

Heathrow



ENTER ➤

IN YOUR AREA

Longford

EXPANSION
CONSULTATION 2026

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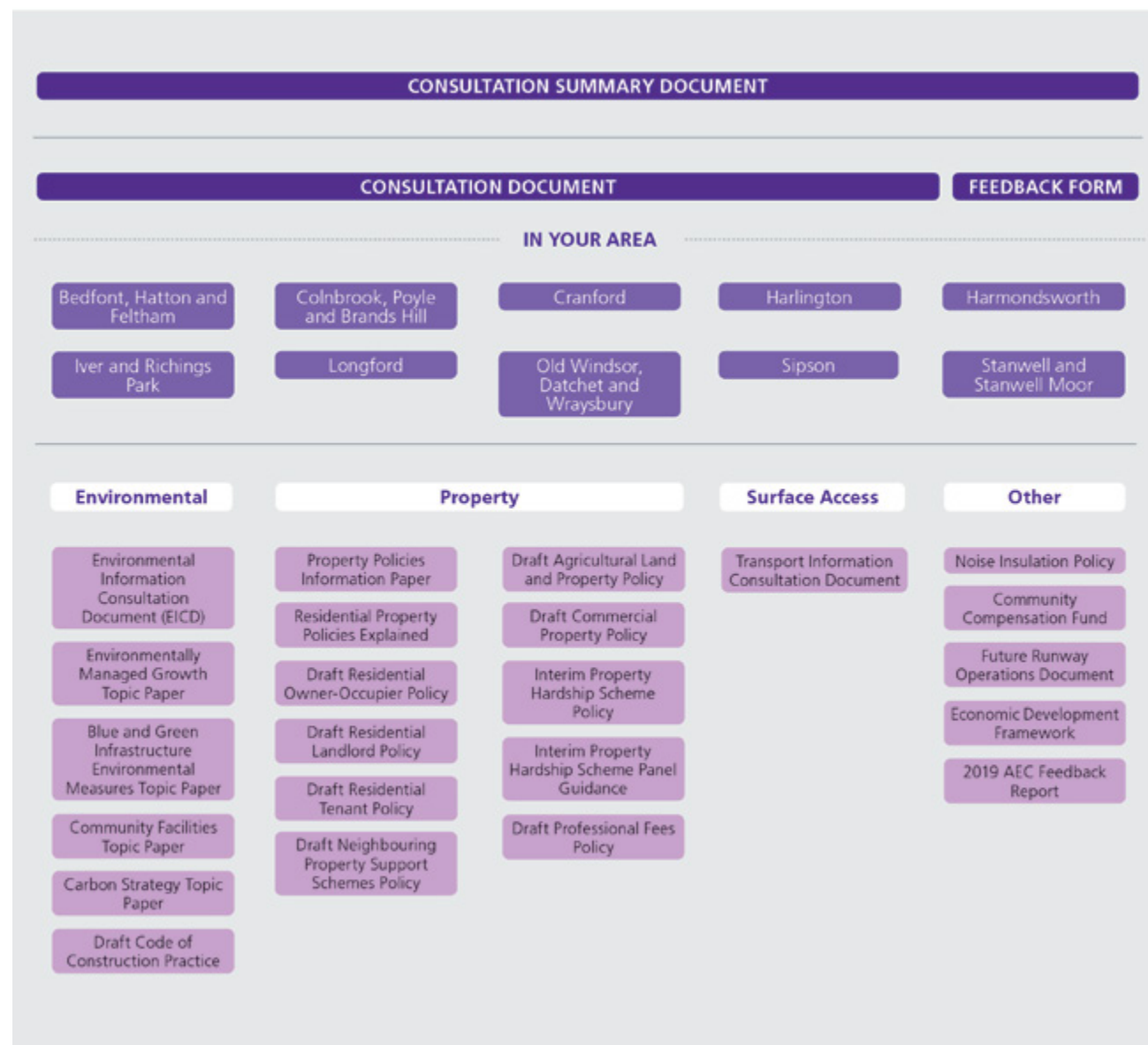
'IN YOUR AREA'

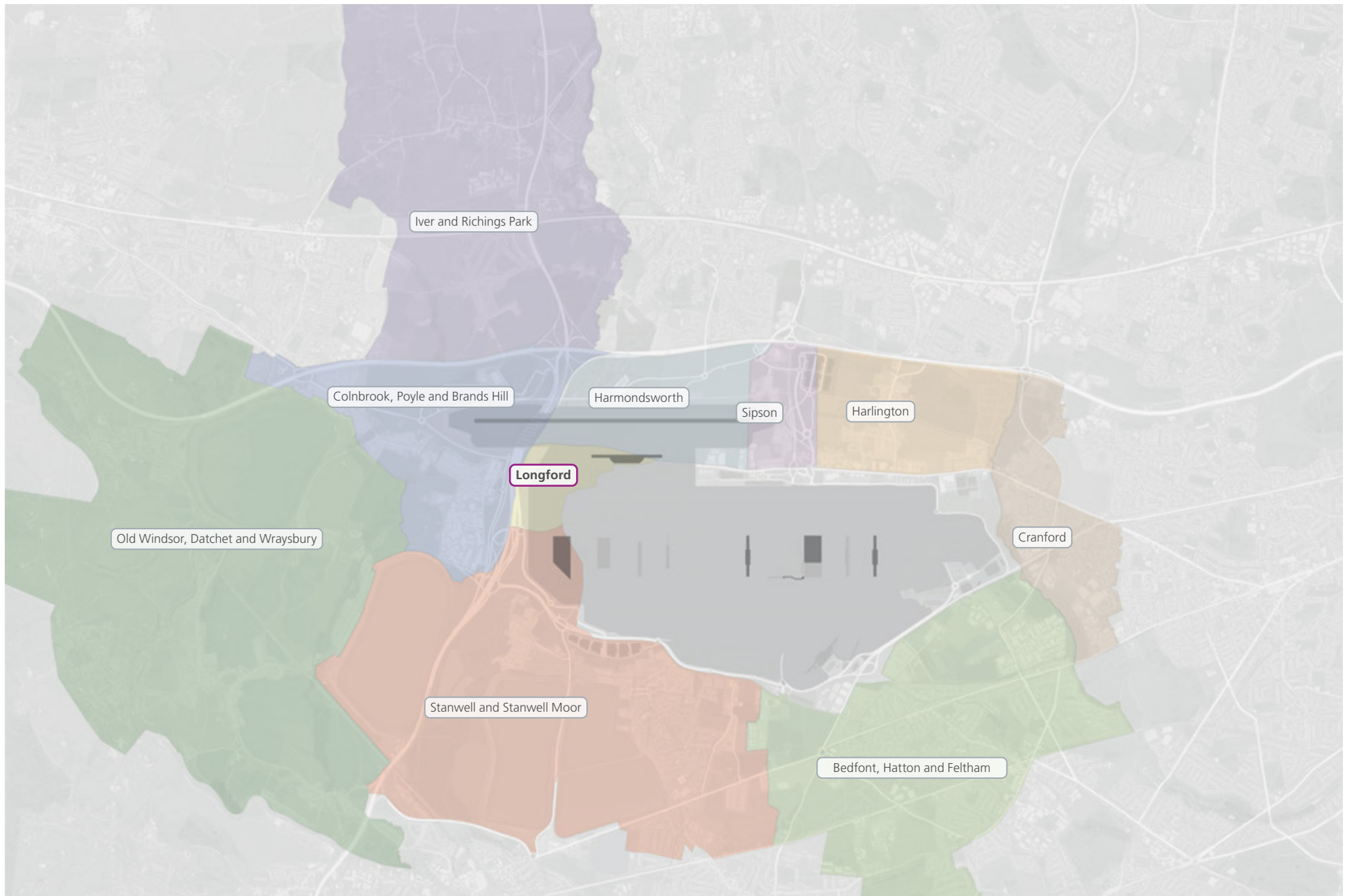
This booklet is one of ten 'In Your Area' booklets that we have produced for local communities around Heathrow (shown on the map on the right-hand side of this page) that would be directly affected by our proposals.

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

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

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





In Your Area – areas covered by each booklet

1.0

Introduction

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

As part of our expansion proposals, all of Longford falls within the area of land needed to deliver the proposed new runway and associated infrastructure.

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





The White Horse, Bath Road, Longford

This booklet summarises our proposals for building and operating a three-runway airport at Heathrow.

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 Longford. From our conversations with you, we know that topics such as property compensation and the construction schedule are things that matter to you. You will find information on these topics in this document.

We appreciate that, for residents of Longford, 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 a team:

Thistle London Heathrow Terminal 5
3 November 2026, 13:00-19:00
(13:00-14:00 Quiet Hour)

Bath Road, Longford, West Drayton, UB7 0EQ

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 5 '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 updated property and compensation policies (see [Chapter 3](#)).
- Our proposed construction approach including phasing or sequencing (see [Chapter 4](#)).
- Our environmental mitigation proposals.

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 new runway, are more constrained, other aspects can continue to evolve. We encourage you to share your feedback with us so we can better understand your perspectives and concerns.

You can find out how to submit feedback to this consultation in [Chapter 5](#) of this booklet. Once the consultation has closed, we will carefully analyse all the responses received during the consultation period. We will consider your feedback as we update our proposals ahead of submitting an application for a Development Consent Order (DCO). This will include a report setting out information about this consultation, including the feedback we received.

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



William VI Bridge, Bath Road, Longford

2.0

What we propose in Longford



Littlebrook nurseries

Tel: 01753 686 029

Visit www.littlebrooknursery.co.uk

Opening Times
Mon - Fri
7.15am - 6.30pm



2.1 LONGFORD TODAY

Longford is located to the north-west of Heathrow Airport. Longford is a small historic village on the Bath Road, immediately north-west of Heathrow Airport.

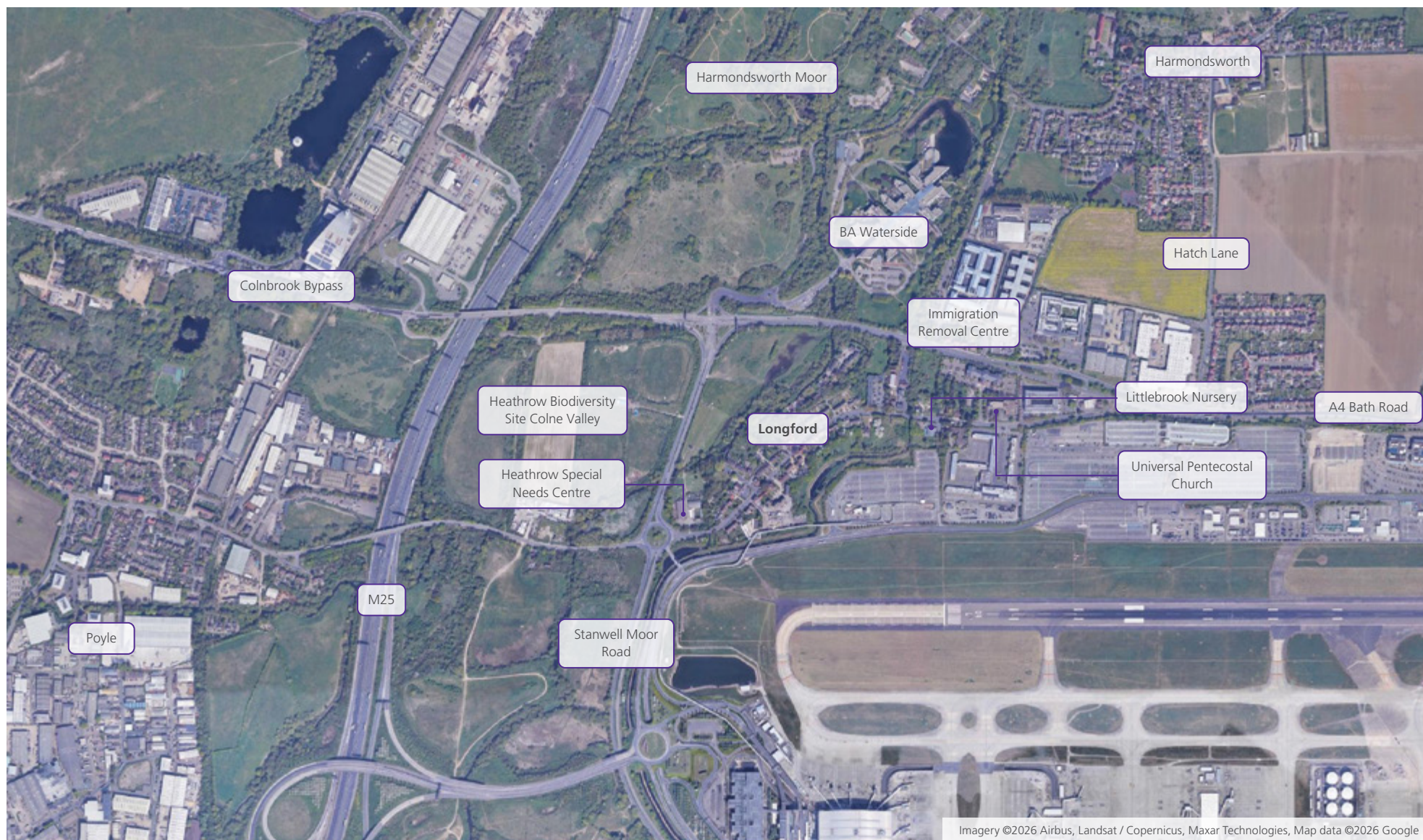
The village includes a designated conservation area and has several listed buildings and other historic sites.

Local community facilities in Longford include The Universal Pentecostal Church, Littlebrook Nursery, Heathrow Special Needs Centre, a pub and children's play area. There are also several commercial businesses operating in Longford.

Longford is principally accessed from the A4 Bath Road and is located close to Junction 14 of the M25 and the M4 motorway corridor, providing strategic connections to Greater London, Slough and the wider motorway network.

The wider area includes a range of airport-related uses, including hotels, parking facilities, logistics and commercial premises. Colnbrook and Poyle lie immediately to the west, while Harmondsworth is located to the north-east.

Land surrounding the village is largely designated Metropolitan Green Belt and forms part of the wider Colne Valley landscape. The area contains a network of waterways including the Longford River, the River Colne, the Duke of Northumberland's River and the Wraysbury River, together with areas of open space, recreational routes and habitats.



Existing aerial view of Longford

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IN LONGFORD

As part of our expansion proposals, all of Longford falls within the area of land needed to deliver the proposed new runway and associated infrastructure. This means that all residential properties, community and business facilities would be demolished. The plan on next page shows some of the key boundaries which relate to Longford. This includes the green '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 to things like new and existing roads, rivers and footpaths. Buildings that will be demolished are highlighted in the aerial view.

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

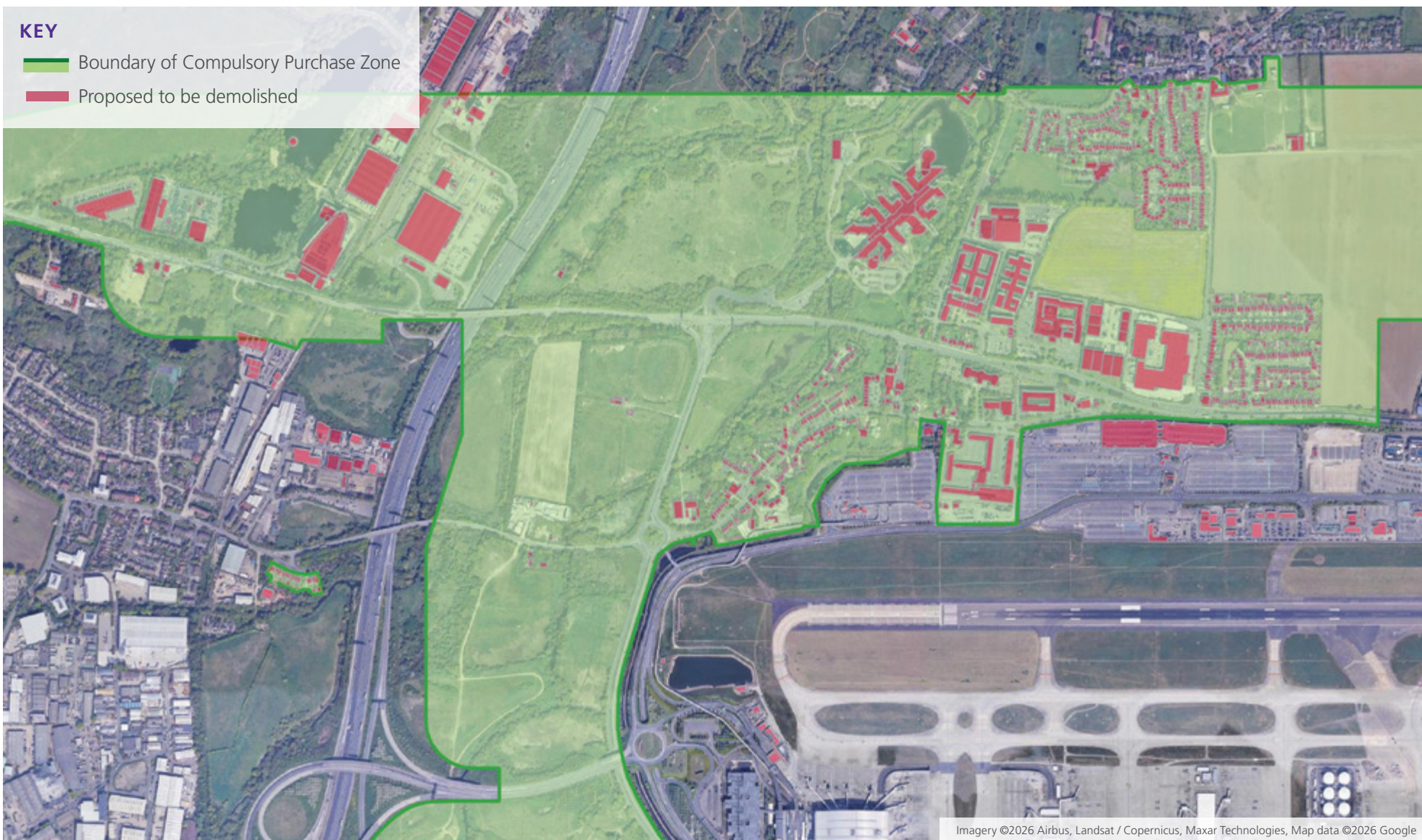
FURTHER READING



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

KEY

- Boundary of Compulsory Purchase Zone
- Proposed to be demolished



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

Aerial view of our proposed demolitions in Longford

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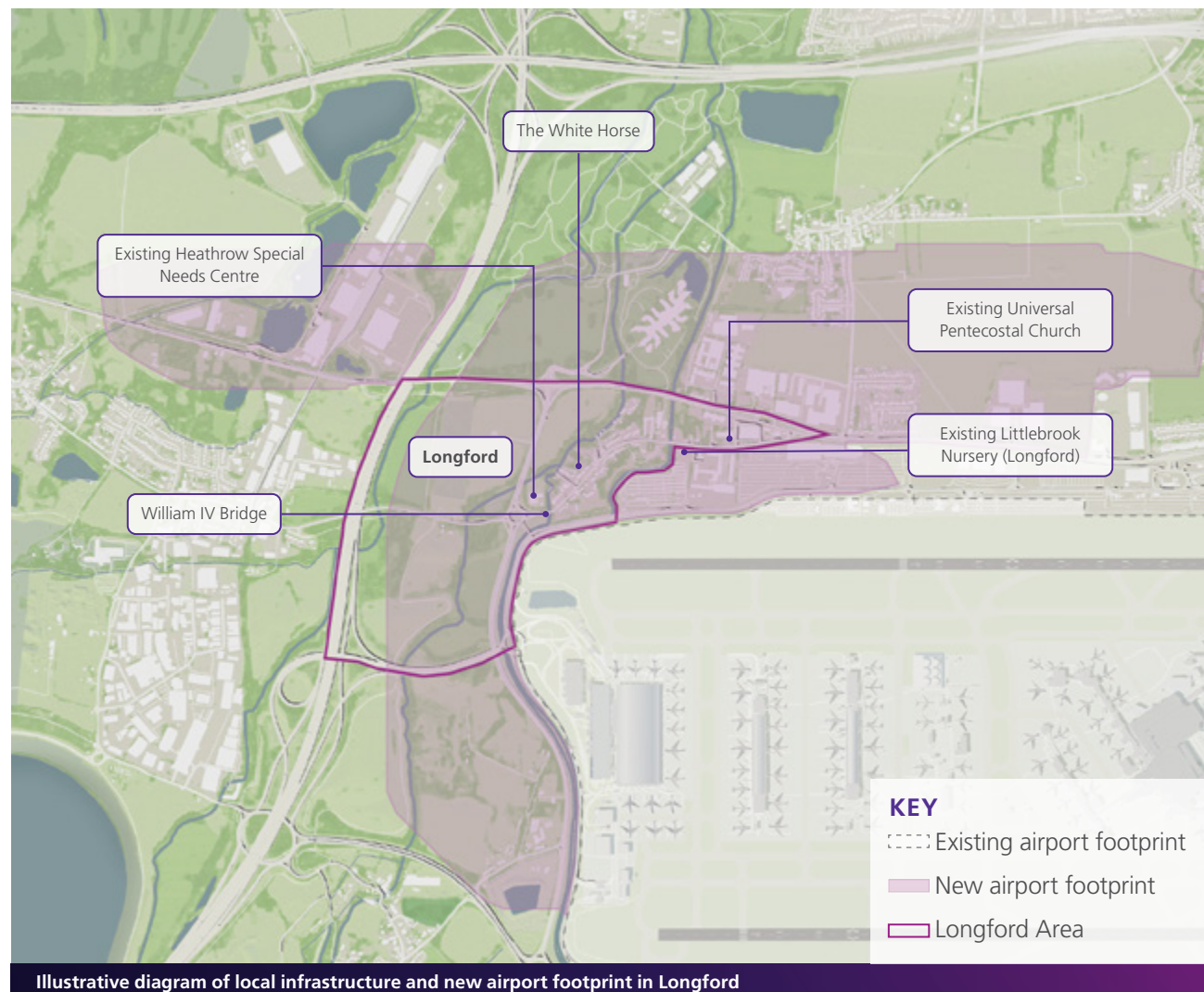
2.2 OUR PROPOSALS

Due to its location within the immediate vicinity of Heathrow, all of Longford falls within the area of land needed to deliver the proposed new runway and associated infrastructure. As such, all residential properties, community and business facilities and open space within Longford would be displaced.

OVERVIEW

This means:

- All residential properties (283), community and business facilities, open space, Public Rights of Way (PRoW) and historic sites in this area, including The White Horse pub, would be displaced and the people living there would need to move. For more information about our property and compensation policies, please see [Chapter 3](#) of this booklet.
- Littlebrook Nursery, Heathrow Special Needs Centre and the Universal Pentecostal Church would be displaced. We will be engaging with these facilities to carefully consider options for mitigation.
- River diversions would take place for the Longford River, the River Colne, the Duke of Northumberland's River and the Wraysbury River.
- The existing A4 Bath Road would need to be realigned to make room for the new runway. The A3044 would also be realigned to accommodate the expanded airport layout.





COMMUNITY FACILITIES

This section details the community facilities that would be demolished by Heathrow expansion and the ways we will work with the owners of these facilities and local councils on options for mitigation.

LITTLEBROOK NURSERY

Littlebrook Nursery is a day nursery located in premises on the Bath Road, near Longford. It provides over 100 places for children up to aged of four.

To ensure children and families who rely on this capacity can continue to access this provision, we will be seeking to work with the nursery and London Borough of Hillingdon to relocate 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.

HEATHROW SPECIAL NEEDS CENTRE

Heathrow Special Needs Centre provides a community farm environment with facilities designed for people aged five and above with disabilities and special needs. We recognise that there are additional considerations to take account for the people who use this centre.

The Heathrow Special Needs Centre would be displaced by the proposed expansion and would need to be relocated. A potential replacement site has been identified to the south-west of Poyle, close to the existing facility, with good accessibility and connectivity to surrounding communities and existing users. We are working with Slough Borough Council and the Board of Trustees for Heathrow Special Needs Centre to ensure the new facility meets their requirements.

THE UNIVERSAL PENTECOSTAL CHURCH

The Universal Pentecostal Church provides an important place of worship and community facility for local people. Alongside regular worship services, the church supports a range of activities including teaching, pastoral care and community outreach. The church serves communities across West Drayton, Hounslow and the surrounding area, as well as further afield.

We are working closely with the church to understand its needs and recognise that maintaining access for the existing congregation is important, as is providing enough space for worship, community activities and volunteer-led services. We are therefore working with the church to identify a suitable replacement space whilst maintaining good accessibility for existing users.

HISTORIC ENVIRONMENT

Longford is a place with a long and distinctive history, which it has maintained, even as London and the area around Heathrow has grown. To deliver the proposals, Longford Village Conservation Area and the heritage assets within and around it would need to be demolished. The Grade II listed buildings which would be demolished are:

- King Henry Public House the Stables.
- Flats 1-3 (Yeomans).
- The White Horse Public House.
- Orchard Cottage.
- Longford Cottage.
- Weekly House.
- Barn to West of Weekly House.

- Longford Close.
- Queen River Cottage Willow Tree Cottage.
- William IV Bridge.

Buildings on the local list to be demolished are:

- Colne Cottage.
- The Loft.
- Thatched Cottage, No. 532 Bath Road.
- Maywin Cottages, No. 522 and 524 Bath Road.
- Island Cottage.
- Smithy fronting 565 and 567 Bath Road.

A comprehensive Historic Environment Mitigation Strategy is being developed to ensure that the history of Longford is fully understood, recorded and will be shared. This would include archaeological investigation and comprehensive recording of historic buildings. Additional measures are also being explored, such as whether it is possible to re-use or relocate listed buildings that would otherwise be lost.



Longford historic asset photos

2.3 GREEN SPACE AROUND LONGFORD

Around Longford, existing open space would also be lost to make way for the expansion of Heathrow. This includes the loss of Longford Moor which would be reprovided immediately to the south of its current location, combining open grassland, habitat ponds and the Twin Rivers corridor.

WATER ENVIRONMENT

To create space for the new runway, several watercourses in and around Longford would need to be modified. The expansion would require the realignment and diversion of watercourses currently running through Longford including:

- The Longford River.
- The River Colne.
- The Duke of Northumberland's River.
- The Wraysbury River.

New river channels would be created before existing ones are diverted, allowing water flow and habitats to be maintained. These new corridors are designed to reduce flood risk, improve long-term water quality and provide enhanced habitats for wildlife.

FURTHER READING



More information on this in the topic paper:

'Blue and Green Infrastructure Environmental Measures Topic Paper'.



2.4 OUR TRANSPORT PROPOSALS

Local roads would be affected by Heathrow expansion, and we are proposing some changes to the wider strategic road network near Longford. This section summarises those elements which are most relevant to Longford.

LOCAL ROADS

Part of the A3044 closest to the M25 would be realigned to accommodate the expanded airport layout. The new route would run to the west of the realigned M25, connecting M25 Junction 14 with the realigned A4 north of Colnbrook.

Heathrow expansion would result in the permanent removal of local roads in and around Longford, including roads off the Bath Road between Longford Roundabout and Colnbrook Bypass.

FURTHER READING



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

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 five kilometre existing 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. It would then connect to an upgraded roundabout with the A408 Sipson Road and cross the M4 Spur to the north of Sipson.

2.5 OUR PROPOSED SCHEME

The plan opposite shows the whole of the proposals for Heathrow expansion to give you context for the effects on Longford.

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

We are seeking comments on these proposals and will use this feedback to finalise the scheme over the coming months before submitting our application for a Development Consent Order (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 5 'Have your say'](#) for details on how to provide your comments.

KEY

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



Proposed Scheme Illustrative Diagram

3.0

Property and compensation policies





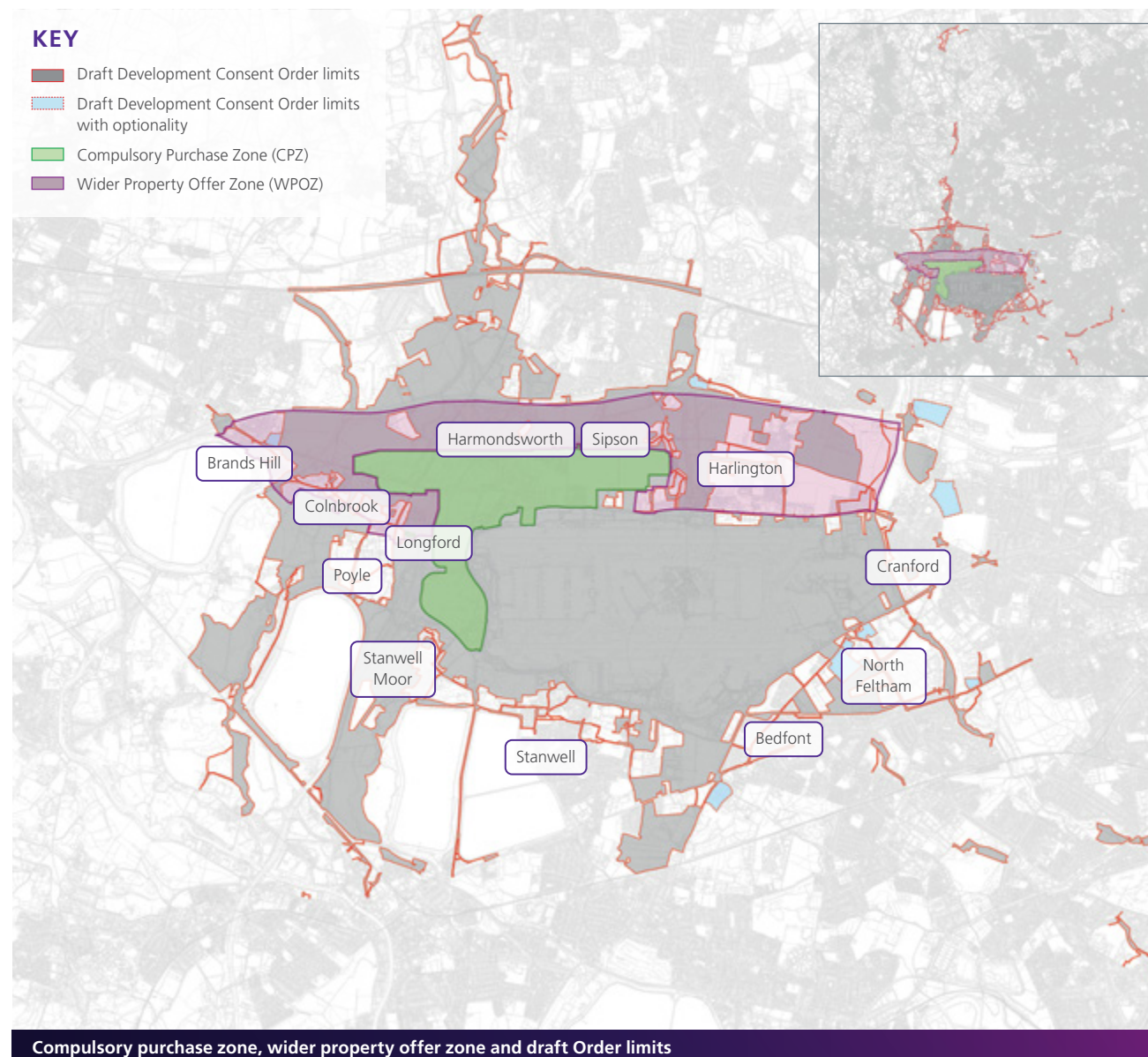
Aerial visualisation of our proposed scheme

3.1 LAND AND PROPERTY PROPOSALS

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

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

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



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

We wrote to homeowners, landlords and tenants in the Compulsory Purchase Zone (CPZ) in March 2026 to confirm that their property falls within the CPZ. All of the residential properties in Longford (283) are within the CPZ.

Following this consultation, we 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.

3.2 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 is required 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 your home (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.

3.3 SUPPORT FOR RENTERS AND LEASEHOLDERS

If you rent your home or hold a lease, you may be eligible for compensation and support if your property is required for the project. 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 (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 Compulsory Purchase Zone (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 (a formal legal document) 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.

3.4 COMPENSATION FOR COMMERCIAL PROPERTIES

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

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

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

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

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

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

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

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

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

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

3.5 ADDITIONAL SUPPORT AND ADVICE

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

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

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

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

FURTHER READING



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

QUESTIONS



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

YOUR WELLBEING SUPPORT SERVICE



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

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

4.0

How we would build it

We recognise that the scale of construction activities required to deliver 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 Longford, 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 LONGFORD AREA

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

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

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

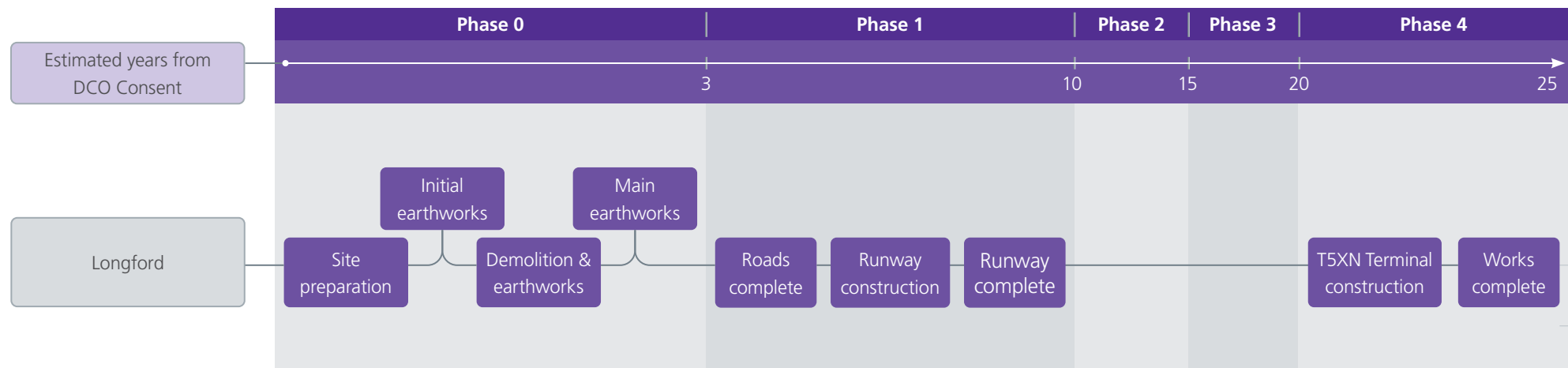
The footprint and intensity of construction (and related support) activities would change throughout the construction period with a peak of construction during Phase 0 demolition & earthworks and Phase 1 runway construction.

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 would 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 Longford area is shown in the diagram below.



EXISTING AREA

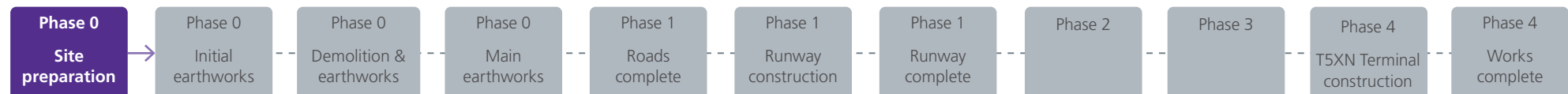


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PHASE 0 – SITE PREPARATION

Following grant of a Development of Consent Order (DCO), we would undertake preparatory works and surveys. We would start the process of purchasing residential property in Longford.

- 1 **Ecological surveys** around Longford 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





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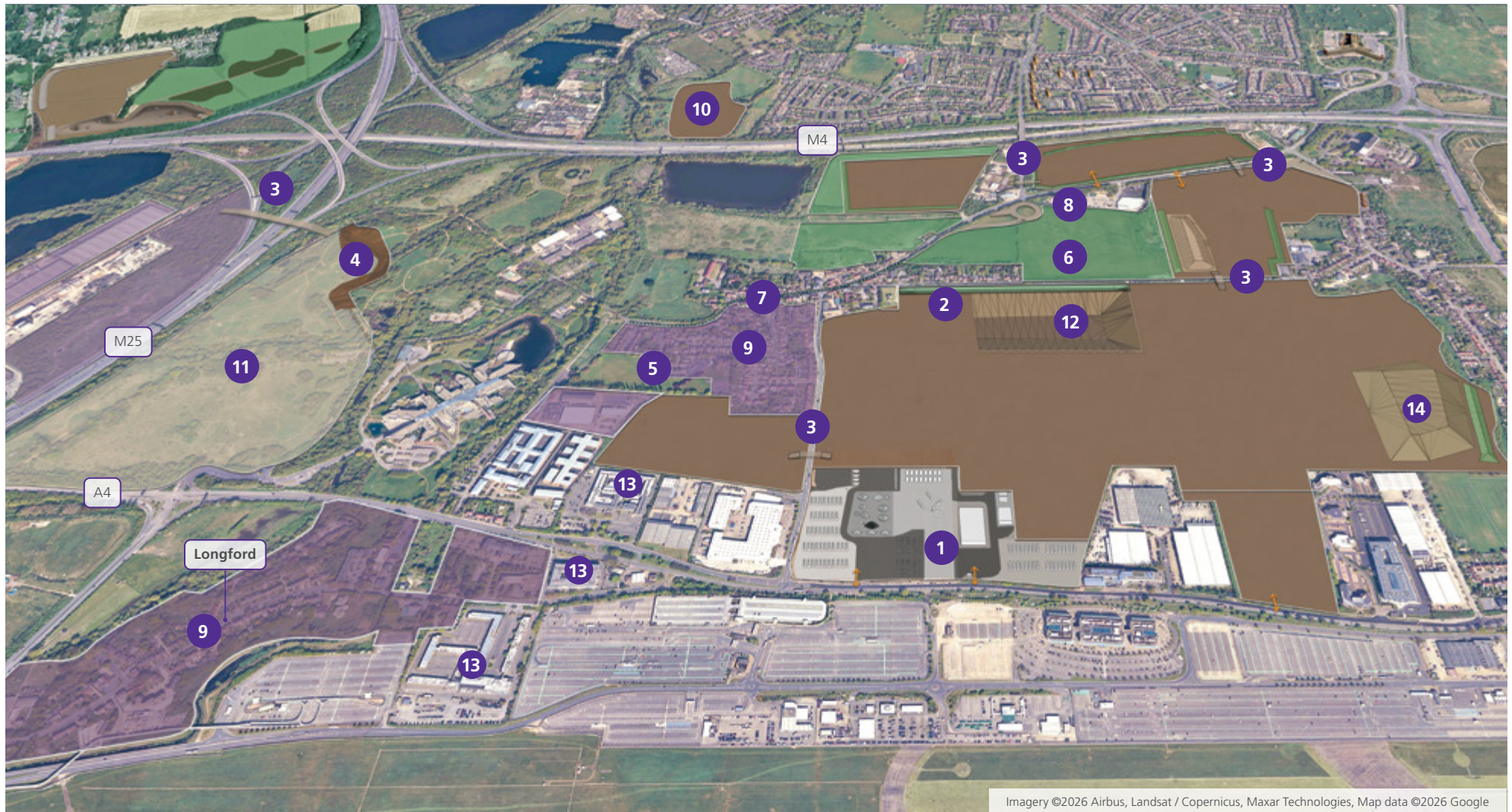
- KEY**
- Under construction
 - Green space/landscaping
 - Utilities
 - Fence
 - Area(s) to be demolished
 - Ecological and archaeological surveys
 - CSS
 - Access/egress
 - Future plans

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**
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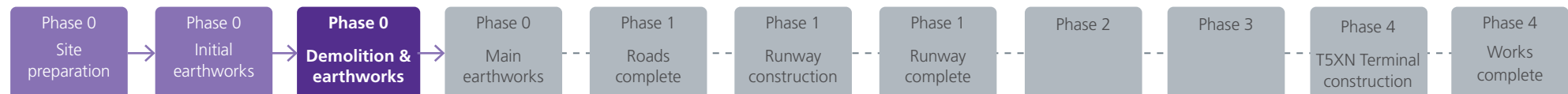
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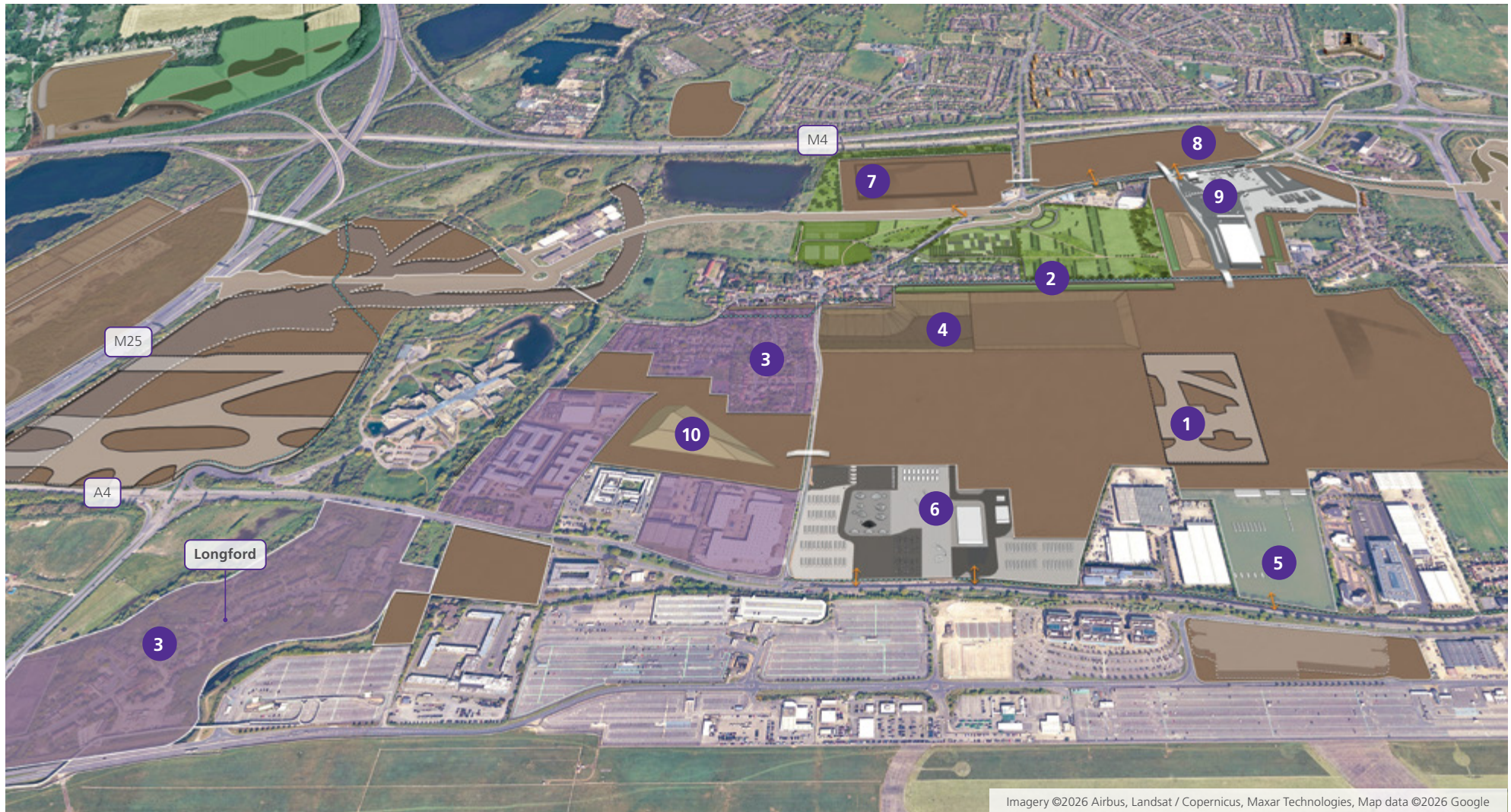
PHASE 0 – DEMOLITION & EARTHWORKS

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 would 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, would 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	

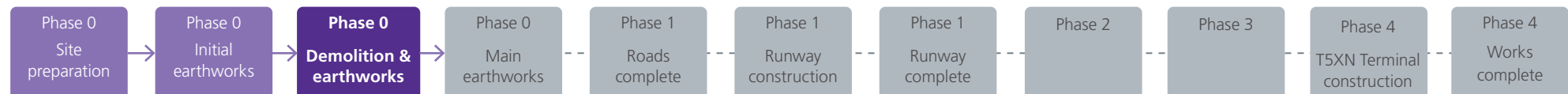
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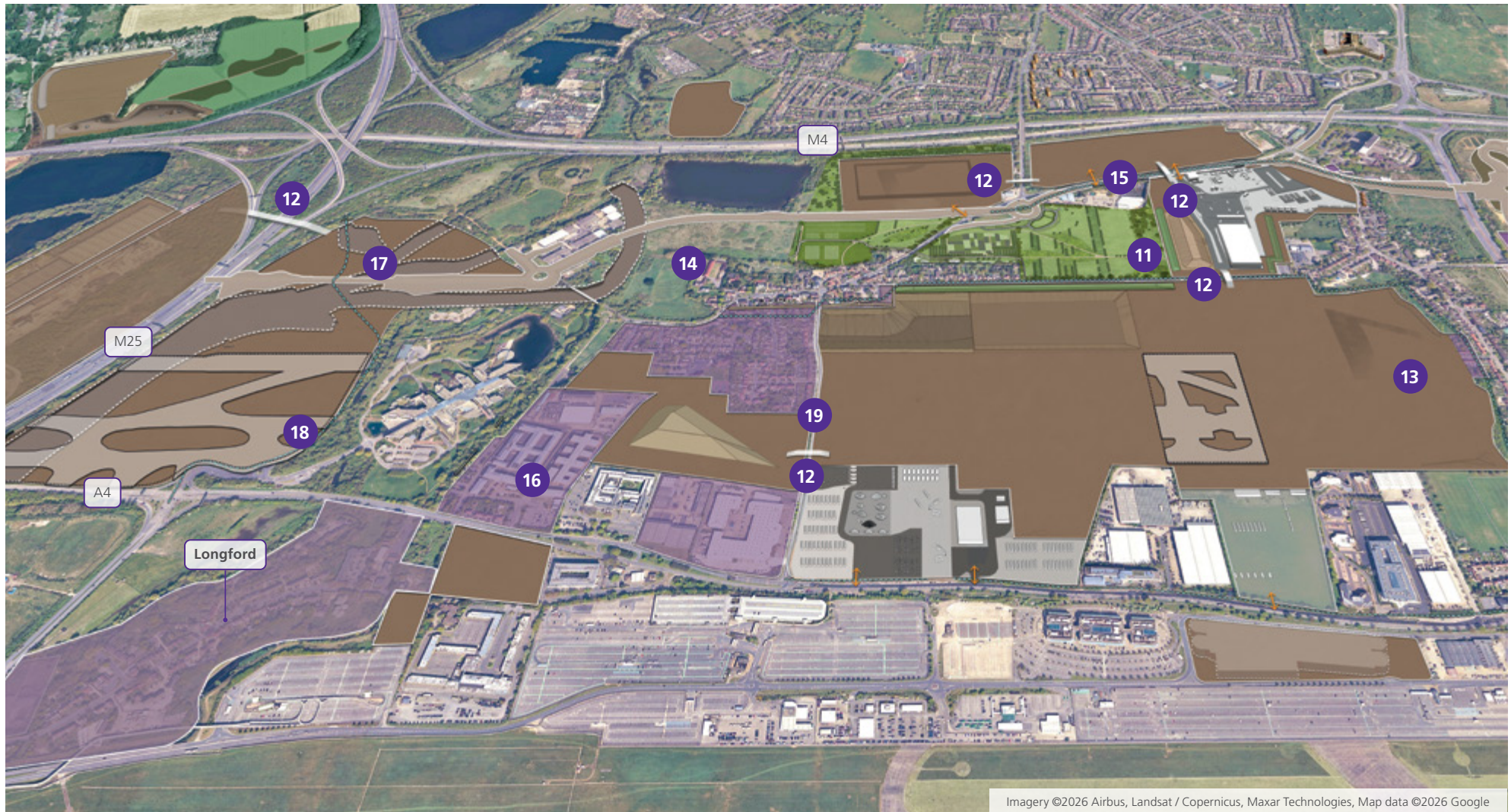
PHASE 0 – DEMOLITION AND EARTHWORKS

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
Green space/ landscaping

Utilities
Fence

Area(s) to be demolished
Ecological and Archaeological surveys

CSS
Access/ egress

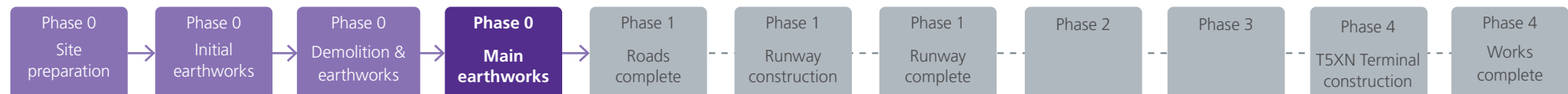
Future plans

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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.





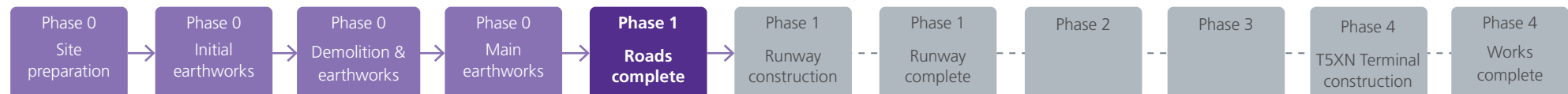
KEY	Under construction	Utilities	Area(s) to be demolished	CSS	Future plans
	Green space/ landscaping	Fence	Ecological and Archaeological surveys	Access/ egress	

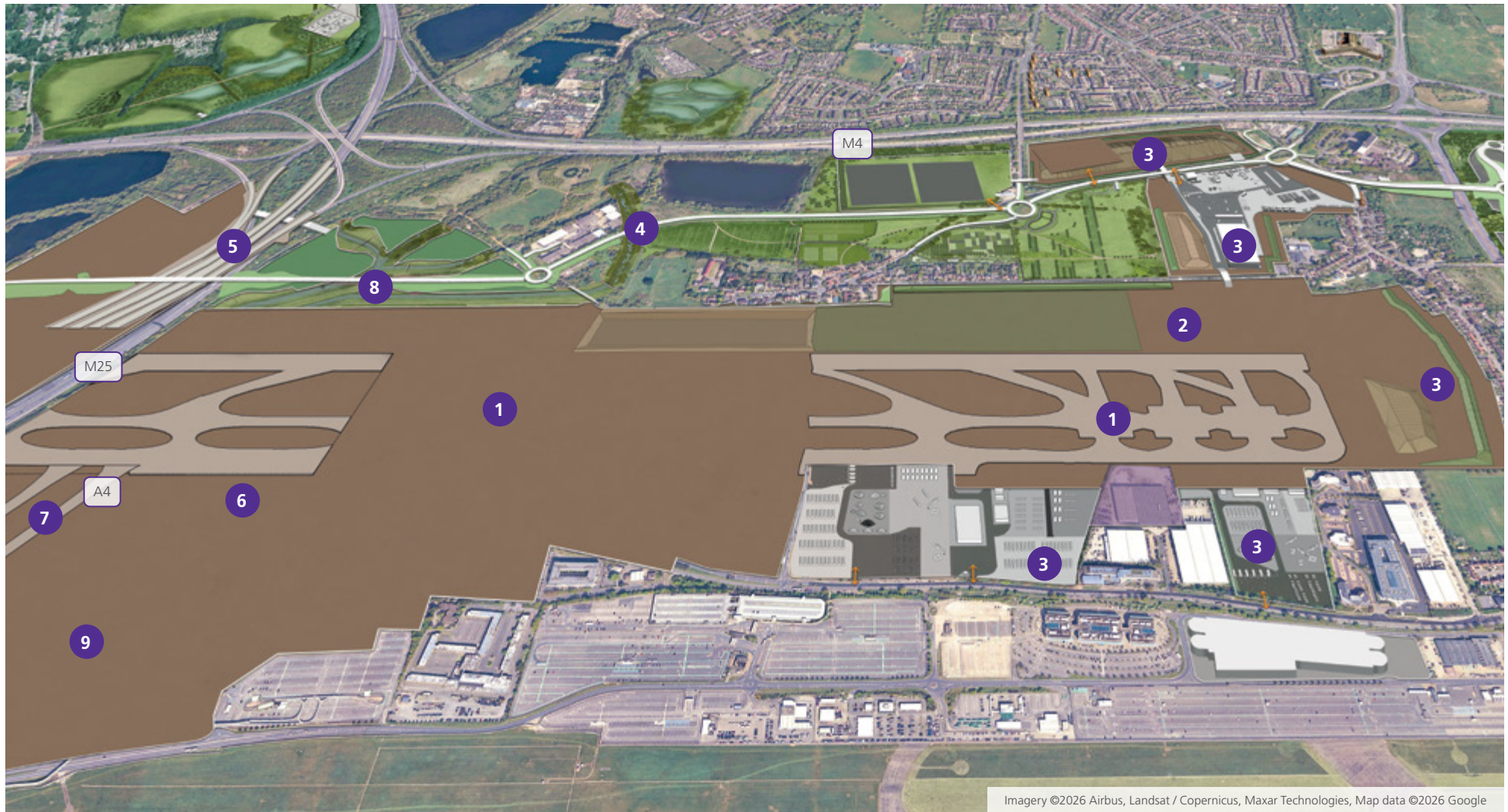
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PHASE 1 – ROADS COMPLETE

Earthworks and landfill works would be largely complete. Stockpiles would shrink and piling to the runway and taxiways would start. The new A4 and M25 diversions would be complete and commissioned.

- 1 **Piling** of the runway and taxiways would continue to the south of Harmondsworth Moor. Piling to south of Harmondsworth Lane would be complete.
- 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
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 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** would 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

Utilities

Area(s) to be demolished

CSS

Future plans

Green space/ landscaping

Fence

Ecological and Archaeological surveys

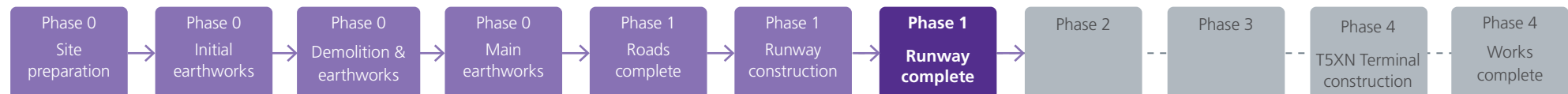
Access/ egress

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PHASE 1 – RUNWAY 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 would 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 would be complete to make way for T5XN construction.

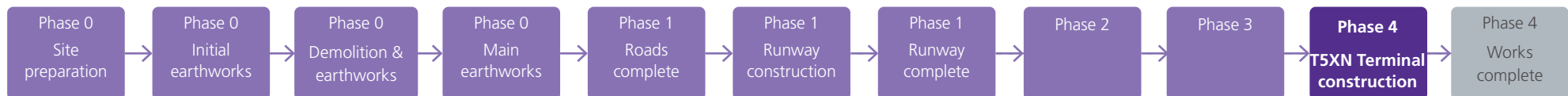


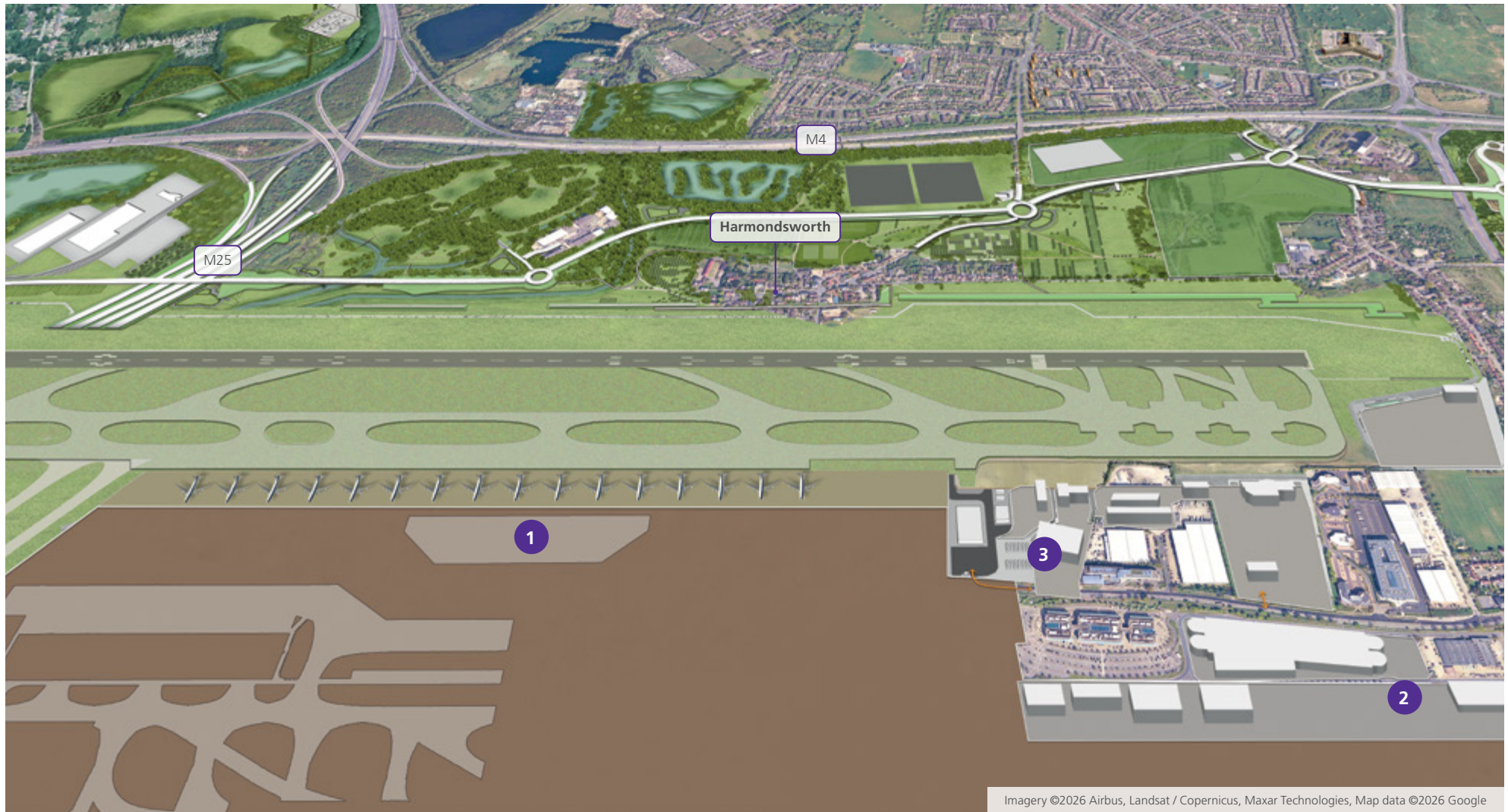


PHASE 4 – T5XN TERMINAL CONSTRUCTION

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.





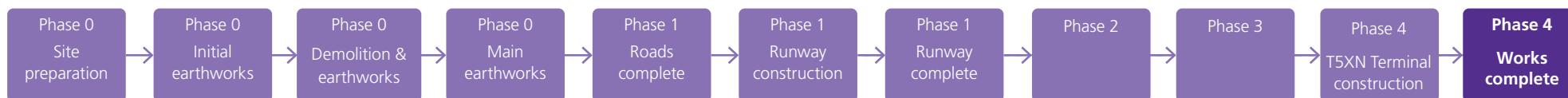
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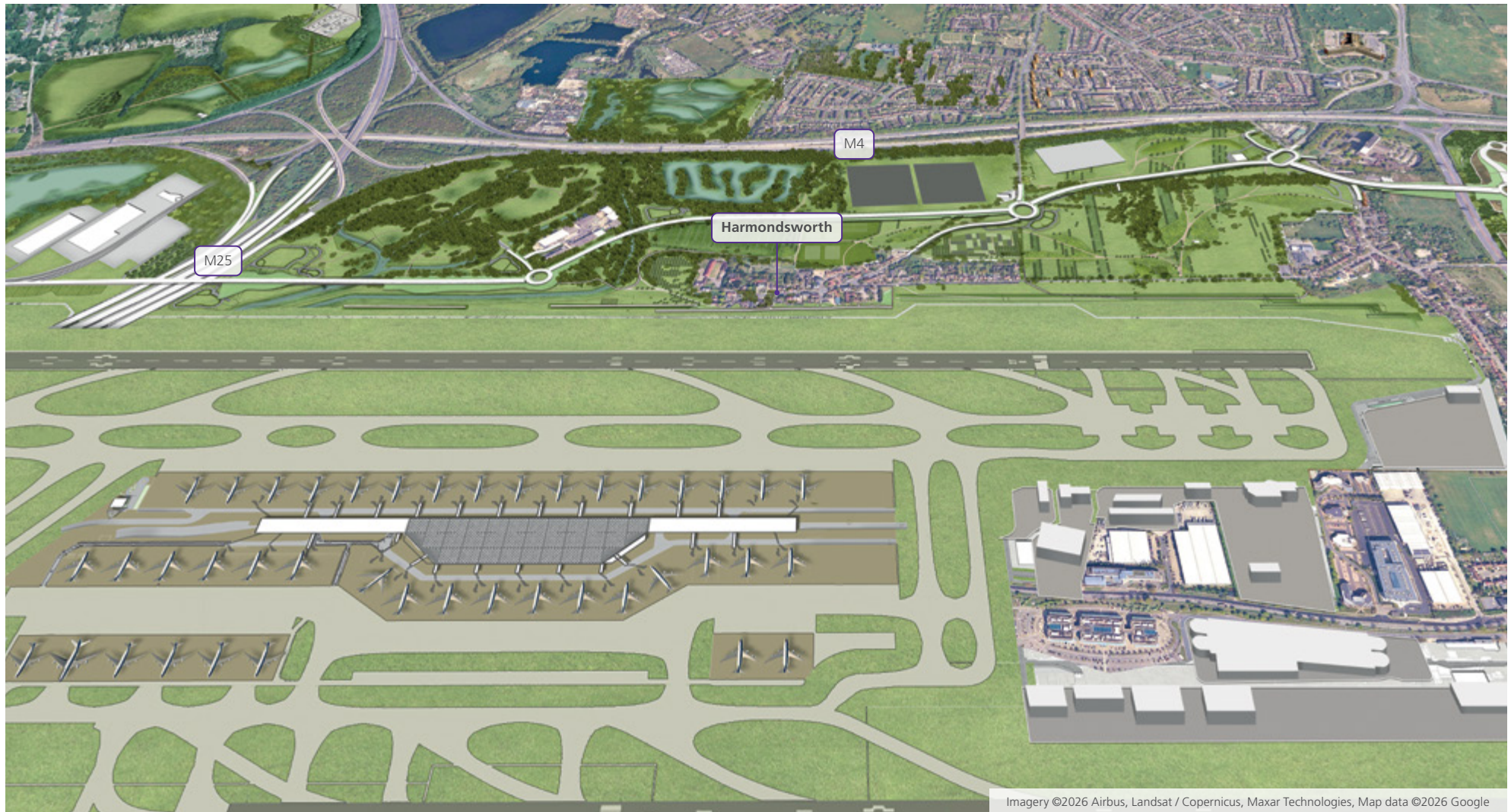
Under construction	Utilities	Area(s) to be demolished	CSS	Future plans
Green space/ landscaping	Fence	Ecological and Archaeological surveys	Access/ egress	

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PHASE 4 – 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	Utilities	Area(s) to be demolished	CSS	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.

5.0

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.

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** ensure we can take it into account.

FURTHER READING

For more information and to 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.

5.1 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.

5.2 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.

5.3 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 Longford is taking place on 3 Nov 2026 at 13:00-19:00 (13:00 - 14:00 Quiet Hour) at Thistle London Heathrow Terminal 5.

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



Longford consultation event venue and address:

Thistle London Heathrow Terminal 5

Bath Road, Longford, West Drayton, UB7 0EQ

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