



Heathrow

ENTER ▶

IN YOUR AREA

Old Windsor, Datchet and Wraysbury

EXPANSION
CONSULTATION 2026

Contents

1.0	Introduction	
2.0	What we propose in Old Windsor, Datchet and Wraysbury	
2.1	Old Windsor, Datchet and Wraysbury today	12
2.2	Our proposals	16
2.3	Green space around Old Windsor, Datchet and Wraysbury	19
2.4	Water environment	20
2.5	Utilities	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	35
3.3	Community Compensation Fund	36
4.0	How we would build it	
4.1	Construction in the Old Windsor, Datchet and Wraysbury 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 Old Windsor, Datchet and Wraysbury	
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

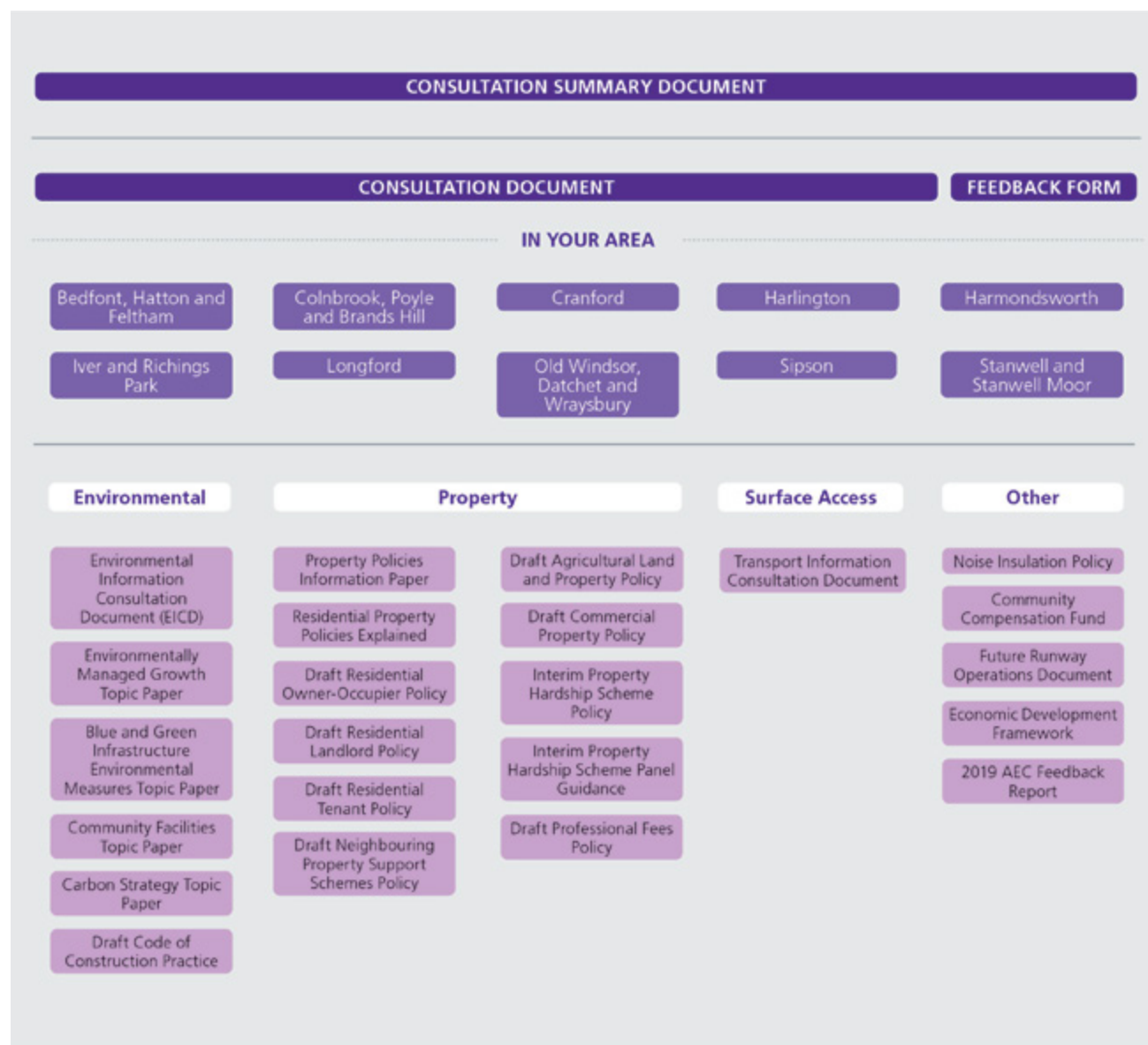
'IN YOUR AREA'

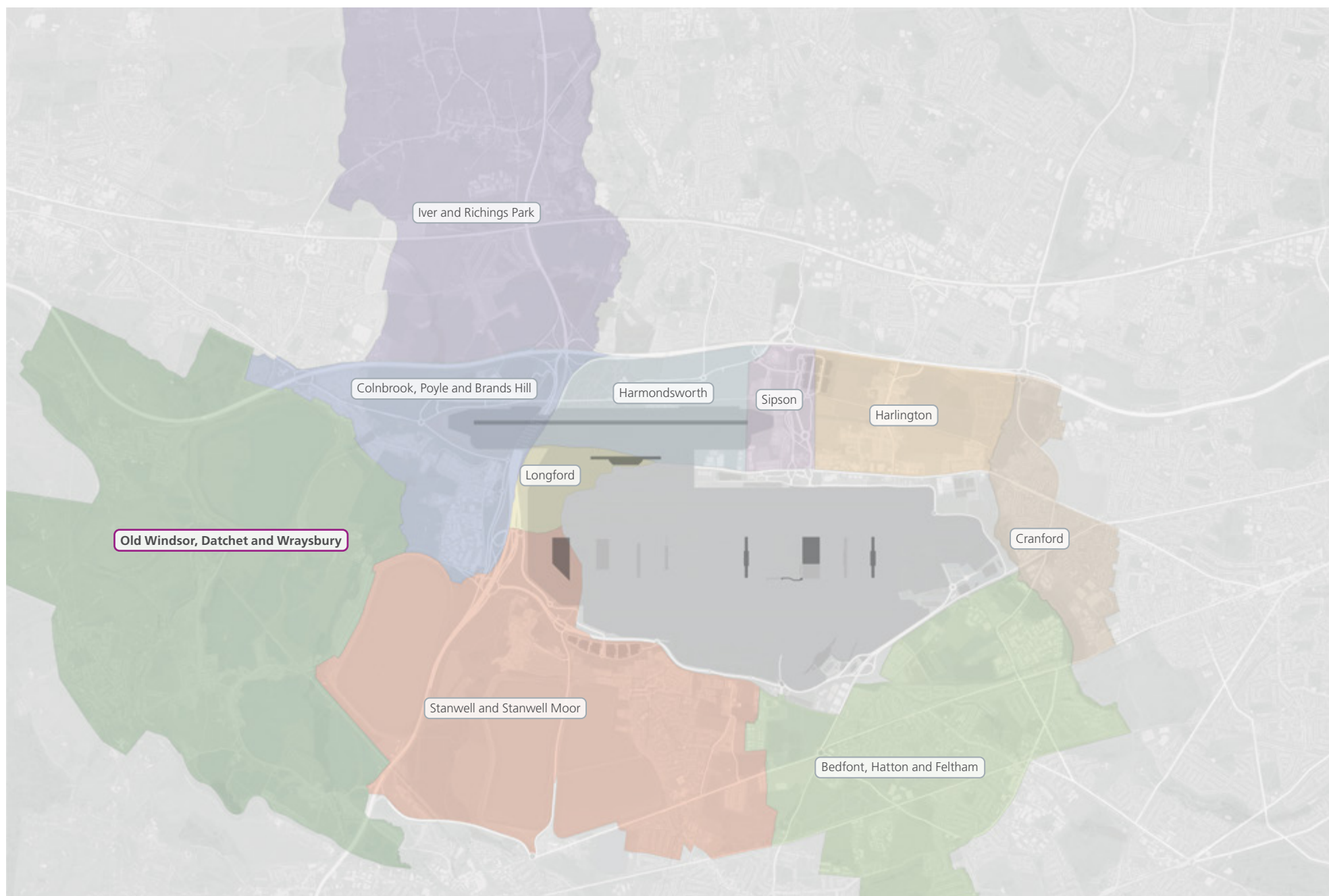
This booklet is one of ten 'In Your Area' booklets that we have produced for local communities around Heathrow (shown on the map on the right-hand side of this page) that would be directly affected by our proposals.

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'll 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.





Magna Carta Memorial, Runnymede

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 Old Windsor, Datchet and Wraysbury. From our conversations with you, we know that topics such as our transport proposals and environmental measures are things that matter to you. You will find information on these topics in this document.

HAVE YOUR SAY

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

Wraysbury Village Halls – 6 November 2026
14:00-19:00

The Green, Wraysbury, TW19 5NA
Old Windsor Memorial Hall – 11 November 2026
13:00-19:00 (13:00 - 14:00 Quiet Hour)

1A Straight Rd, Old Windsor, SL4 2RN
Datchet Village Hall, – 4 December 2026
14:00-19:00

Allen Way, Datchet, SL3 9HR

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 7 'Have your say'](#).

THE CONSULTATION

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

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

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

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

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

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



2.0

What we propose in Old Windsor, Datchet and Wraysbury





Straight Road River Thames view

2.1 OLD WINDSOR, DATCHET AND WRAYSBURY TODAY

The villages of Old Windsor, Datchet and Wraysbury are located to the south west of Heathrow Airport. We recognise that these are distinct communities with different challenges and priorities when it comes to Heathrow expansion. For the purposes of this document, we have outlined how our proposals in this area would affect all three areas.

Old Windsor, Datchet and Wraysbury are characterised by historic village centres, residential neighbourhoods and extensive open spaces associated with the River Thames and surrounding countryside. Each community retains a distinct identity, with a range of local services, facilities and historic buildings.

The area is well connected by the strategic road network, including the M25, M4 and A308, providing links to Windsor, Slough, Staines-upon-Thames and Heathrow Airport. Datchet and Wraysbury are served by railway stations on the Windsor to London Waterloo line, while Old Windsor is connected by local bus services.

The wider area includes schools, local centres, parks and open spaces. Extensive areas of Green Belt, floodplain and waterbodies surround these communities, including the River Thames, the Jubilee River, Wraysbury Reservoir and nearby lakes, contributing to the area's environmental, ecological and recreational importance.



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Existing aerial view of Old Windsor, Datchet and Wraysbury

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IN OLD WINDSOR, DATCHET AND WRAYSBURY

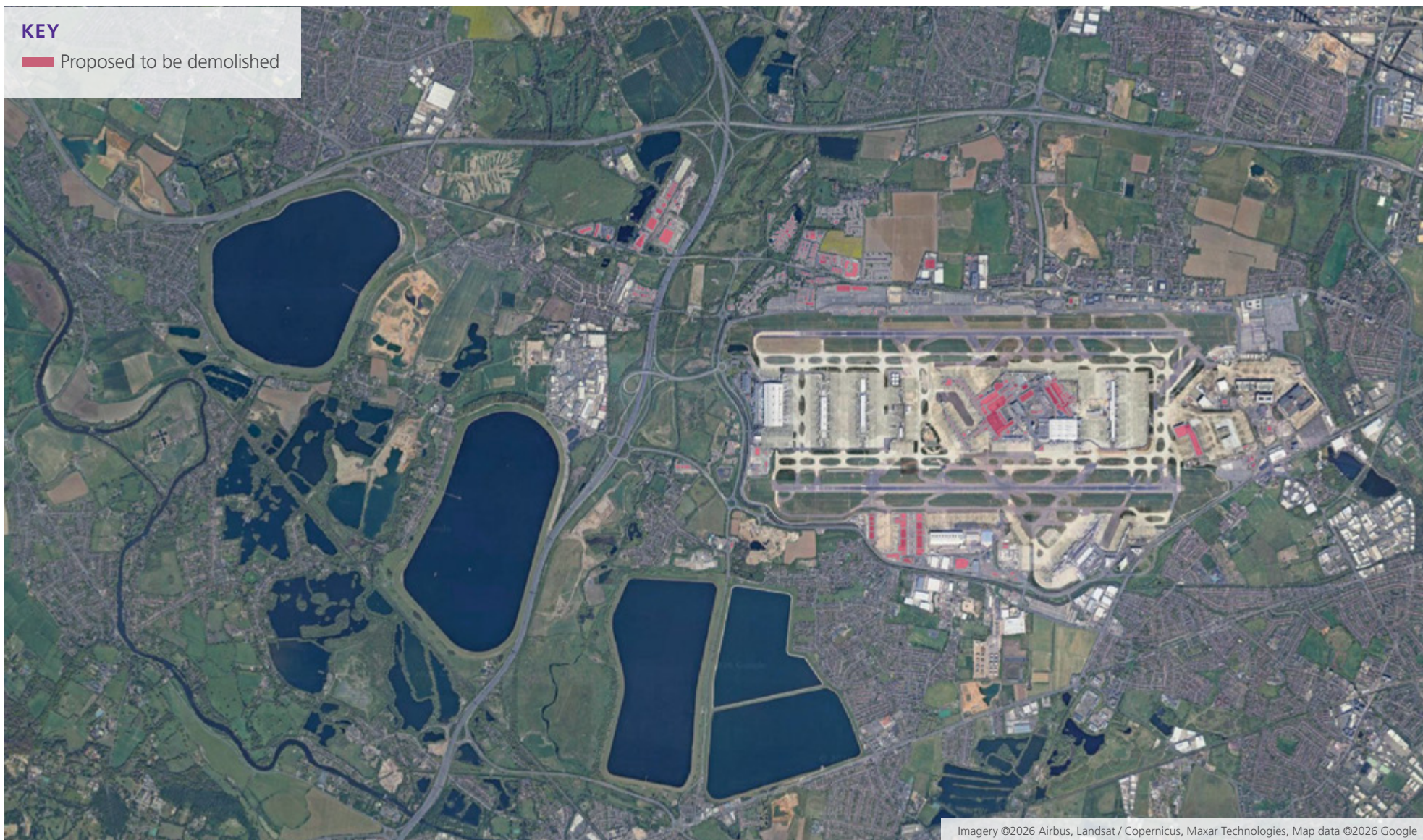
The plan on the next page shows some of the key boundaries which relate to Old Windsor, Datchet and Wraysbury. Areas outside of the Compulsory Purchase Zone will be required either permanently or temporarily for construction and/or operation of the project; this includes land where works would be needed to things like new and existing roads, rivers and footpaths. These areas are included in our draft Order limits which can be seen on page 34. No buildings in the Old Windsor, Datchet and Wraysbury have been identified to be demolished.

FURTHER READING



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

KEY

 Proposed to be demolished

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

Aerial view of proposed demolitions in and around in Old Windsor, Datchet and Wraysbury (none have been identified)

Google Maps is a trademark of Google LLC

2.2 OUR PROPOSALS

We acknowledge that our proposals would result in some changes to Old Windsor, Datchet and Wraysbury and that this will be difficult for residents. We remain committed to listening to and engaging with local communities throughout this process.

OVERVIEW

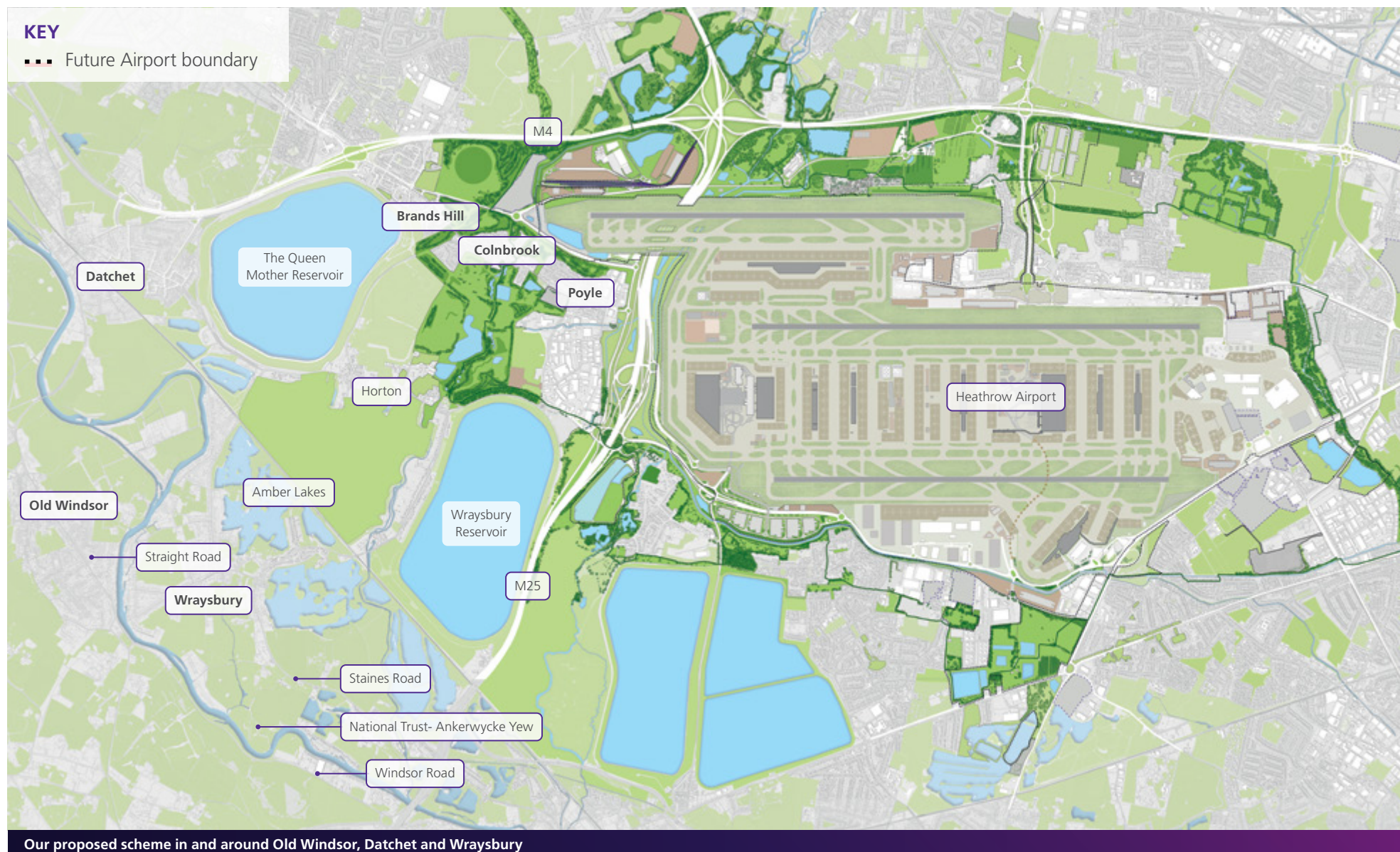
Heathrow expansion would create a new runway to the north west of the airport. The plans also include upgrades and changes to roads, new car parks, the development of new passenger facilities and the relocation of some existing infrastructure.

More detail about the proposal is available in the Consultation Document.

If development consent is granted, there would be changes in Old Windsor, Datchet and Wraysbury to support future operations and expansion of the airport.

These include:

- Realignments of neighbouring strategic routes (including the M25 and A4), which may impact peak travel times. Local roads would remain unchanged.
- A 25 kilometre recreational route surrounding the airport, called 'the Green Loop', would be created to link local communities. The villages would be connected to the Green Loop north of the Wraysbury Reservoir.
- We have developed proposals to provide noise mitigation for community facilities in the area, including schools.



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 facilities in these areas would be directly displaced 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 Old Windsor, Datchet and Wraysbury this includes Churchmead School, Datchet Baptist Church, Datchet Cemetery Chapel, Eton End School, St Marys School, St Marys Church and Rivers Academy West London.

All potentially affected sensitive community facilities would be assessed against standards for acceptable noise levels (including – for schools – standards in educational settings) using surveys and detailed noise impact assessments on a case-by-case basis. Assessments of other environmental change including air quality will also be undertaken. Where needed, we will propose works to buildings to reduce the effect of increased noise and environmental change linked to Heathrow expansion. We will do this through engagement with these facilities and any other relevant organisation or public body including the Royal Borough of Windsor and Maidenhead, Runnymede Borough Council and Surrey County Council (as the local education authority).

AIRSPACE MODERNISATION

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

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

FURTHER READING



For more information, please visit:

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

2.3 GREEN SPACE AROUND OLD WINDSOR, DATCHET AND WRAYSBURY

This section covers the green space around Old Windsor, Datchet and Wraysbury and our proposals for the local landscape. The three villages sit some distance from the airport, with other settlements in between.

OPEN SPACES AROUND THE VILLAGES

The open spaces in and around Old Windsor, Datchet and Wraysbury would be largely unaffected by physical change. The riverside area along the Thames, the parkland and estate landscapes around Old Windsor, and the lakes and open land around Wraysbury would stay as they are.

Views from some of these places would be affected, particularly during the construction period. From riverside paths, parkland and ground with long views towards Heathrow, construction activity would be visible in the distance.

NEW LANDSCAPE FEATURES

Most of our green space work would take place closer to Heathrow, in the Colne Valley to the north. In this area, we would strengthen woodland and planting, improve the Eric Mortimer Rayner Memorial Lakes next to the Arthur Jacob Nature Reserve for waterbirds, and add new footpaths through the area. These places would add to the Colne Valley Regional Park network. New planting is proposed to strengthen existing trees and hedgerows, and provide screening for views of the airport.

Changes to the rivers and new flood storage in the Colne Valley would also bring wetland and waterside planting into the wider landscape. There is more about this in the water environment section (Section 2.4).

A new crossing at M25 Junction 14 would be built for people and wildlife, linking the Thames Path network to the north into the Colne Valley.

2.4 WATER ENVIRONMENT

To accommodate the proposed new runway, several rivers and watercourses would need to be permanently diverted and reconfigured. This work would take place in the Colne Valley, to the north of Old Windsor, Datchet and Wraysbury.

The River Colne, Wraysbury River and Bigley Ditch would combine near Harmondsworth Moor before entering the Covered River Corridor, which would carry the combined channels beneath the runway. The Wraysbury River takes its name from the village, but the work on it would take place well to the north, around Harmondsworth Moor.

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

FURTHER READING



More information on this in the topic paper:

'Blue and Green Infrastructure Environmental Measures Topic Paper'.

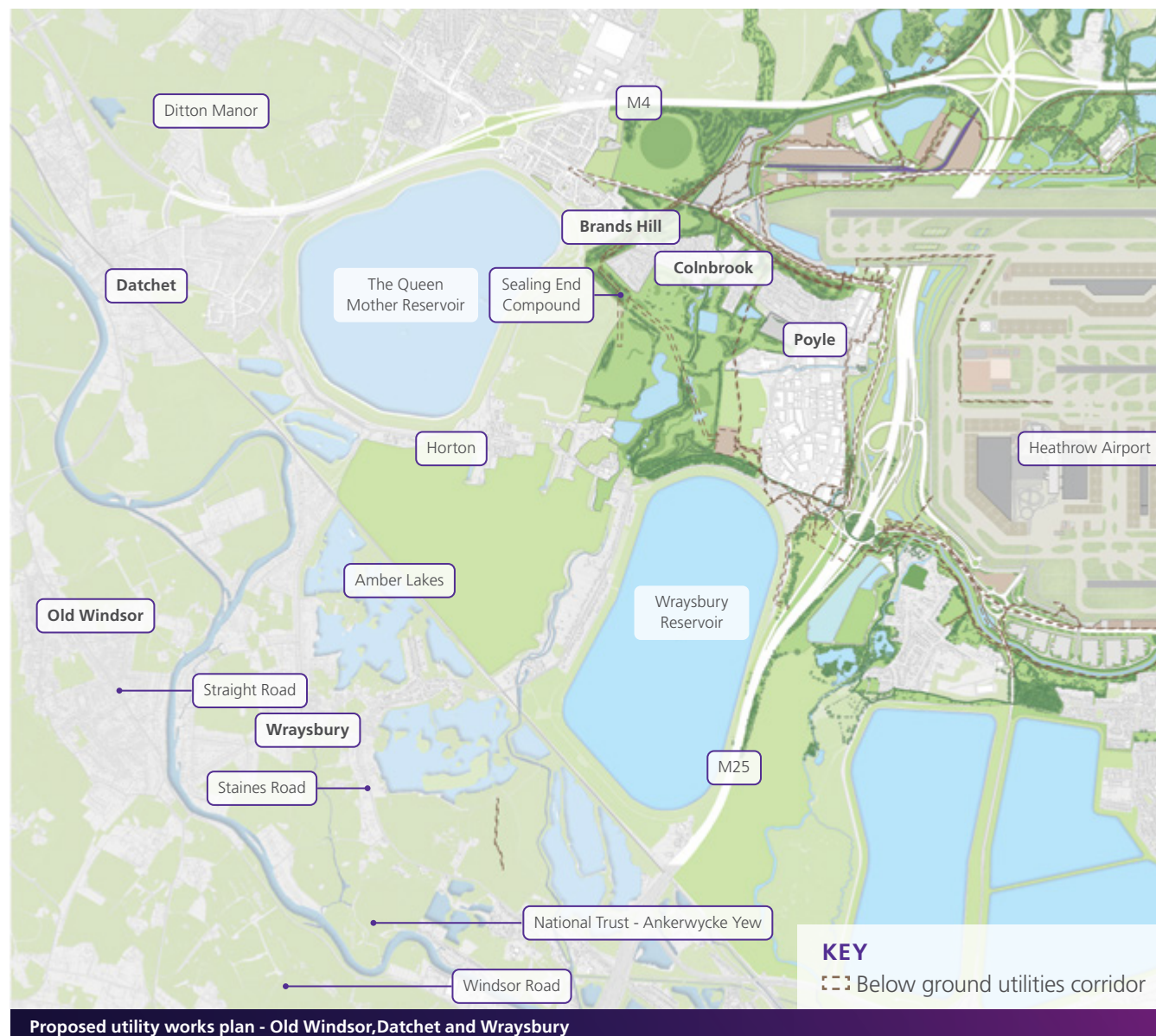


2.5 UTILITIES

There would need to be some works to existing utilities near Old Windsor and Datchet to support expansion.

This would include moving a short stretch of the existing overhead electricity lines underground and building a new sealing end compound to support this. A sealing end compound is a facility where underground cables can connect safely to overhead power conductors. There may also be some re-stringing of existing overhead powerlines along the current alignment of the overhead power line.

These overhead lines are located to the east of Old Windsor and Datchet and would have a negligible effect on utilities in the local area. Where any disruption is unavoidable, we would minimise the duration of the disruption and ensure advance notice is provided for those impacted locally.



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 Old Windsor, Datchet and Wraysbury.

FURTHER READING



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

LOCAL ROADS

There are no proposed permanent changes to roads and parking in Old Windsor, Datchet and Wraysbury. However, some changes are proposed in neighbouring areas to create space for the new runway and associated infrastructure while providing access for local communities and connectivity to the wider road network.

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

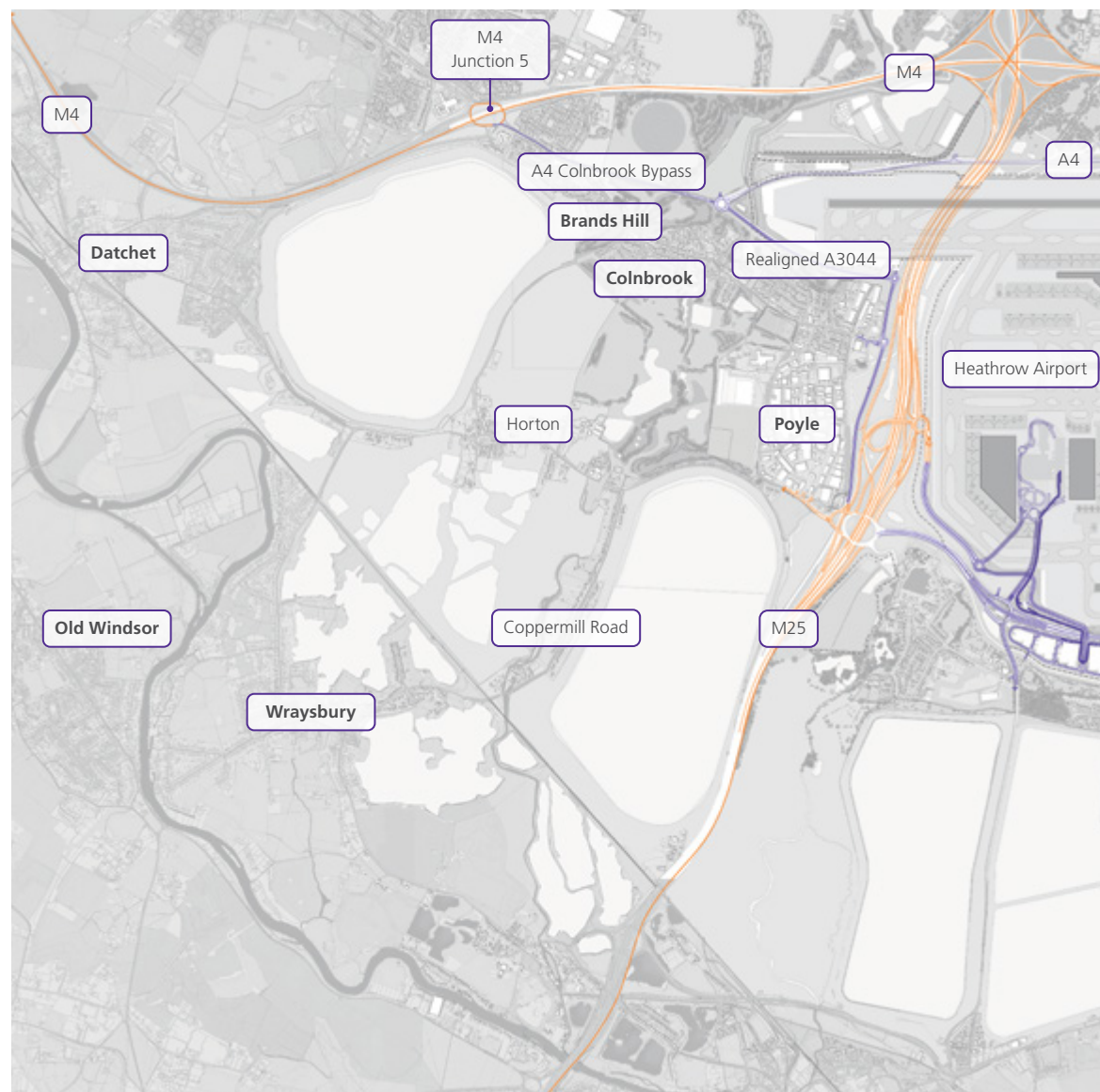
STRATEGIC ROADS

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

- The **M25** would be realigned between Junctions 14 and 15, allowing it to pass under the proposed runway. We would also provide new link roads to facilitate this.
- The **A4 Bath Road** would also need to be realigned between Colnbrook and the existing A4 east of the Emirates Roundabout. The total length of the new A4 route would be approximately 6.5 kilometres, replacing the existing 5 kilometre A4 route. From west to east, the realigned A4 would pass to the south of Saxon Lake and the Saxon Way Trading Estate and to the north of Harmondsworth, connect to an upgraded roundabout with the A408 Sipson Road, and cross the M4 Spur to the north of Sipson.

KEY

- Strategic Roads
- Local Roads
- Southern Parkway Connectivity



Illustrative map of road changes near Old Windsor, Datchet and Wraysbury

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. If not managed carefully, this could increase journey times and driver delay for road users.

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

- M25 between Junctions 14 and 15.
- M25 Junction 13 with the A30.
- M4 between M25 Junction 15 and M4 Junction 5.
- A4 London Road/Colnbrook Bypass
- Bath Road through Colnbrook and Poyle.
- Some roads in Slough.

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

Our early transport modelling suggests that highway mitigation works may be needed at the M4 Junction 5 to accommodate changes in traffic associated with the Project.

Mitigation requirements will be identified based on updated modelling to support our DCO Application.

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

BUS AND COACH SERVICES

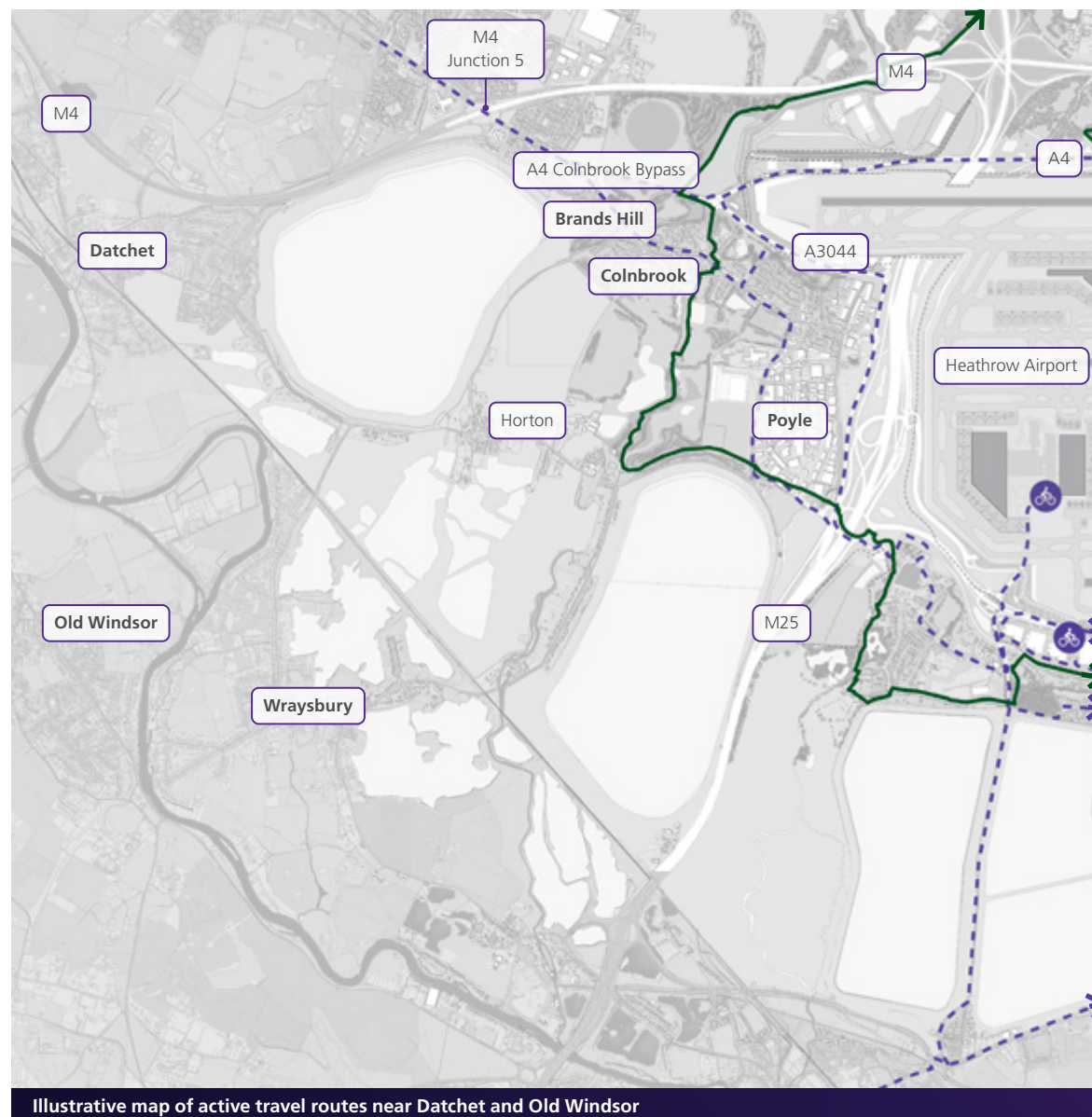
Changes to the roads will mean that some bus and coach services would need to have new routes.

If services continue to operate as they do today, those running along the Western Perimeter Road or the A4 (including, for example, route 8 from Slough to Heathrow via Old Windsor) would need to be rerouted due to the proposed removal of the Western Perimeter Road and the realignment of the A4. Some bus routes around Datchet, Horton and Wraysbury (including, for example, routes 5 and A60) would also need to be rerouted due to the removal of the section of Bath Road to the east of the M25.

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

KEY

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



WALKING, WHEELING AND CYCLING

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

As part of our 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 Old Windsor, Datchet and Wraysbury. This includes routes around the Queen Mother Reservoir and Colnbrook Depot, which are well used by local residents.

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

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

THE GREEN LOOP

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

In this area, the Green Loop would provide a new pedestrian and cycle connection north of Wraysbury Reservoir would improve access to the wider Colne Valley landscape, including the Arthur Jacob Nature Reserve and nearby lakes.

OTHER IMPROVEMENTS

We are looking at providing other improvements for walking, wheeling and cycling along key routes around the airport. This includes proposals to improve the following routes around Old Windsor, Datchet and Wraysbury:

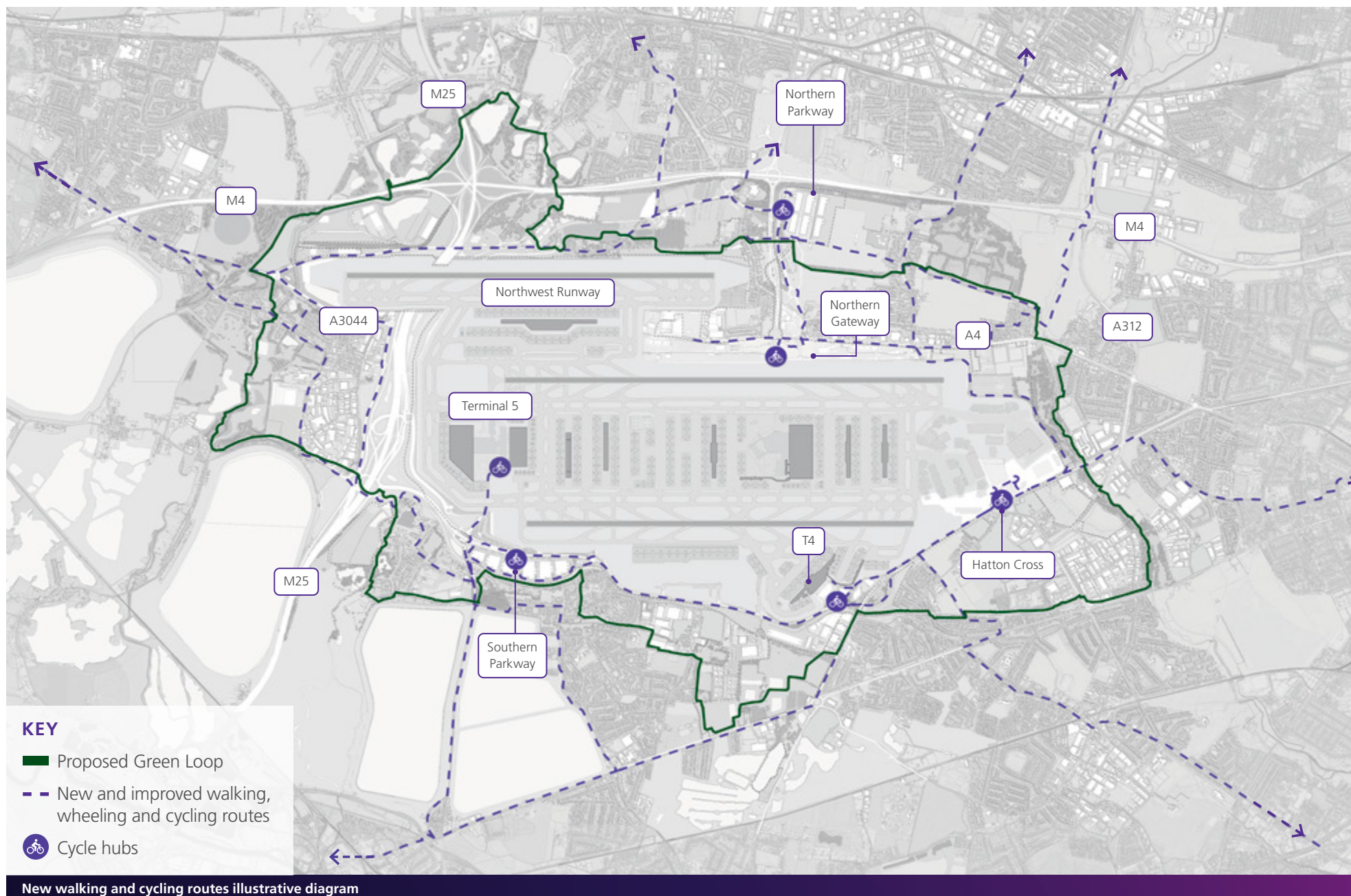
- **Realigned A4** – provision of a cycle and pedestrian route on one side of the corridor. This would provide a safer connection from Langley through Colnbrook and across the northern side of the expanded airport, linking to the proposed provision along the realigned A3044.
- **Realigned A3044** – provision of a pedestrian and cycle route on one side of the corridor, connecting to the proposed provision along the realigned A4.
- **Poyle Road/Bath Road** – to facilitate access through Poyle and Colnbrook and connect to Brands Hill and Langley via the A4. These improvements would link into the Green Loop south of Poyle Poplars.

CYCLE HUBS

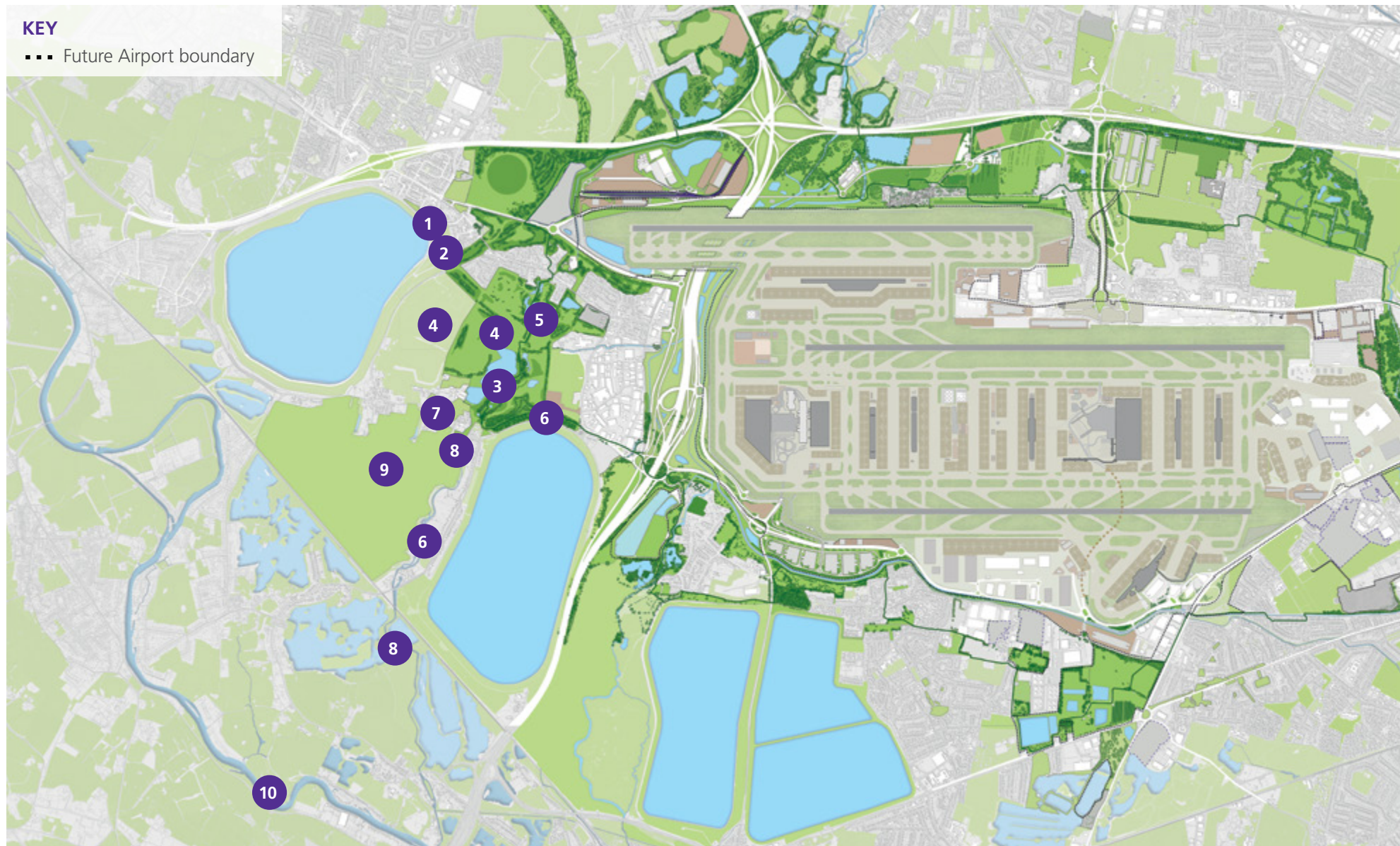
Cycle hubs would be located at key public transport interchanges around the airport. These would be secure facilities available to all cyclists, with some of the hubs offering showers and changing facilities. These cycle hubs would offer a quick and easy interchange for people transferring between cycling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

The cycle hubs closest to Old Windsor, Datchet and Wraysbury are expected to be:

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



2.8 CHANGES TO OUR PROPOSALS IN YOUR AREA SINCE 2019



Item	What is the change and why has the change been made?	
1	To mitigate potential effects from expansion on wildlife habitats, the European Protected Species (EPS) Mitigation area south of Colnbrook has been expanded in the draft Order limits. The area is required for a habitat movement corridor.	
2	We have included additional land within the draft Order limits for limited works to overhead lines. Additional areas within the draft Order limits have been included for utility diversions at Old Windsor, Datchet and Wraysbury.	
3	The Arthur Jacob Local Nature Reserve has been removed from the draft Order limits, as subsequent assessment since the Airport Expansion Consultation in 2019 has identified alternative sites for mitigation.	
4	Changes are required to the Rayner's Trust Land, including: • Revising the lakes proposal to shallow ponds rather than large open water to provide habitat foraging areas for wildfowl. • Additional land for Habitat Regulation Assessment (HRA) mitigation areas to mitigate losses occurring further to the north and south.	
5	Since Airport Expansion Consultation in 2019 we have undertaken more detailed work on the Active Green Network. The draft Order limits have been amended to include a small parcel of land in Horton and Colnbrook for two new crossings for pedestrians and cyclists.	
6	As a result of more detailed work on the Active Green Network and in response to stakeholder feedback: • Additional land is required at Polye Poplars. This change will enable the Green Loop to improve connectivity between green spaces. The draft Order limits have been amended to include Poyle Poplars. • The draft Order limits have been amended to include two small parcels of land in Stanwell to facilitate pedestrian and cyclists crossings.	
7	We are proposing to include road and space to the back of the footways within our draft Order limits to implement traffic calming measures. This would help to address additional traffic during and after construction.	
8	In response to feedback from statutory consultees we have refined our river habitat proposals. The proposed draft Order limits have been amended to: • Include areas for habitat improvements along a section of Colne Brook, east of Wraysbury. • Include areas for habitat improvements along a section of Colne Brook, north of Hythe End.	
9	The Construction Support Sites (CSS) strategy has been updated to identify additional sites. Kingsmead Quarry has been identified as a potential additional stockpile site to provide sufficient space to store surplus earthworks materials.	
10	In response to feedback from the Airport Expansion Consultation in 2019, the National Trust site of Ankerwycke/Hythe End is no longer required for heritage mitigation. As a result, the site has been excluded from the draft Order limits.	

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 Old Windsor, Datchet and Wraysbury.

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

KEY

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



Proposed Scheme Illustrative Diagram

3.0

Property and compensation policies





Aerial visualisation of our proposed scheme

3.1 LAND AND PROPERTY PROPOSALS

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

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

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

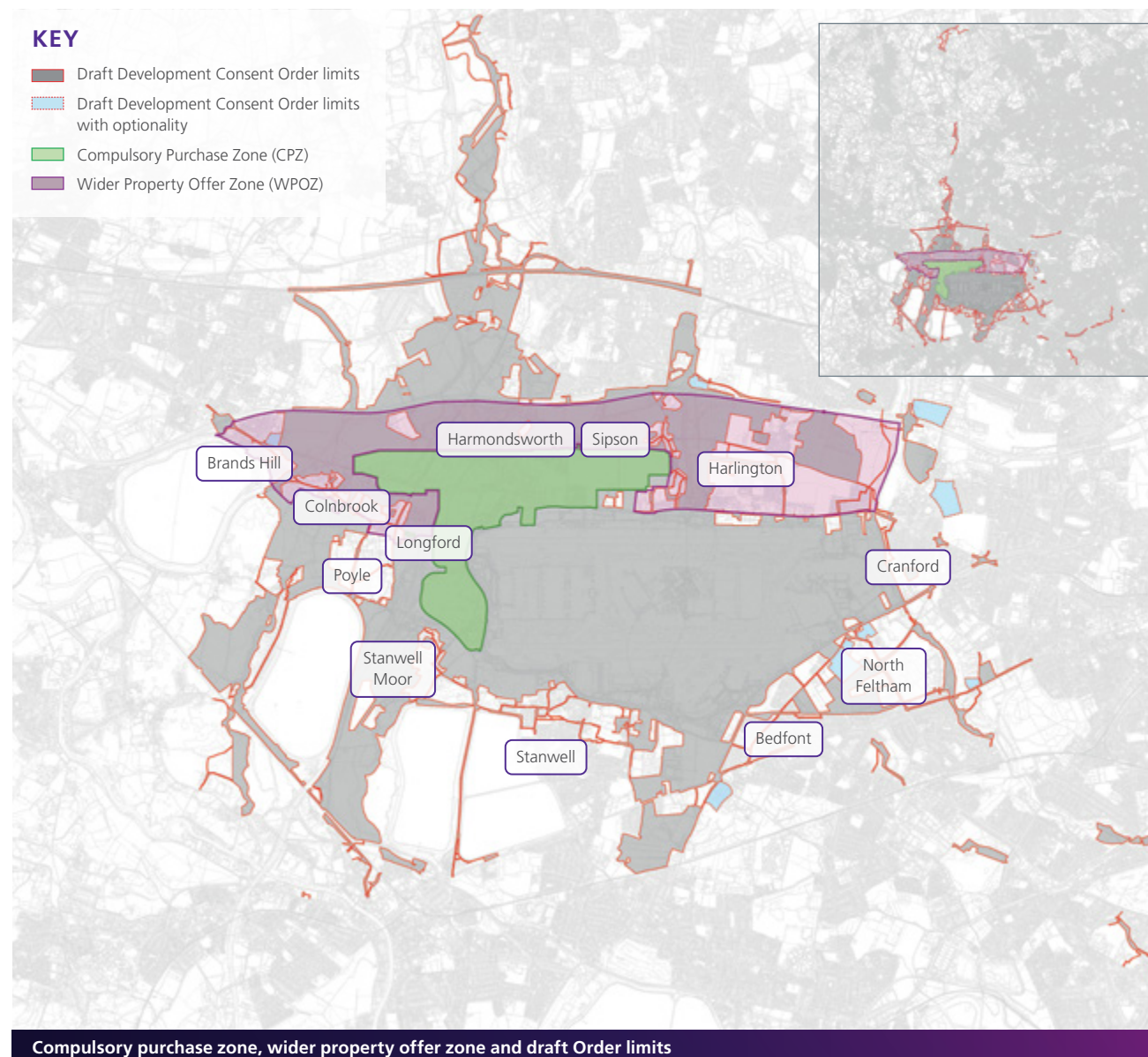
Heathrow has developed a discretionary enhanced compensation offer where we would purchase eligible properties for the unaffected open market value plus a home loss payment of 25%.

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

There are no properties within the CPZ or WPOZ in Old Windsor, Datchet or Wraysbury.

QUESTIONS

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



3.2 NOISE INSULATION PROPOSALS

We know that noise is one of the most important issues for those living in communities near to Heathrow.

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

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

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

It is intended that the Noise and Vortex schemes would be made available before the operational impact occurs as a result of Heathrow expansion. We plan to prioritise providing insulation for eligible residential properties that would be exposed to the highest noise levels and that are already exposed to similar noise from existing Heathrow operations. Properties expected to be exposed to early construction noise as well as existing high levels of aircraft noise will also be prioritised. If the 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 vortex strikes.
Road	Residential Insulation Scheme - Road	Acoustic double glazing with acoustic ventilation or secondary glazing. External doors replaced if exposed.
Rail	Residential Insulation Scheme - Rail	Same treatments as road. Works applied only to the facade facing the source.
Construction	Residential Insulation Scheme - Construction	Same treatments as road. Works applied only to the facade facing the source.
	Temporary Home Relocation Scheme - Construction	Provision of temporary accommodation for those most impacted by short term construction noise.

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

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

FURTHER READING



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

3.3 COMMUNITY COMPENSATION FUND

The Community Compensation Fund is money dedicated to supporting community projects. We first consulted on the Community Compensation Fund during our 2019 Airport Expansion Consultation. Since then, we've 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 inconvenience to surrounding local communities.

This section provides an overview of the types of construction activity that could take place near Old Windsor, Datchet and Wraysbury 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 OLD WINDSOR, DATCHET AND WRAYSBURY AREA

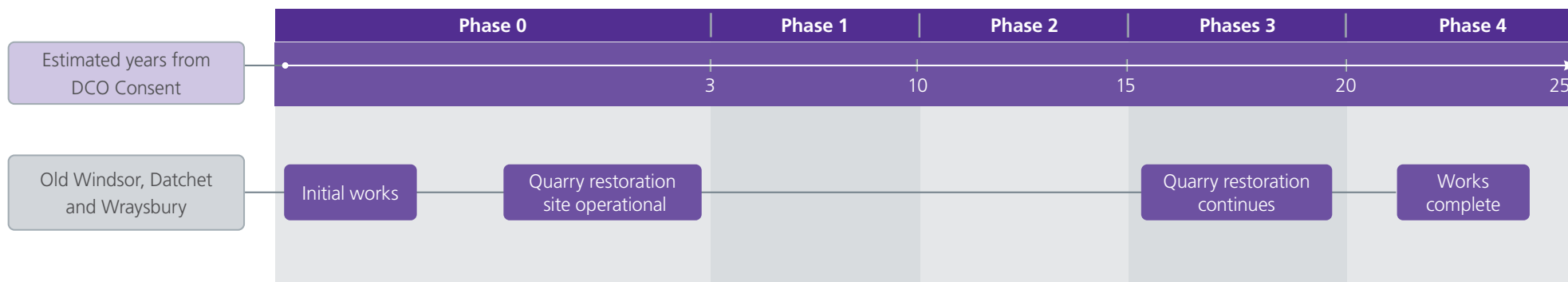
There are limited planned construction works in Old Windsor, Wraysbury and Datchet. Effects of construction may however be seen on the roads. Every effort will be taken to minimise impacts to local residents and communities. The reuse of Kingsmead Quarry to support the relocation of excess earthwork material is currently under evaluation to support infilling and restoration.

Peak activity is expected to be from phase 0-3. In reviewing construction activities in this area:

- The duration and cumulative effects of the activities has been carefully considered.
- The layout of CSS have been reviewed to minimise impacts on residents and green buffers incorporating vegetation and planting 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 ACTIVITIES

The construction timeline for activities expected to occur in the Old Windsor, Datchet and Wraysbury areas is shown in the diagram below.



EXISTING AREA



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PHASE 0 – INITIAL WORKS

There are limited planned construction works in Old Windsor, Wraysbury and Datchet. Effects of construction may however be seen on the roads. Every effort will be taken to minimise impacts to local residents and communities.

Kingsmead Quarry is proposed to be reused to support the movement and deposition of earthworks materials arising from airport construction.

1 Ecological mitigation works at Kingsmead Quarry.





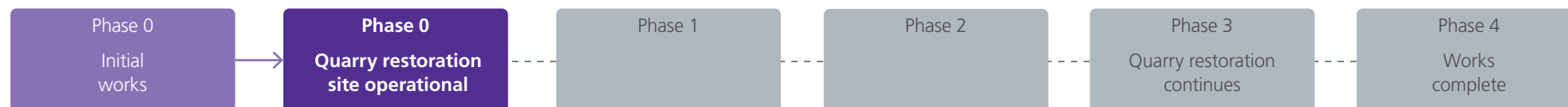
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KEY ■ Under construction ■ Green space/landscaping — Fence

PHASE 0 – EARTHWORKS DEPOSITION SITE OPERATIONAL

If used, the earthworks deposition site at Kingsmead Quarry will be opened to support the reuse of surplus materials generated from the Project.

- 1 Works will commence at **Kingsmead Quarry** to take surplus earthworks materials arising from airport construction and support quarry restoration.





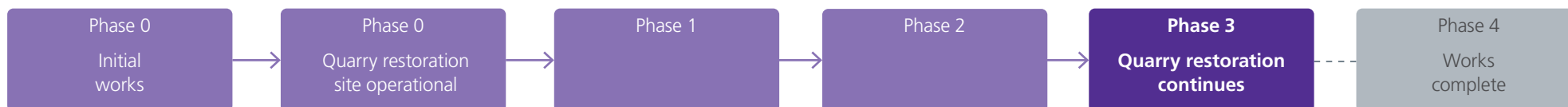
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PHASE 3 – QUARRY RESTORATION CONTINUES

The infill of Kingsmead Quarry will be partially completed.

- 1 Restoration of **Kingsmead Quarry** will be partially completed, enabling the west part of the site to be returned to green space and beneficial after-use.





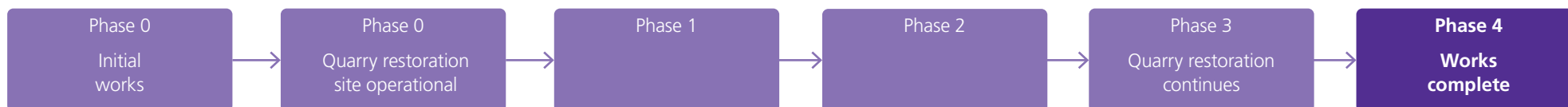
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KEY Under construction Green space/landscaping Fence

PHASE 4 – WORKS COMPLETE

The infill of Kingsmead Quarry will be complete.

- 1 Restoration of **Kingsmead Quarry** will be complete enabling the site to be returned to green space and beneficial after-use





KEY ■ Under construction ■ Green space/landscaping — Fence

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

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

This includes the following:

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

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

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

4.2 IMPLICATIONS FOR TRAVEL DURING CONSTRUCTION

ROAD USERS

Our early transport modelling does not indicate any noticeable changes in morning or evening peak traffic during this phase within Old Windsor, Datchet and Wraysbury. However, noticeable increases in peak traffic could occur on some roads nearby, including:

- M25 between Junctions 14 and 15.
- M25 Junction 13 with the A30.
- M4 between M25 junction 15 and M4 Junction 5.
- A4 London Road / Colnbrook Bypass.
- Bath Road through Colnbrook and Poyle.
- Horton Road west of M25 Junction 14.
- Some roads in Slough.

As detailed in [Chapter 2](#), our early transport modelling suggests that highway mitigation works may be needed at 5 of the M4 to accommodate changes in traffic associated with the project.

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 Old Windsor, Datchet and Wraysbury (such as closures, restrictions and diversions), this would be detailed in our DCO application.

BUS AND COACH SERVICES

The potential impacts of construction activities on bus and coach services and facilities around Old Windsor, Datchet and Wraysbury could include temporary service diversions, changes to where they stop or adjustments to service patterns. Construction traffic could also affect bus and coach journey times and reliability, particularly on roads where there are no bus priority measures. The extent and duration of these changes would vary depending on the phasing of works.

As detailed in [Chapter 2](#), we would work with external organisations 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 Datchet, Sunnymeads and Wraysbury. This could be because the way people usually travel to and from the station could be affected (as detailed above), as well as an increase in the number of people using the stations and surrounding roads (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 does occur, this work would be planned in consultation with Network Rail, rail operators and other stakeholders.

5.0

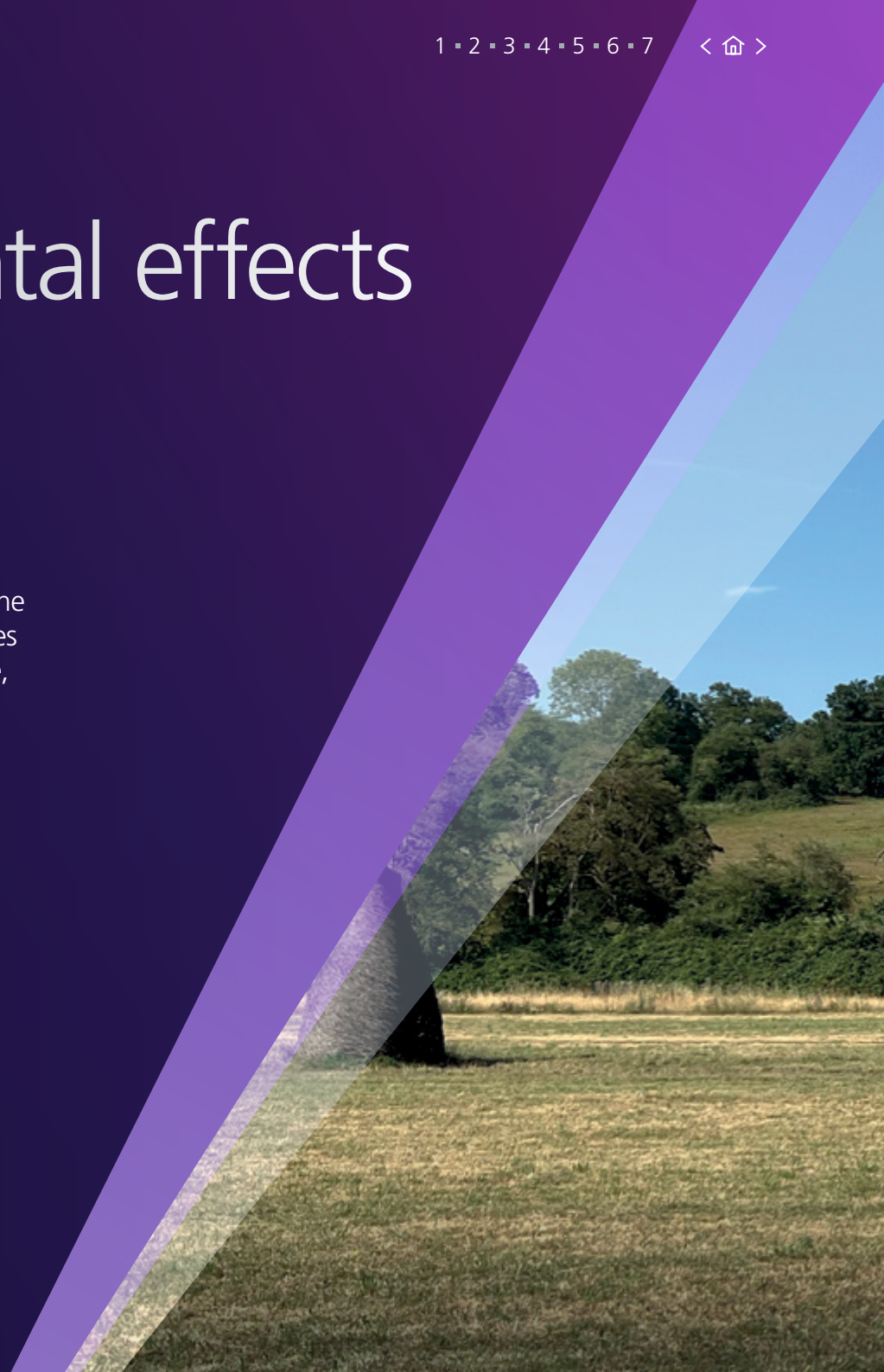
Managing environmental effects

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

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





The Last Survivors, Runnymede

5.1 AIR QUALITY AND ODOUR

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

Once the proposed runway is operational, our assessment shows that negligible effects on air quality are expected in Old Windsor, Datchet and Wraysbury, with pollutant levels remaining below AQOs. This also takes into account passenger, colleague and cargo traffic associated with Heathrow expansion.

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

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

We 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](#).

FURTHER READING



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

5.2 NOISE AND VIBRATION

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

During operation, there would be new noise and vibration effects for Old Windsor, Datchet and Wraysbury. New noise sources include:

- Aircraft noise from the new runway and increased aircraft activity associated with the airport expansion.
- Noise from changes in road traffic on existing and realigned roads.

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

Construction works are required to facilitate the new runway, realigned roads, preparation and the reuse of Kingsmead Quarry as a Construction Support Site (CSS) and associated infrastructure. Construction noise and vibration would be most noticeable for residential properties and community facilities closest to the areas where the major work on roads and construction of the new runway would take place. Noise would also arise from construction road traffic.

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

FURTHER READING



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

5.3 HISTORIC ENVIRONMENT

There are multiple heritage assets in Old Windsor, Datchet and Wraysbury, including Old Windsor Conservation Area, Datchet Conservation Area and a number of Scheduled Monuments and Grade II and Grade II* listed buildings.

There would be no impact to heritage assets in these areas. During construction and operation, there may be changes to the surroundings of above-ground heritage assets (including the Conservation Areas 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.

A comprehensive Historic Environment Mitigation Strategy is being developed which 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 Old Windsor, Datchet and Wraysbury.

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 Old Windsor, Datchet and Wraysbury are described at a high level in the **Consultation Document** and in more detail in the **Environmental Information Consultation Document**. These topics include consideration of Health, Community, Socio-economics, recreation and amenity, ecology and landscape and visual effects.

6.0

Opportunities for Old Windsor, Datchet and Wraysbury

Our proposals would bring some changes to Old Windsor, Datchet and Wraysbury. We recognise that these changes would affect the overall character of the area. Alongside this, we are committed to working with residents to manage these changes carefully, reduce impacts where possible and ensure Old Windsor, Datchet and Wraysbury continue to have a sustainable future.





St Peter and St Andrew church

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

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

FURTHER READING



For more information and to view all our consultation materials, visit <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've received across our consultations and show how this feedback has shaped our final proposals.

7.2 THE DEVELOPMENT CONSENT ORDER PROCESS

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

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

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

FURTHER INFORMATION



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

STAGE 1

PRE-APPLICATION

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

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

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

STAGE 2

ACCEPTANCE

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

STAGE 3

PRE-EXAMINATION

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

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

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

STAGE 4

EXAMINATION

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

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

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

STAGE 5

RECOMMENDATIONS

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

This recommendation stage has a statutory deadline of three months.

STAGE 6

DECISION

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

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

7.3 CONSULTATION EVENTS AND NEXT STEPS

CONSULTATION EVENTS

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

The consultation events in Old Windsor, Datchet and Wraysbury are taking place on 6 November 2026 at 14:00-19:00 at Wraysbury Village Hall, 11 November 2026 at 13:00-19:00 (13:00 - 14:00 Quiet Hour) at Old Windsor Memorial Hall and 4 December 2026 at 14:00-19:00 at Datchet Village Hall.

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

NEXT STEPS

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

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

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

HAVE YOUR SAY



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

Wraysbury Village Hall

The Green, Wraysbury, TW19 5NA

Old Windsor Memorial Hall

1A Straight Rd, Old Windsor, Windsor, SL4 2RN

Datchet Village Hall

Allen Way, Datchet, SL3 9HR

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





Heathrow

EXPANSION
CONSULTATION 2026