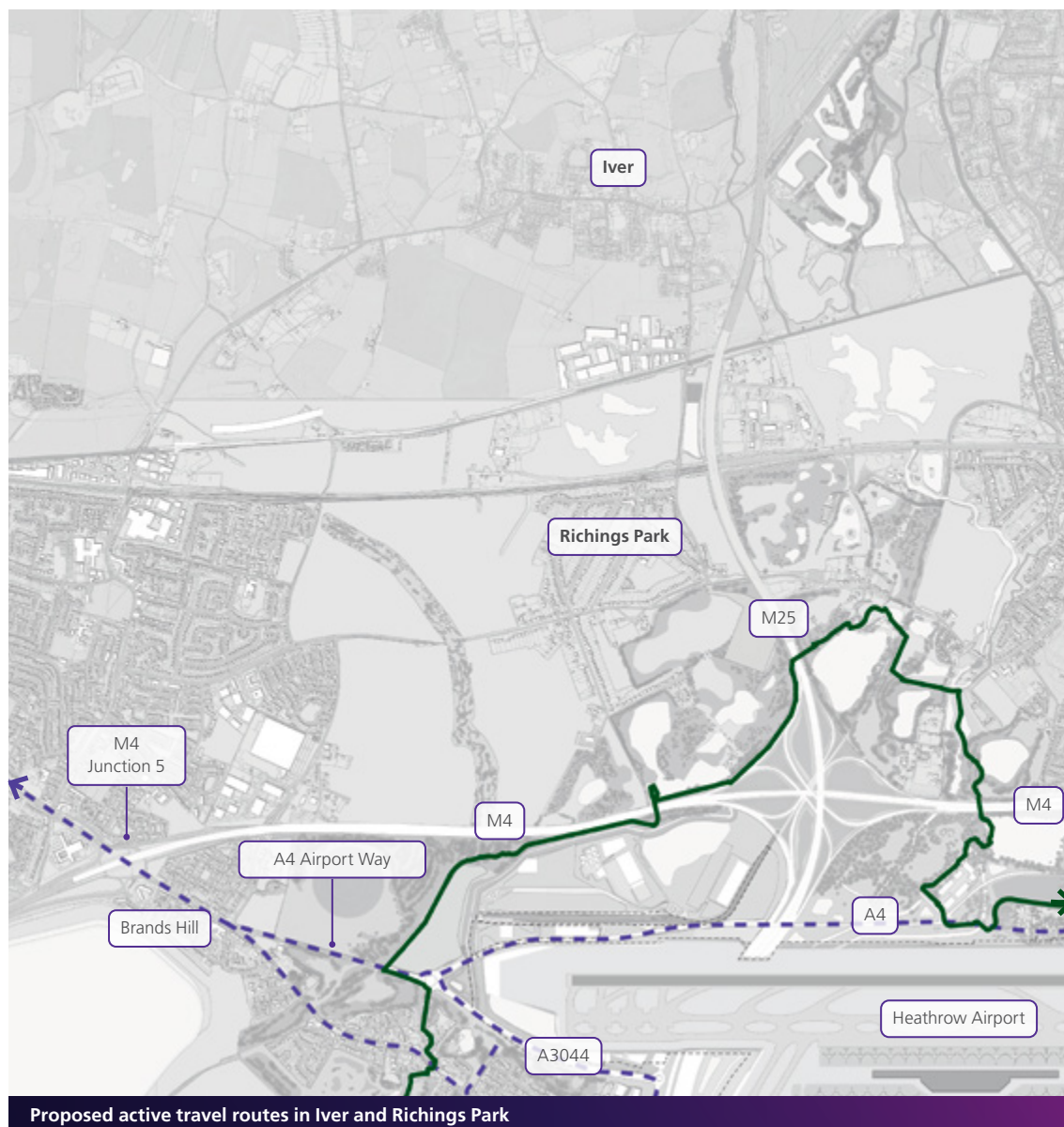
We have heard the concerns raised about the impact of anti-social behaviour caused by vehicles waiting in surrounding local areas and have therefore proposed a new second Authorised Vehicle Area for private hire vehicles as a change from the 2019 proposals. We are now proposing one location will be in 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

WALKING, WHEELING AND CYCLING

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

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

EXISTING PUBLIC RIGHTS OF WAY

There is a strong existing network of Public Rights of Way and public footpaths in and around Iver and Richings Park. This includes routes around Thorney Country Park, Langley Quarry and Colne Brook which are well used by local residents.

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

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

THE PROPOSED GREEN LOOP

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

The proposed green loop would not extend directly into Iver and Richings Park but would route just to the south of the M4 and north of Old Slade Lake. This would link it to the Colne Valley Trail, which passes over the M4 at Old Slade Lane. The proposed green loop would provide onward connections across the A4 into Colnbrook to the south and across the M25 just south of junction 15 into Harmondsworth to the east.

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 Iver and Richings Park:

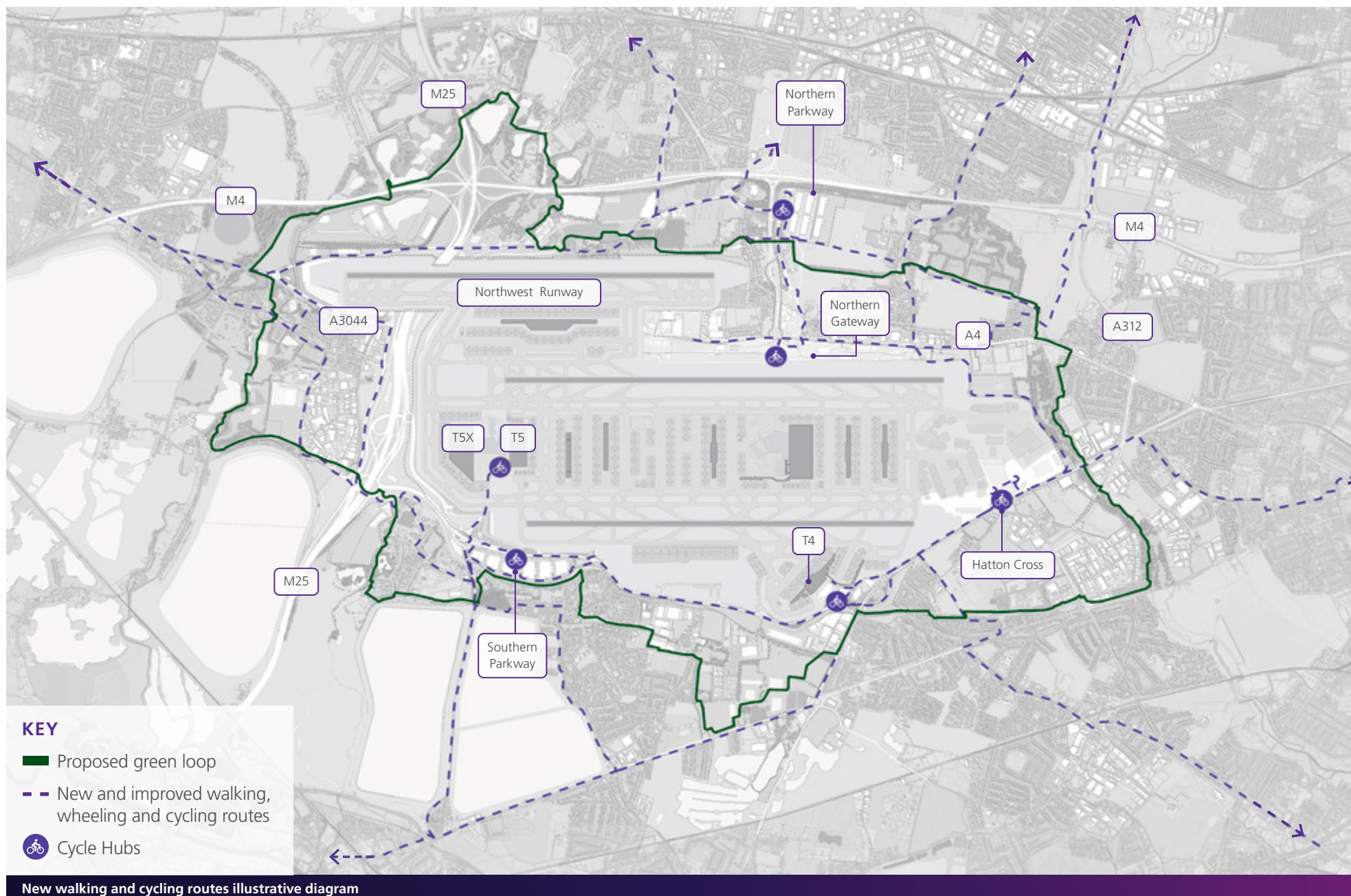
- **Realigned A4** – provision of a cycle and pedestrian route on one side of the roads. This would provide a connection from Langley through Colnbrook and across the northern side of the expanded airport, linking to the proposed provision along the realigned A3044.
- **Realigned A3044** – provision of a pedestrian and cycle route on one side of the roads, connecting to provision along the realigned A4.
- **Harmondsworth Road** – to facilitate access between communities north of Heathrow, particularly West Drayton and Harmondsworth.

CYCLE HUBS

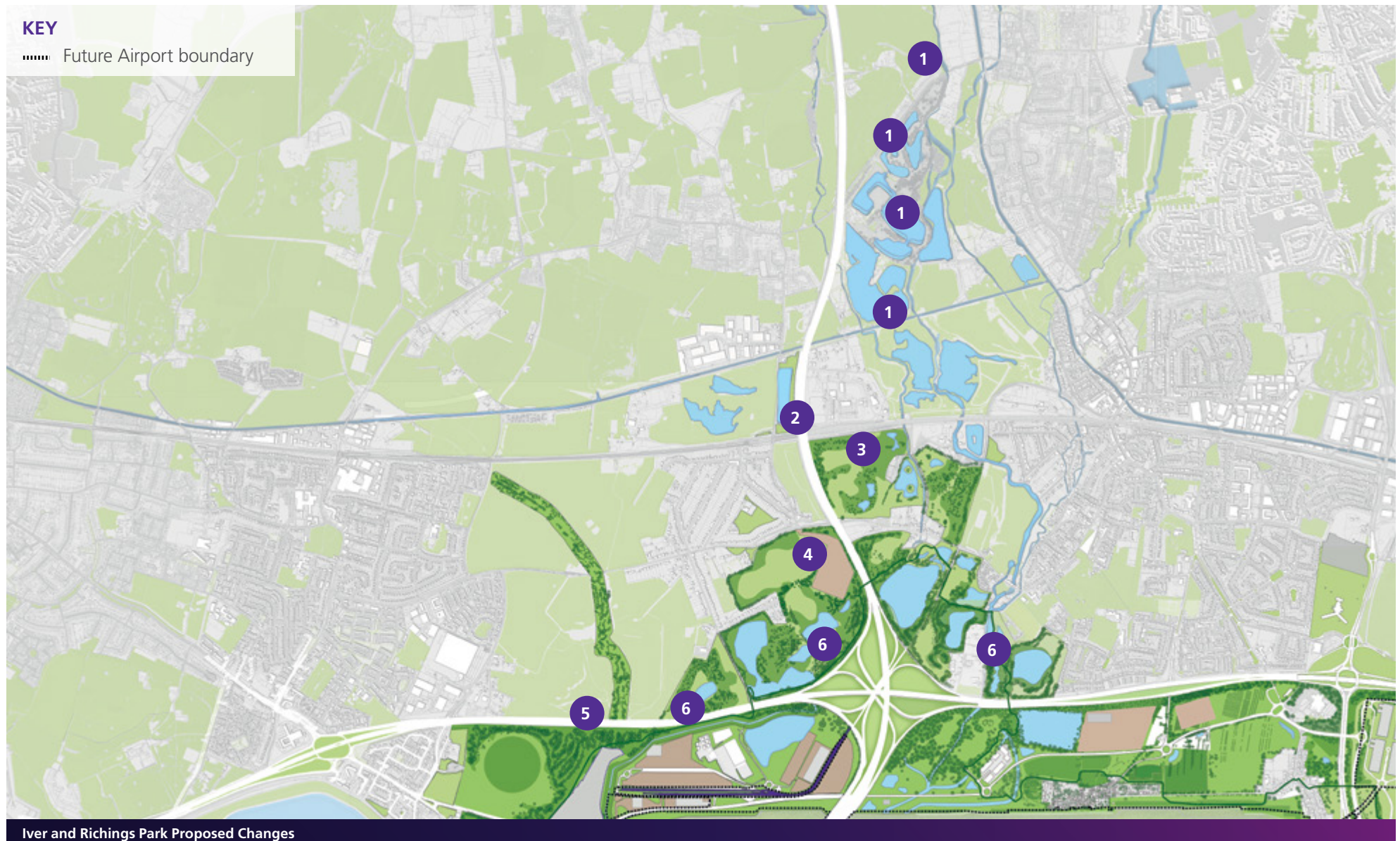
Cycle hubs would be located at key public transport interchanges around the airport. These would be secure facilities available to all cyclists, with some of the hubs offering showers and changing facilities. These cycle hubs would offer a quick and easy interchange for people transferring between cycling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

The cycle hubs closest to Iver and Richings Park 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 Central Terminal Area (Terminals 2 and 3).
- **Northern Gateway**, near the existing Emirates Roundabout to the north of Heathrow – this would offer connections to Northern Parkway and the Central Terminal Area via the same connections referenced above.



2.8 CHANGES TO OUR PROPOSALS IN YOUR AREA SINCE 2019



Item	What is the change and why has the change been made?	
1	In response to feedback from statutory consultees, we have refined our proposals for flood storage areas and river habitat. The proposed draft Order limits have been amended to include: • Areas for habitat improvements on the River Colne west of Cowley. • An additional area to improve the flood storage areas at Huntsmoor. • Additional land for environmental mitigation and enhancement at Huntsmoor Park, including small ponds and meadow creation. • Areas for habitat improvements on the River Colne and Colne Brook at Thorney.	4
2	The draft Order limits have been amended to include additional land for rail infrastructure in West Drayton to enhance the West Drayton Rail Junction and increase rail capacity for delivering construction Material by Rail (MbR).	5
3	Since the Airport Expansion Consultation in 2019, we have refined our land use proposals in the Thorney area: • The location of the European Protected Species (EPS) Mitigation Areas have been revised to provide dual purpose EPS and Reprovided Public Open Space (RPOS) by increasing native planting, habitat provision and public access. • Flood storage areas have been removed from the draft Order limits at Thorney Park Golf Club. • An area of land at Thorney Park Golf Club is no longer required and has been removed from the draft Order limits.	6
		Subsequent assessment has identified the need to accommodate ancillary utility corridors. The draft Order limits have been amended to provide: • Additional areas for utility diversions at Iver and Richings Park. • The required space for undergrounding of the 132kV Overhead Line diversion.
		The draft Order limits have been amended to incorporate a temporary exit slip road from the westbound M4, providing access to Construction Support Site (Construction Site 13) and the Construction Railhead (RF-01) to help divert construction traffic away from the local road network.
		In response to feedback from statutory consultees, the draft Order limits have been amended to include: • Land for environmental mitigation and enhancement at Richings Park with the creation of open water and native planting. • Areas for habitat improvements on the River Colne west of Cowley. • Areas for habitat improvements on the River Colne and River Wraysbury at West Drayton and Harmondsworth Moor.

2.9 OUR PROPOSED SCHEME

The plan opposite shows the whole of the proposals for Heathrow expansion to give you context for the effects on Iver and Richings Park.

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 would use this feedback to finalise the scheme over the coming months before submitting our application for a DCO.

YOUR VIEWS

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

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

KEY

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



Proposed Scheme Illustrative Diagram

3.0

Property and compensation policies





Aerial visualisation of our proposed scheme

3.1 LAND AND PROPERTY PROPOSALS

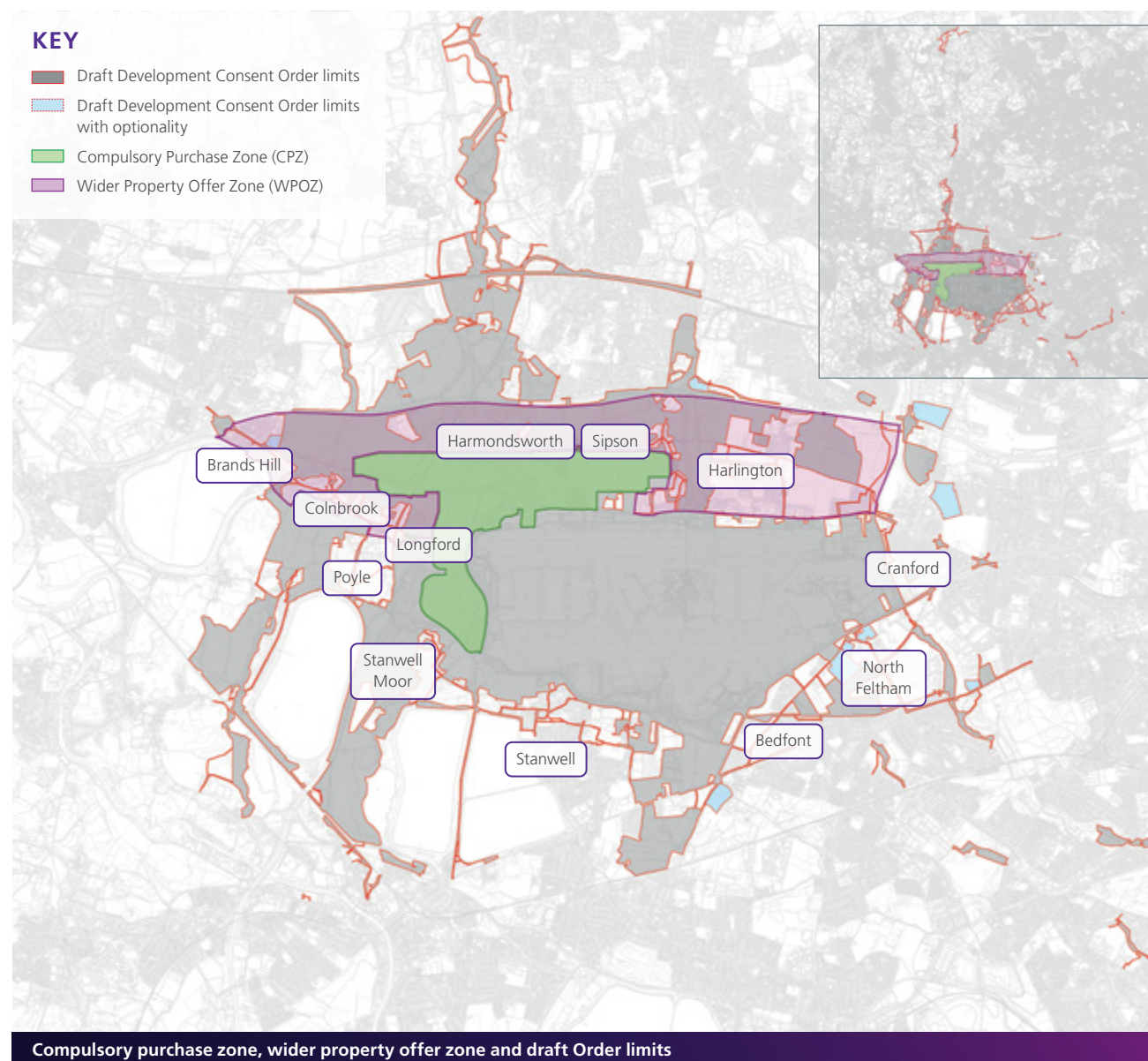
Heathrow is continuing to develop its residential property compensation schemes for residents affected by expansion.

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

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

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

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



We recognise that there are people who own and occupy properties outside of the CPZ but are near to the proposed extension to the airport and would be affected by our activities. This area is known as the Wider Property Offer Zone (WPOZ).

There are no properties within the CPZ or WPOZ in Iver and Richings Park.

QUESTIONS



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

3.2 NOISE INSULATION PROPOSALS

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

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

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

Eligibility for the different schemes will be informed by noise levels which are defined to meet government policy and the airport's commitments. These threshold levels are set out in Chapter 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), or the scheme is updated.

FURTHER READING



For further information on noise and vortex policies, please refer to our [Noise Insulation Policy Information Paper](#).

3.3 COMMUNITY COMPENSATION FUND

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

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

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

In this consultation, we are particularly seeking your views on several areas in relation to the Community Compensation Fund, including how, where and when the fund 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 the Heathrow expansion would cause interruptions and inconveniences to surrounding local communities.

This section provides an overview of the types of construction activity that could take place near Iver and Richings Park 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 IVER AND RICHINGS PARK AREA

This section sets out what would be happening in the Iver and Richings Park area at each phase of construction.

Add new paragraph at start of text - Construction activities in this area will include the delivery of several new, realigned and diverted roads, including the M25, A4 and A3044, the diversion of watercourses, and the construction of flood storage areas.

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

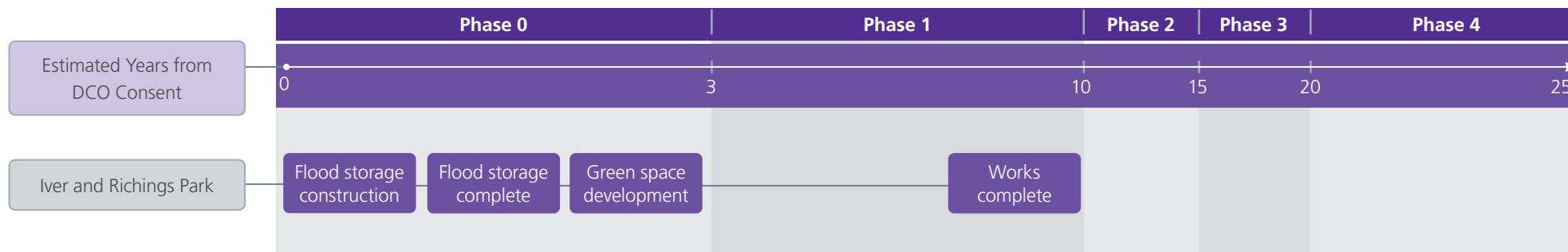
In reviewing construction activities in this area:

- The duration and cumulative effects of the activities has been carefully considered.
- The layout of Construction Support Sites have been reviewed to minimise impacts on residents and green buffers incorporating vegetation and planting will be created, where required.
- Noise insulation will be made available for homes, businesses, schools and other community buildings that may be affected by new noise impacts.

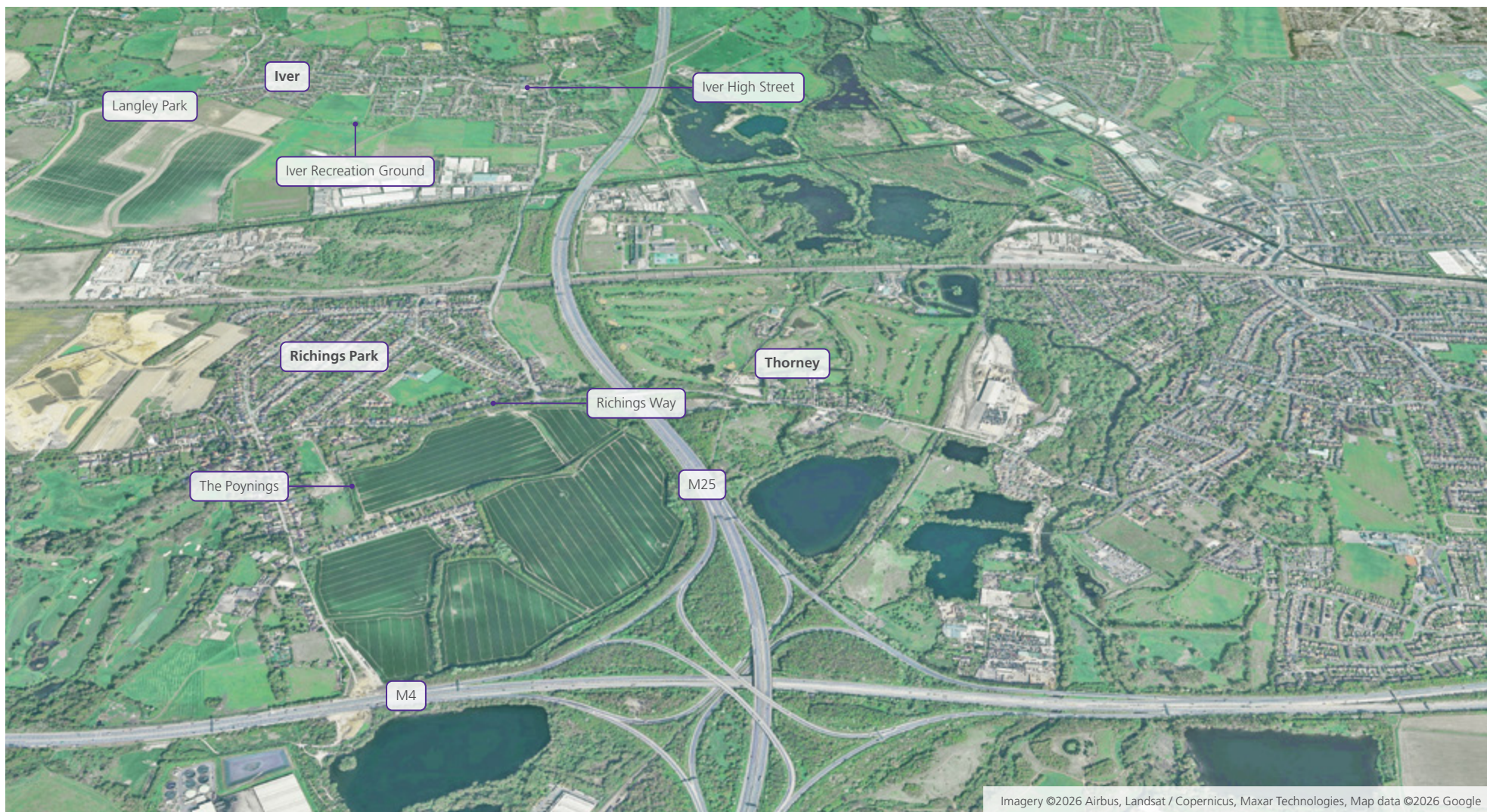
- Mitigation measures have been identified to control activities, define access points/vehicle routes and implement physical measures to minimise impacts.

INDICATIVE TIMELINE OF CONSTRUCTION

The construction timeline for activities expected to occur in the Iver and Richings Park area is shown in the diagram below.



EXISTING AREA



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

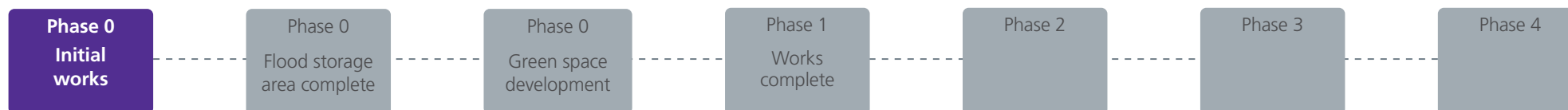
Google Maps is a trademark of Google LLC

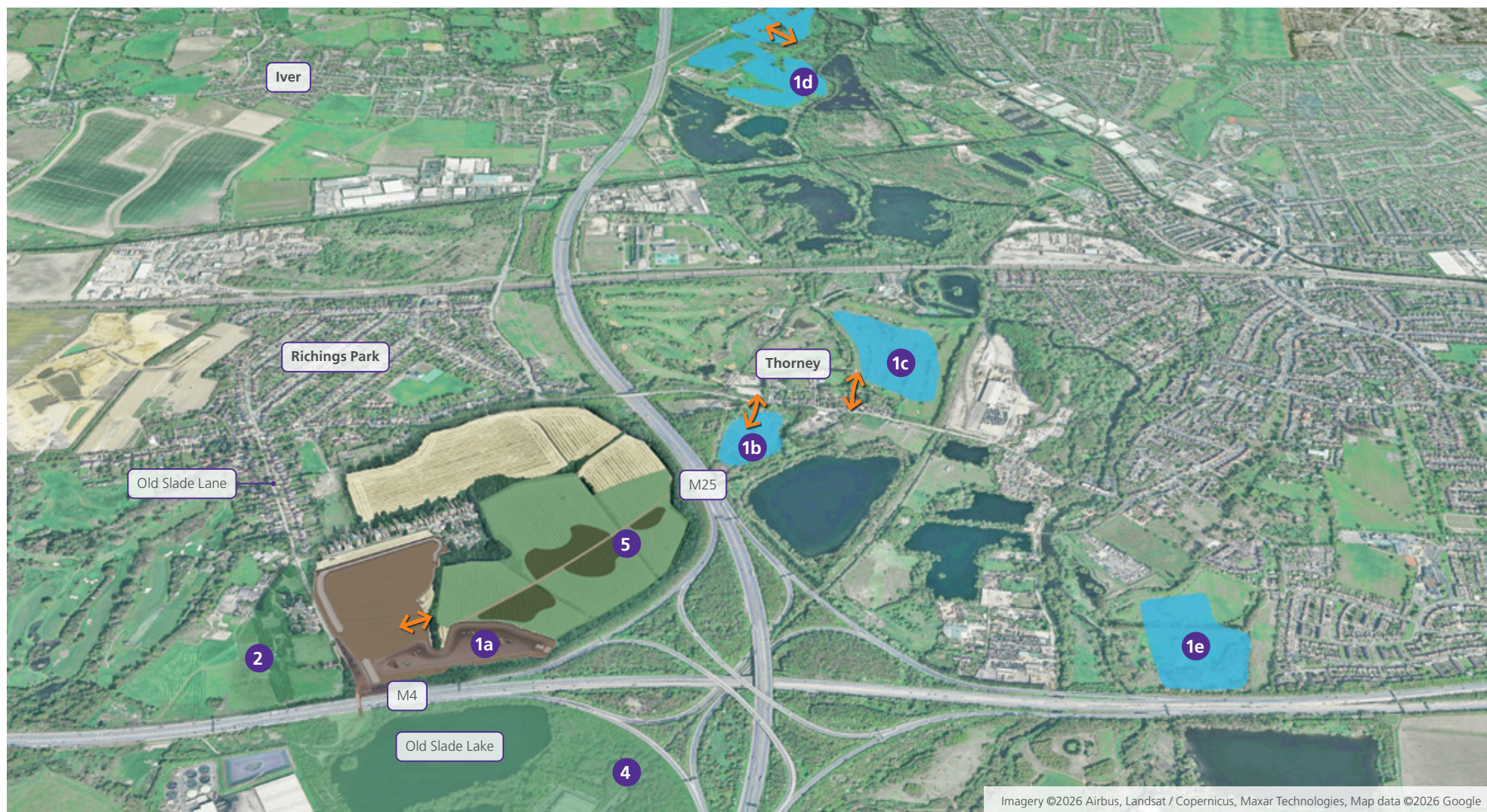
PHASE 0 – FLOOD STORAGE AREA CONSTRUCTION

Ecological and archaeological surveys will commence in localised areas to support future construction works. Construction works will also commence to support the construction of future flood storage to compensate for the loss of floodplain through Heathrow expansion.

- 1 Flood storage** areas will be constructed. Safety and security hoardings will be installed around each site. Existing overhead utility lines and pylons will be retained wherever possible throughout these works, with appropriate protection measures implemented in consultation with the relevant utility owners. Where retention is not possible, utilities will be diverted before construction activities commence.

Existing trees and vegetation will be retained wherever practicable. The proposed flood storage areas include:
 - 1a Poynings:** Construction traffic will enter from a new entrance from Old Slade Lane. Restrictions will be placed on the types of vehicles that can travel north beyond this into Richings Park. Gravels and soils will be extracted to support earthworks requirements, prior to creation of flood attenuation.
 - 1b Thorney Park Lake:** Construction traffic will enter from Thorney Mill Road. Improvements will be made to existing vegetation and facilities.
 - 1c Thorney Park golf course:** Construction traffic will enter the area through Thorney Mill Road. The tree structure of the existing golf course will be retained where possible and added to, providing a variety of different aged mosaic planting.
 - 1d Huntsmoor Park:** Construction traffic will enter from Iver Lane. The existing Public Right of Ways and veteran and mature trees will be maintained throughout.
 - 1e Long Mead:** Construction traffic will enter from Wise Lane, with restrictions placed on vehicle volumes and hours to mitigate residential impact.
- 2** Preparation works will begin to create **woodland areas** west of Old Slade Lane. This area will complement existing ancient woodland. Preparation works will include planting and digging ponds.
- 3** Preparation works will begin to create **publicly accessible woodland habitat areas** southwest of The Ridings, including planting, digging ponds and laying foundations for pathways. Existing ditches and trees around the perimeter will be retained.
- 4** Preparation works will begin to create a **biodiversity area** south of the M4 Motorway. This will include filling in Old Slade Lake. Existing trees around the perimeter will be retained.
- 5** Subject to coordination with National Highways, the existing Old Slade Lane bridge will be proposed to be used to support a **conveyor** to facilitate the movement of earth without the need for additional HGV vehicles.





KEY

Under construction	Green space/ landscaping	Proposed flood storage area
Access/ egress	Fence	Utilities

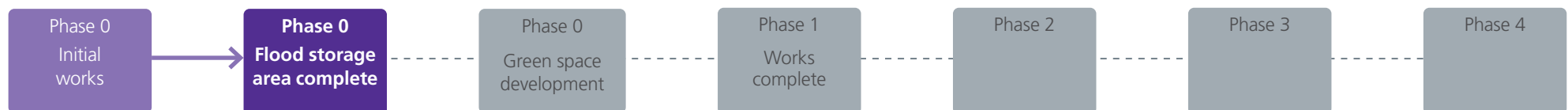
Imagery ©2026 Airbus, Landsat / Copernicus, Maxar Technologies, Map data ©2026 Google

Google Maps is a trademark of Google LLC

PHASE 0 – FLOOD STORAGE AREA COMPLETE

Flood storage construction is complete. Works will continue to support biodiversity and public open space. Works will commence on the Colne Brook river diversion.

- 1 **Flood storage areas (b-e)** will be complete in Thorney Park Lake, Thorney Park Golf Club, Huntsmoor Park and Long Mead. There will be ongoing works at Poynings.
- 2 Works to create a **woodland area** west of Old Slade Lane will be complete.
- 3 Landscape works to create **publicly accessible woodland habitat areas** south east of The Ridings will continue, including tree planting to the eastern edge, path surfacing and scrub/ grassland planting.
- 4 A causeway providing a **pedestrian link** between Old Slade Lane and public open space will be under construction.
- 5 Works to create a **biodiversity area** south of the M4 will continue.
- 6 Works will commence on the **diversion** of the Colne Brook south of its crossing under the M4, to be diverted westwards, before returning to its existing channel immediately upstream of Colnbrook village. The diversion will pass around the northern side of the Thames Water sewage treatment works and around the northern and western side of the proposed railhead/ logistics centre.
- 7 An area will be established for a **grid supply point**. Hoarding will be built around the area for safety and security. Vehicle access to the area will be from Richings Way, using the existing access track. Construction traffic will enter from the east and restrictions placed on the types of vehicles that can travel west beyond Richings Park.
- 8 Works will begin to construct a new **underground utility corridor** from the substation unit.





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

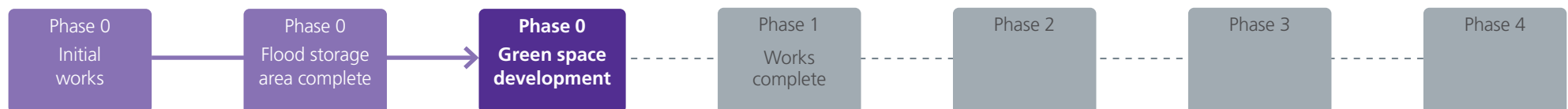
Google Maps is a trademark of Google LLC

KEY	Under construction	Green space/ landscaping	Proposed flood storage area
	Access/ egress	Fence	Utilities

PHASE 0 – GREEN SPACE DEVELOPMENT

Works continue on developing green amenities for the local community.

- 1 A causeway providing **pedestrian links** from Old Slade Lane and public open space will be complete and open for use.
- 2 The Colne Brook **river diversion** will be complete.
- 3 Construction of the **grid supply point** will be complete. Planting will screen the unit from Richings Way and the adjoining public open space.
- 4 Works to complete a **biodiversity area** south of the M4 will be complete.
- 5 Works to create **publicly accessible woodland and habitat areas** will be complete and the spaces will be open for the community to access.
- 6 The new **underground utility corridor** from the substation unit will be complete.
- 7 Green spaces in this area will be linked together using existing trails and new trails as part of the **proposed green loop**.





KEY

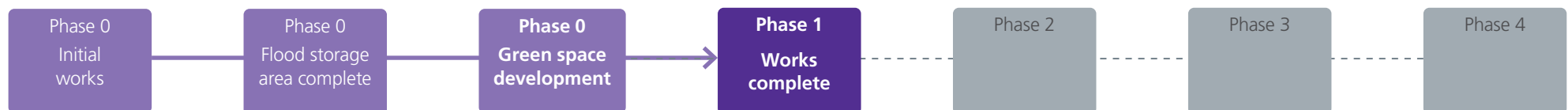
Under construction	Green space/ landscaping	Proposed flood storage area
Access/ egress	Fence	Utilities

Google Maps is a trademark of Google LLC

PHASE 1 – WORKS COMPLETE

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

- 1 Works to create a **publicly accessible grassland habitat area** northeast of The Ridings will be complete and the space will be open for the community to use.
- 2 The **new underground utility corridor** from the substation unit will be complete and operational.





KEY

Under construction	Green space/ landscaping	Proposed flood storage area
Access/ egress	Fence	Utilities

Google Maps is a trademark of Google LLC

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

This includes the following:

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

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

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

4.2 IMPLICATIONS FOR TRAVEL DURING CONSTRUCTION

ROAD USERS

Our preliminary transport modelling has focused on the period in Phase 1, when construction traffic is expected to be at its highest. These forecasts indicate that there could be noticeable increases in traffic during this phase on the following roads near Iver and Richings Park in the morning or evening peak periods:

- M25 between junctions 14 and 15.
- M4 between M25 junction 15 and M4 junction 5.
- A4 London Road / Airport Way.

Beyond these locations, very limited change in traffic is forecast on roads in and around Iver and Richings Park 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 Iver and Richings Park (such as closures, restrictions and diversions), this would be detailed in our DCO application.

BUS AND COACH SERVICES

The potential implications of construction activities on bus and coach services and facilities around Iver and Richings Park would be closely linked to changes 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.

We would work with external organisations who operate bus and coach services at and around Heathrow to reduce the impact on bus and coach passengers in the local area.

WALKING, WHEELING AND CYCLING

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

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

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

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

RAIL AND LONDON UNDERGROUND

During construction, there may be some temporary impacts for residents who use rail services at stations like Iver. This could be because the way people usually travel to and from the station could be affected, as well as an increase in the number of people using the stations and surrounding roads (such as 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 could occur, this work would be planned in consultation with Network Rail, rail operators and other stakeholders.

5.0

Managing environmental effects

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

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





PARISH
COUNCIL
ALLOTMENTS
Iwer Allotments
01531 655431

5.1 AIR QUALITY AND ODOUR

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

Once the proposed runway is operational, pollutant levels would remain below the AQOs. The assessment shows that there would be negligible effects at all modelled receptors in Iver and Richings Park as a result of Heathrow expansion.

During construction, air quality in Iver and Richings Park may be affected by dust and pollutants from vehicle exhaust emissions. Like the operational phase, all pollutant levels would remain below the AQOs.

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

We 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 [2019 AEC Feedback Report](#) and [Code of Construction Practice](#).

5.2 NOISE AND VIBRATION

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

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

- Aircraft noise from new runway and increased aircraft activity associated with the airport expansion.
- Ground noise from airfield operations, including aircraft taxiing to and from the runway and operations at stands.

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.

FURTHER READING



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

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

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

5.3 HISTORIC ENVIRONMENT

There are several heritage assets in Iver Conservation Area, centred on the Grade I listed Church of St Peter. Iver Conservation Area is set around High Street and Iver Lane but located beyond the Great Western Mainline and around four kilometres from the existing boundary of Heathrow.

There are two Grade II listed buildings in Richings Park, Thorney House and the Tower Arms Public House, located along Richings Way. A Scheduled Monument (a nationally important archaeological site) 'Two concentric ditches showing as crop marks at Thorney' is also located here. Richings Park is on Buckinghamshire's Local Heritage List.

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

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

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

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 Iver and Richings Park are described at a high level in the [Consultation Document](#) and in more detail in the [Environmental Information Consultation Document](#). These topics include consideration of Health, Community, Socio-economics, recreation and amenity, ecology and landscape and visual effects.



The Poynings, Iver

6.0

Opportunities for Iver and Richings Park

Our proposals would bring some changes to Iver and Richings Park. We recognise that these changes would affect residential properties, community facilities and the overall character of the area.

Alongside this, we are committed to working with residents to manage these changes carefully, reduce effects where possible and ensure Iver and Richings Park continue to have a sustainable future.





6.1 JOBS, SKILLS AND ECONOMIC OPPORTUNITIES

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

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

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

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

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

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

FURTHER READING



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



7.0

Have your say





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

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



Fill in the **online feedback form**, available at
<https://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 proposal. 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** to ensure we can take it into account.

FURTHER READING



For more information and view all our consultation materials, visit <https://www.heathrow.com/expansion>. There will also be printed copies of the feedback form and this booklet at Information Points.

7.1 HOW WE WILL CONSIDER YOUR FEEDBACK

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

We will then refine our proposals and prepare our DCO application for submission which will include a full Environmental Impact Assessment and a range of supporting technical documents.

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

7.2 THE DEVELOPMENT CONSENT ORDER PROCESS

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

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

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

FURTHER INFORMATION



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

STAGE 1

PRE-APPLICATION

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

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

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

STAGE 2

ACCEPTANCE

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

STAGE 3

PRE-EXAMINATION

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

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

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

STAGE 4

EXAMINATION

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

During this period, the ExA will take into account a range of considerations, including environmental effects, socio-economic and community benefits, feedback from stakeholders and how well the proposals accord with the relevant policies.

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

STAGE 5

RECOMMENDATIONS

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

This recommendation stage has a statutory deadline of three months.

STAGE 6

DECISION

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

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

7.3 CONSULTATION EVENTS AND NEXT STEPS

CONSULTATION EVENTS

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

The consultation events in Iver and Richings Park are taking place on 20 and 25 November at 14:00 - 19:00, at Iver Heath Village Hall and Richings Park Golf Club respectively.

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

NEXT STEPS

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

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

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

HAVE YOUR SAY



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

Iver Heath Village Hall

St. Margaret's Close, Iver Heath,
SL0 0DA

Richings Park Golf Club

North Park, SL0 9DL

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





Heathrow

EXPANSION
CONSULTATION 2026