



ENTER ➤

IN YOUR AREA

Sipson

EXPANSION
CONSULTATION 2026

Contents

1.0	Introduction	
2.0	What we propose in Sipson	
2.1	Sipson today	12
2.2	Our proposals	16
2.3	Green space around Sipson	22
2.4	Utilities	26
2.5	Airport boundary	28
2.6	Our transport proposals	30
2.7	Implications for travel after runway opening	32
2.8	Changes to our proposals in your area since 2019	38
2.9	Our proposed scheme	42
3.0	Property and compensation policies	
3.1	Land and property proposals	46
3.2	Noise insulation proposals	48
3.3	Community Compensation Fund	49
4.0	How we would build it	
4.1	Construction in the Sipson area	52
4.2	Implications for travel during construction	71
5.0	Managing environmental effects	
5.1	Air quality and odour	74
5.2	Noise and vibration	75
5.3	Historic environment	76
6.0	Opportunities for Sipson	
6.1	Jobs, skills and economic opportunities	80
7.0	Have your say	
7.1	How we will consider your feedback	85
7.2	The Development Consent Order process	86
7.3	Consultation events and next steps	88

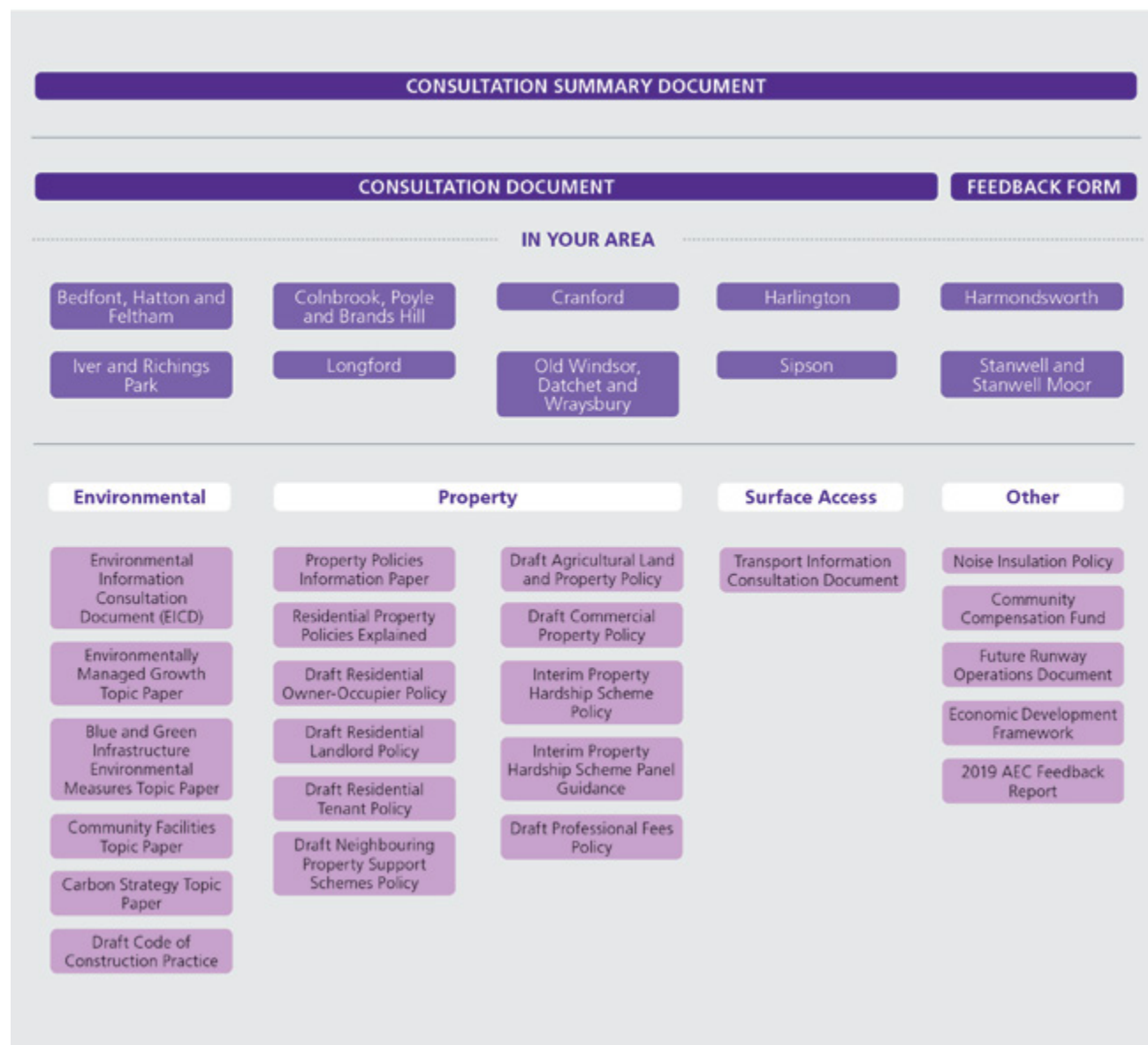
'IN YOUR AREA'

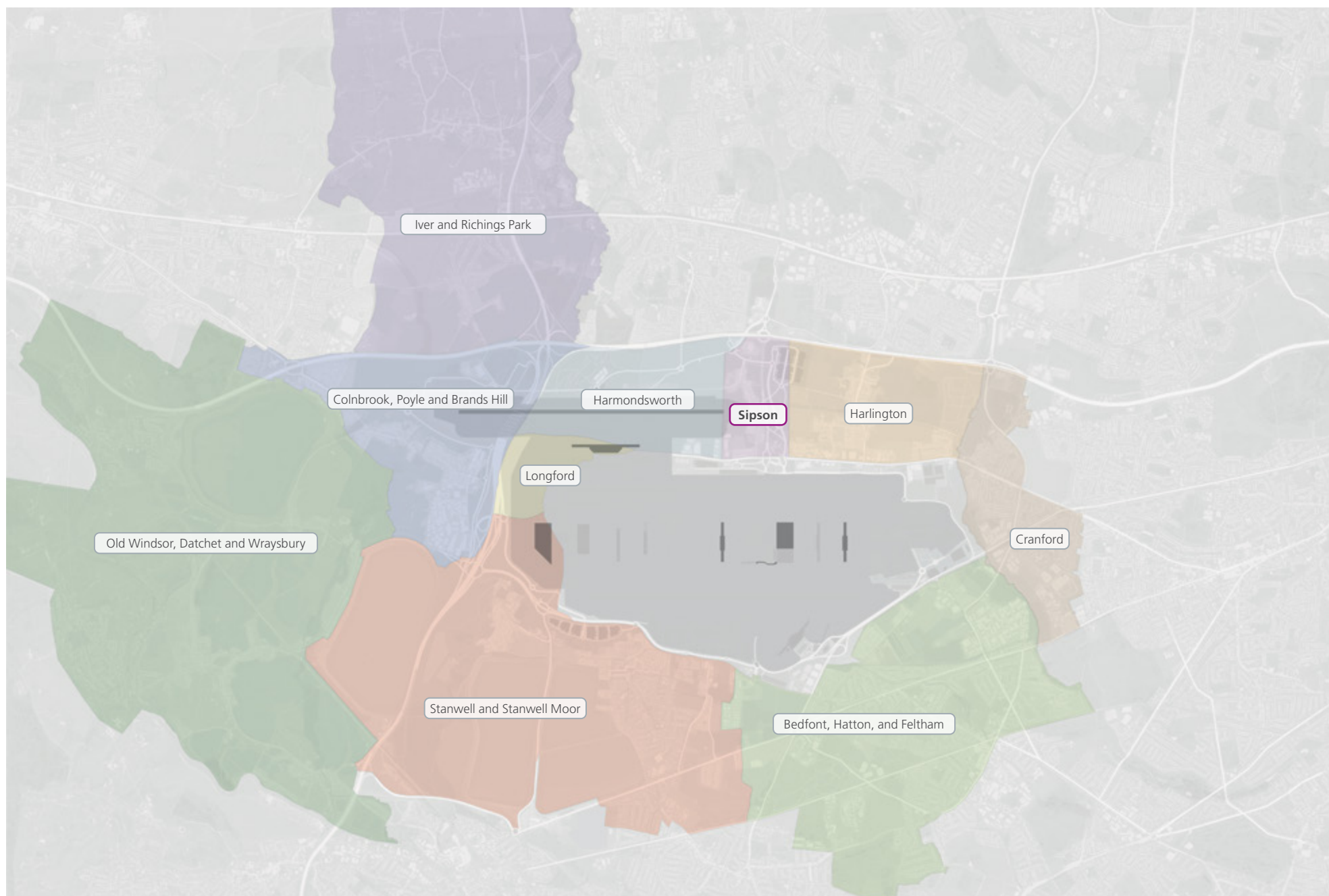
This booklet is one of ten 'In Your Area' booklets that we have produced for local communities around Heathrow (shown on the map on the right-hand side of this page) that would be directly affected by our proposals.

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.





1.0 Introduction



Heathrow Airport from Harmondsworth Lane

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

HAVE YOUR SAY



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

London Heathrow Marriott – 5 November 2026, 14:00-19:00

Bath Road, Harlington, Hayes, UB3 5AN

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

Your views are important to us and will help us to develop our 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 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 Sipson





The Plough Pub, Sipson Road

2.1 SIPSON TODAY



Sipson is a small village within the London Borough of Hillingdon, located to the north of the Heathrow Airport. Sipson is served by local facilities and public open spaces, including Heathrow Primary School, Lady Nafisa School, Littlebrook Nursery, Sant Nirankari Satsang Bhawan - Centre for Oneness, Little Harlington Playing Fields and Sipson Recreation Ground.

The closest train services are available from Hayes and Harlington station, which is served by the Elizabeth line and provides direct services to Heathrow Airport and to Central London. Bus services operate along Bath Road connecting Heathrow terminals and surrounding centres.

The M4 motorway is to the north of Sipson, while the A4 Bath Road to the south provides connectivity between Heathrow Airport, Hounslow and Central London. Locally, Sipson Lane connects to Cranford Lane in Harlington, while Sipson Road serves as an important route through the village, linking Harlington, Harmondsworth and West Drayton.

Sipson is surrounded by a number of green spaces. It sits between Harmondsworth Moor and the Colne Valley Regional Park to the west, and Little Harlington Playing Fields, Cranford Country Park and the Crane Valley to the east.





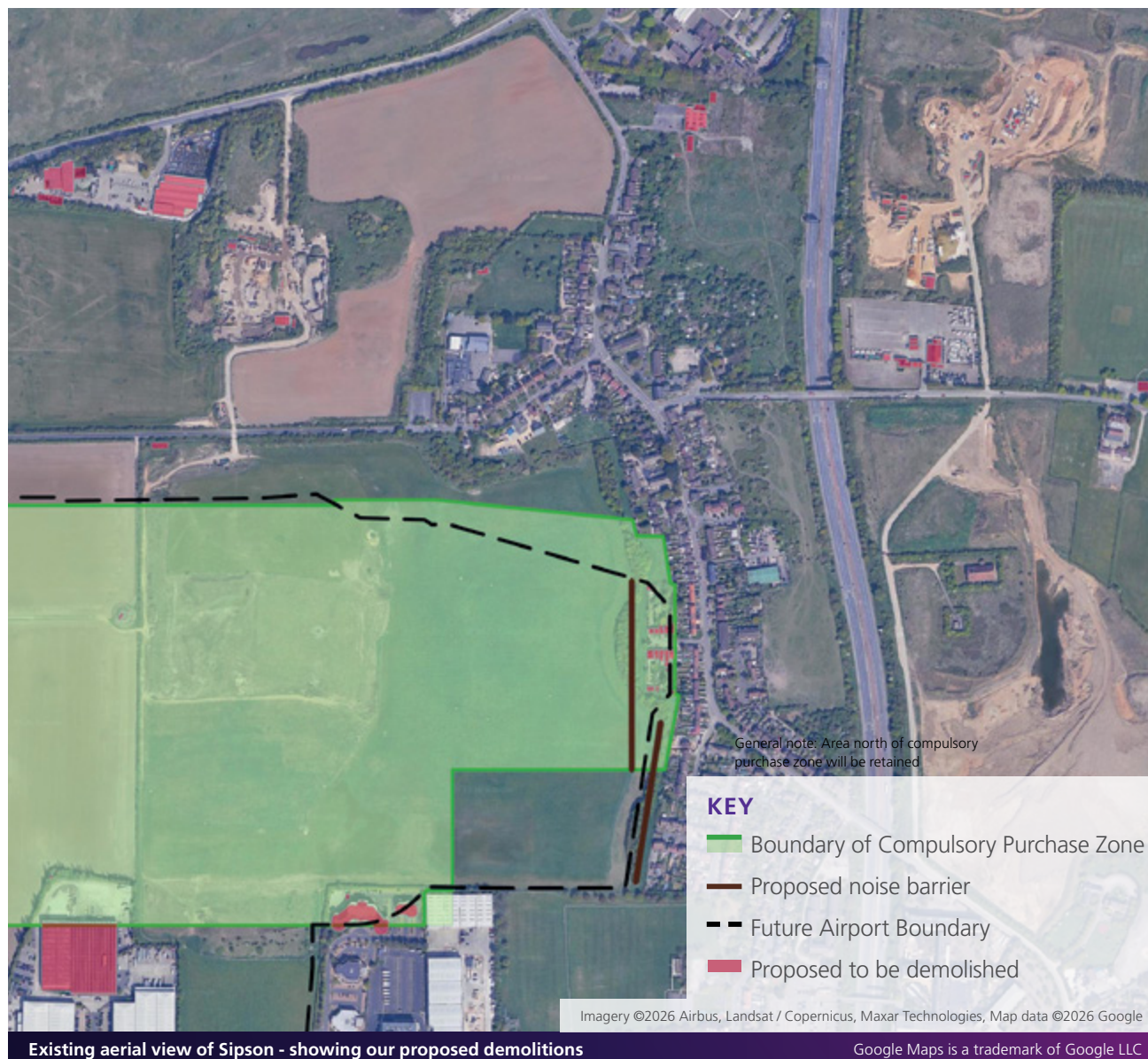
IN SIPSON

As part of our expansion proposals, some residential properties in Sipson would be demolished, and other community and business facilities in this area would be affected. The plans on these pages show some of the key boundaries which relate to this area. This includes the 'Compulsory Purchase Zone' which is land proposed for expansion. Other areas outside of the Compulsory Purchase Zone will be required either permanently or temporarily for construction and/or operation of the project; this includes land where works would be needed to things like new and existing roads, rivers and footpaths. These areas are included in our draft Order Limits which can be seen in section 3.1. Buildings in this area that would be demolished are highlighted on these aerial views.

FURTHER READING



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



Existing aerial view of Sipson - showing our proposed demolitions

Google Maps is a trademark of Google LLC

2.2 OUR PROPOSALS

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

OVERVIEW

We acknowledge that our proposals would bring substantial changes to Sipson and this may be difficult for residents.

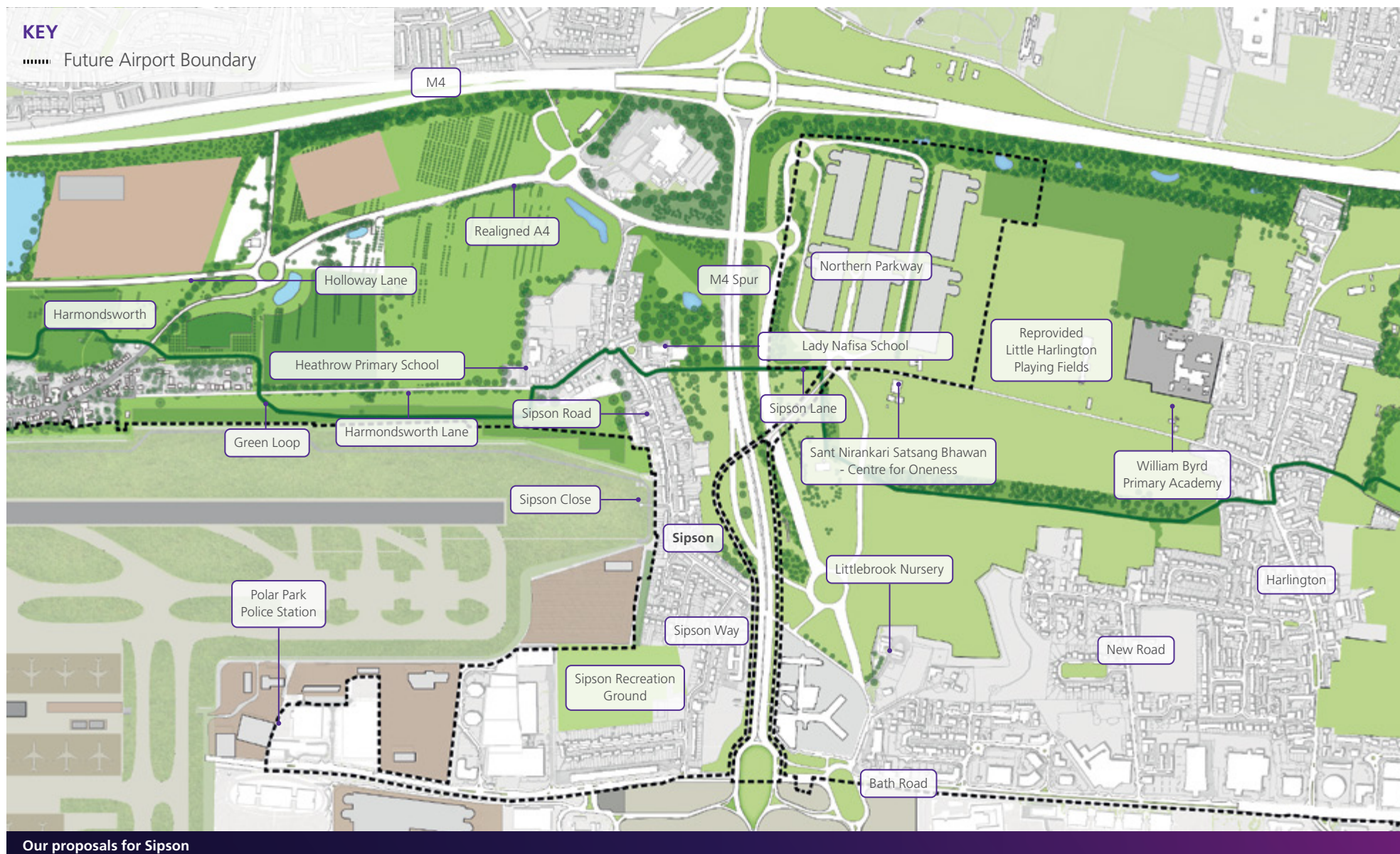
If development consent is granted, there would be a number of changes in Sipson to support future operations and expansion of the airport, which means:

- The proposed new runway would be located to the west of Sipson.
- 10 residential properties in Sipson would be demolished. These properties are on land that is proposed for expansion, the Compulsory Purchase Zone.
- All other properties in Sipson fall within the Wider Property Offer Zone (WPOZ), a defined area close to the runway.
- The Northern Parkway, new multi-storey car parking, would be located to the east of the M4 in Sipson. The land where Little Harlington Playing Fields is located would be required for the development of the Northern Parkway. This public space would be relocated immediately to the east within the Harlington area. The facility would be available before existing ones are lost.
-
- The A4 Bath Road would be diverted around the north of the proposed new runway, Harmondsworth, and north of Sipson. It would include priority for buses and bicycles and would link to the Northern Parkway to the east of the M4 Spur, joining the existing A4 at Sipson Road.
- A 25 kilometre recreational route surrounding the airport (called 'the Green Loop') would be created to link local communities. This would pass through Sipson.
- Our noise insulation schemes would be updated to reflect the impact of noise from the new runway on local community facilities, including schools.

FURTHER READING



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



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

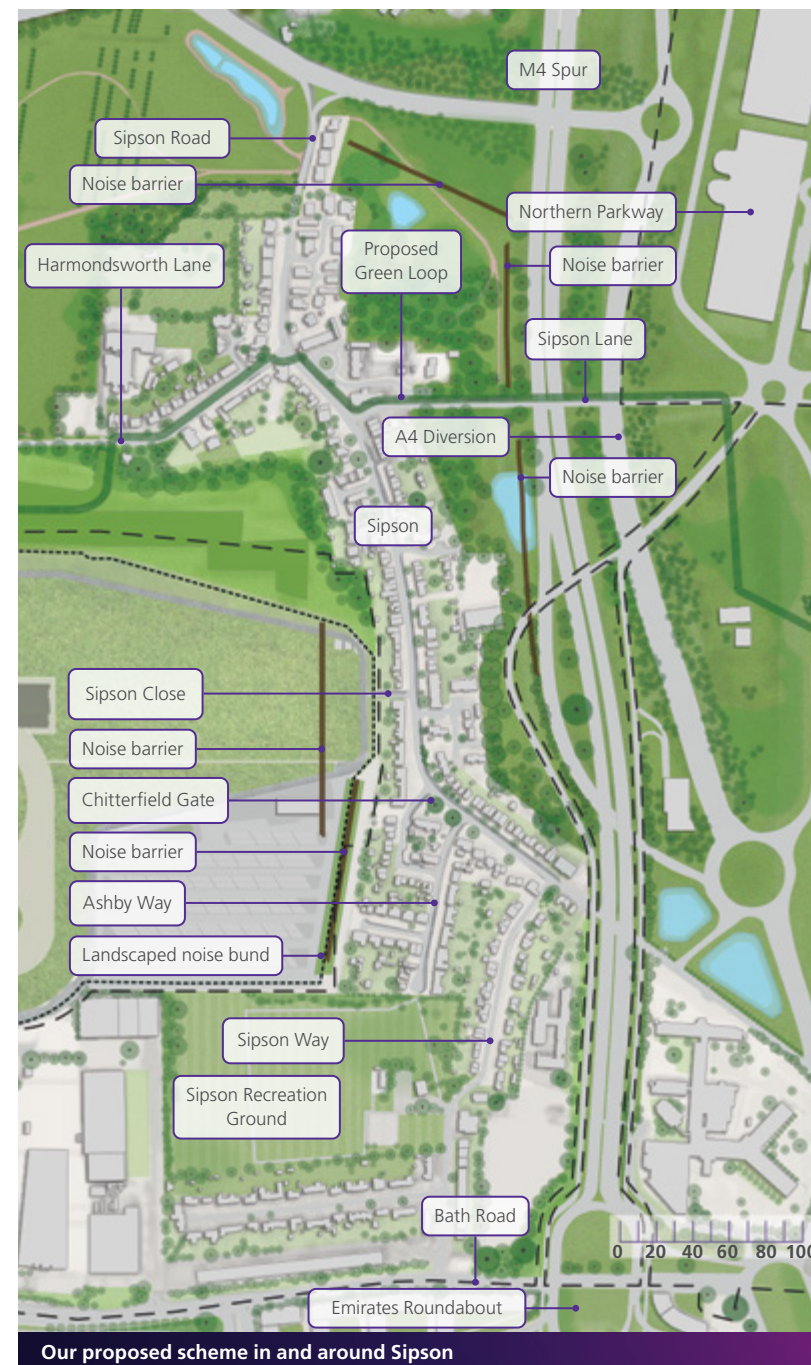
This includes the following key updates:

- We have reduced the size of the Northern Parkway from 24,000 to a maximum of 13,500 spaces to lessen its appearance in the local area. Instead we would accommodate more spaces in the existing airport car parks along the Northern Perimeter Road.
- We are no longer proposing new hotels in the Northern Parkway, instead these would be provided next to the terminals within the existing airport boundary.
- We have refined the design of the roads around the Northern Parkway to enhance access and improve connectivity to Heathrow Airport, addressing consultation feedback regarding the impact of a new M4 junction on traffic flow.
- We are proposing improvements to the design of the Green Loop at Sipson and Harlington.
- We have developed our proposals to provide new noise mitigation for community facilities in the area, including schools.
- Construction stages have been set out in greater detail, including updated construction controls, safety requirements and traffic management measures (as summarised in [Chapter 4](#) of this booklet).

More information about these and other proposed changes can be found in Section 2.8 of this booklet.

KEY

-  Proposed Green Loop
-  Indicative Noise Barrier
-  Airport Fence
-  Future Airport Boundary



Our proposed scheme in and around Sipson

NEW AIRPORT INFRASTRUCTURE

NORTHERN PARKWAY

We plan to provide new multi-storey car parking on the east side of the M4 Spur alongside with new or improved junctions, known as the 'Northern Parkway.' This would be located to the east of the M4 within Sipson and could accommodate up to 13,500 parking spaces. Since consultation in 2019, this has reduced from the 24,000 spaces previously proposed.

The Northern Parkway would be similar in scale to the nearby Holiday Inn and would be located close to major roads to reduce airport traffic on local roads. The layout and appearance of the Northern Parkway has been refined in response to feedback. The Northern Parkway would be built in phases following the new runway opening.

NEW AIRPORT-RELATED DEVELOPMENTS AND SUPPORTING FACILITIES

We are proposing a new airport related development to the south east of Sipson, including new hotels within the Northern Gateway area to the west of the Emirates Roundabout. The Northern Gateway is located inside the existing airport boundary, immediately south of Bath Road and west of the Renaissance Hotel. This development would not change the current airport boundary and this means no additional land would be needed in the Sipson area.

The Northern Gateway would be redeveloped to create a more welcoming and active environment, with new landscaping, walking, wheeling and cycling routes, and ground floor uses such as cafés, shops and restaurants. A dedicated link would connect the area to public transport facilities in the East Landside Terminal Zone (ELTZ), and we are expecting most visitors to arrive by public transport.



COMMUNITY FACILITIES

This section details the community facilities that would be affected by expansion and the ways we are working with the owners of these facilities and local councils on options for mitigation.

COMMUNITY FACILITIES SENSITIVE TO ENVIRONMENTAL CHANGE

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

Sensitive community facilities that we are assessing include schools, early years settings and places of worship – in Sipson this includes Heathrow Primary School, Littlebrook Nursery, Sant Nirankari Satsang Bhawan - Centre for Oneness and Lady Nafisa School.

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 London Borough of Hillingdon (as the local education authority).

AIRSPACE MODERNISATION

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

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

FURTHER READING



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



Illustrative Sketch View of the Sipson Lane Green Loop and Lady Nafisa School

2.3 GREEN SPACE AROUND SIPSON

This section covers the green space around Sipson and our proposals for the local landscape. While we would look to screen views as far as practicable, we recognise that the area would change due to our proposals. This is due to the location of the proposed new runway and associated infrastructure. Work during the construction period would also be visible from Sipson.

It is a requirement, under national policy, for Heathrow to replace any open space lost for Heathrow expansion with space that is at least as good in size, usefulness, attractiveness, quality and ease of access. There would be no change to the open spaces people use in the village, so our proposals here are mainly about creating new green space around Sipson and improving the links to it. They include new open space and habitat to the north and west of Sipson.

LITTLE HARLINGTON PLAYING FIELDS

The land where Little Harlington Playing Fields is currently would be required to build the Northern Parkway. New playing fields would be provided immediately to the east, close to the village of Harlington. Where practicable, they would be ready to use before the existing fields are closed, so there would be no gap in provision. The new playing fields would replace what is there now, like-for-like, including football pitches, cricket facilities and a pavilion with changing rooms, and would provide good quality space for residents and local clubs. The trees, woodland and hedgerow around the existing playing fields would also be removed to build the Northern Parkway.

We are working closely with the London Borough of Hillingdon, Sport England and local sports clubs to plan the move carefully around the needs of the community and the people who use the fields.

OTHER OPEN SPACES AROUND THE VILLAGE

Sipson Recreation Ground would not be affected by our proposals for Heathrow expansion. While construction is undertaken nearby, there could be some noise disruption experienced by people who use the recreation ground. This would ease over time as the work moves on.

To the north and west of the village, new open space and habitat would be provided. This would join up with the new parkland proposed around Harmondsworth, linking Sipson into a wider network of green open spaces. Harmondsworth Recreation Ground would be reprovided closer to Sipson, including its sports facilities.



Illustrative diagram of local green spaces in Sipson

NEW LANDSCAPE FEATURES

The band of trees and planting along the southern edge of the M4, immediately north of the village, would be widened to at least 50 metres, to create a continuous green corridor. This would link the Colne and Crane valleys for the first time, joining Harmondsworth Moor to Cranford Country Park, and would help screen views of the motorway. We are aware that these routes are used by bats at night, so where we can, mature trees along nearby lanes would be kept and added to.

Small ponds would be created within this corridor, fed by rainwater running off the Northern Parkway. They would retain that water and treat it before it reaches the rivers, giving wildlife places to feed.

To soften views of the buildings and road, new planting would also be provided around the Northern Parkway and along the realigned A4 Bath Road. Where we can, this planting would go in early, so it can begin to mature before the proposed new runway opens.

The Sipson Lane bridge over the M4 Spur would be kept and turned into a green bridge, planted and used by people walking, wheeling and cycling. It would also be used by wildlife.

**KEY**

- Existing green space
- Proposed green space
- Trees
- Water bodies/Water channels
- Proposed Active Travel Network
- The Green Loop
- Indicative sites for airport support development
- Proposed Operational Facilities
- Conservation area
- Indicative route to terminal
- Proposed development in Northern gateway
- Future Airport Boundary
- Proposed facilities

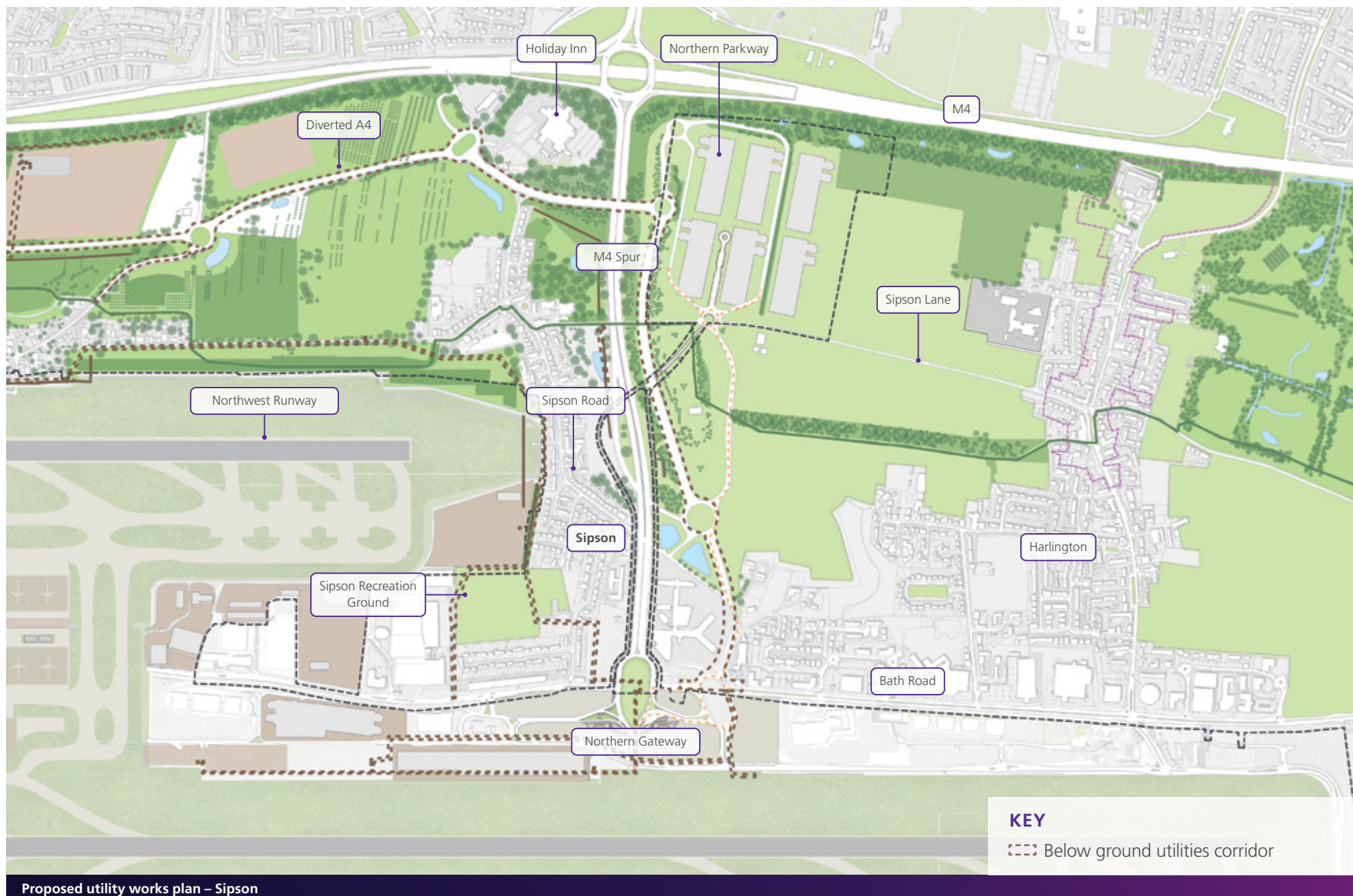
Illustrative diagram of local interventions in Sipson

2.4 UTILITIES

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

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

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

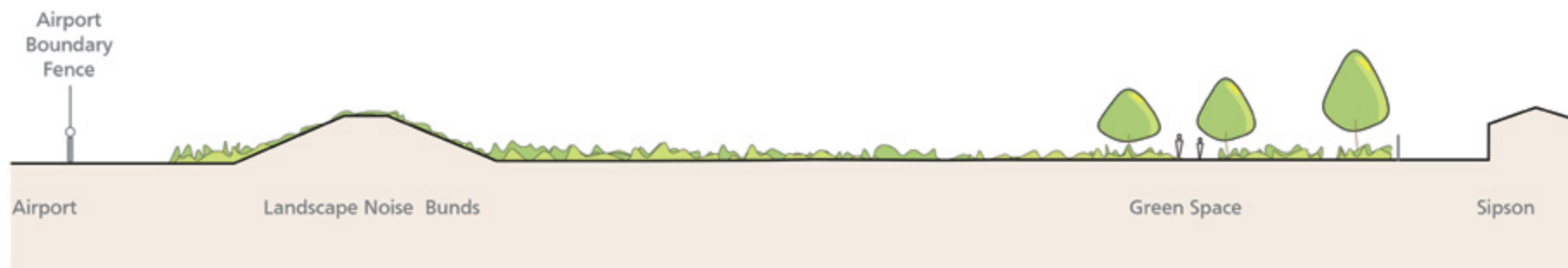


2.5 AIRPORT BOUNDARY

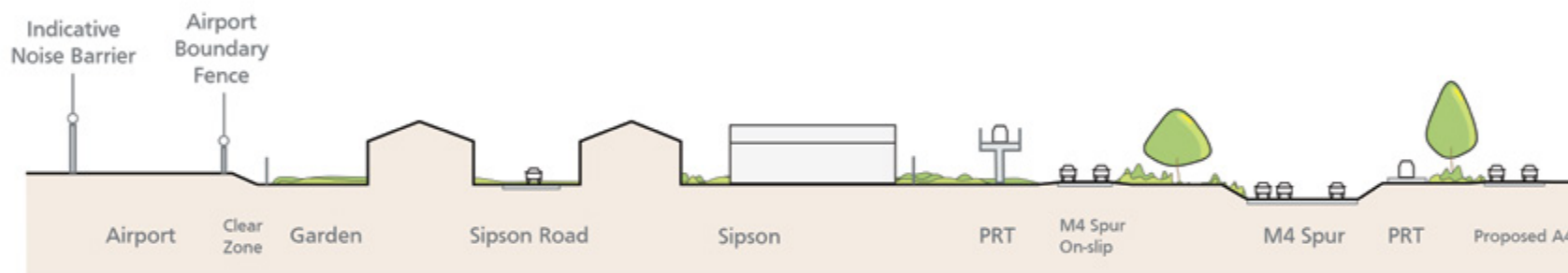
New areas of the airport would be fenced and secured like the current airport is today.

A landscaped noise bund and a noise barrier are proposed along the edge of the airport closest to Sipson. They would reduce noise from aircraft and vehicles moving on the ground, and screen views of the airfield from the village.

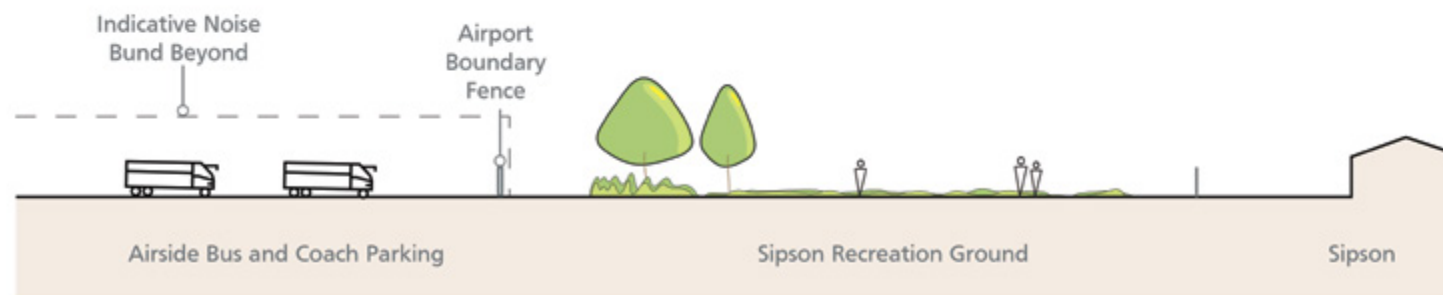




Section A



Section B



Section C

Sketches illustrating the various landscape treatments and airport boundary at points A, B and C in Sipson

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 Sipson.

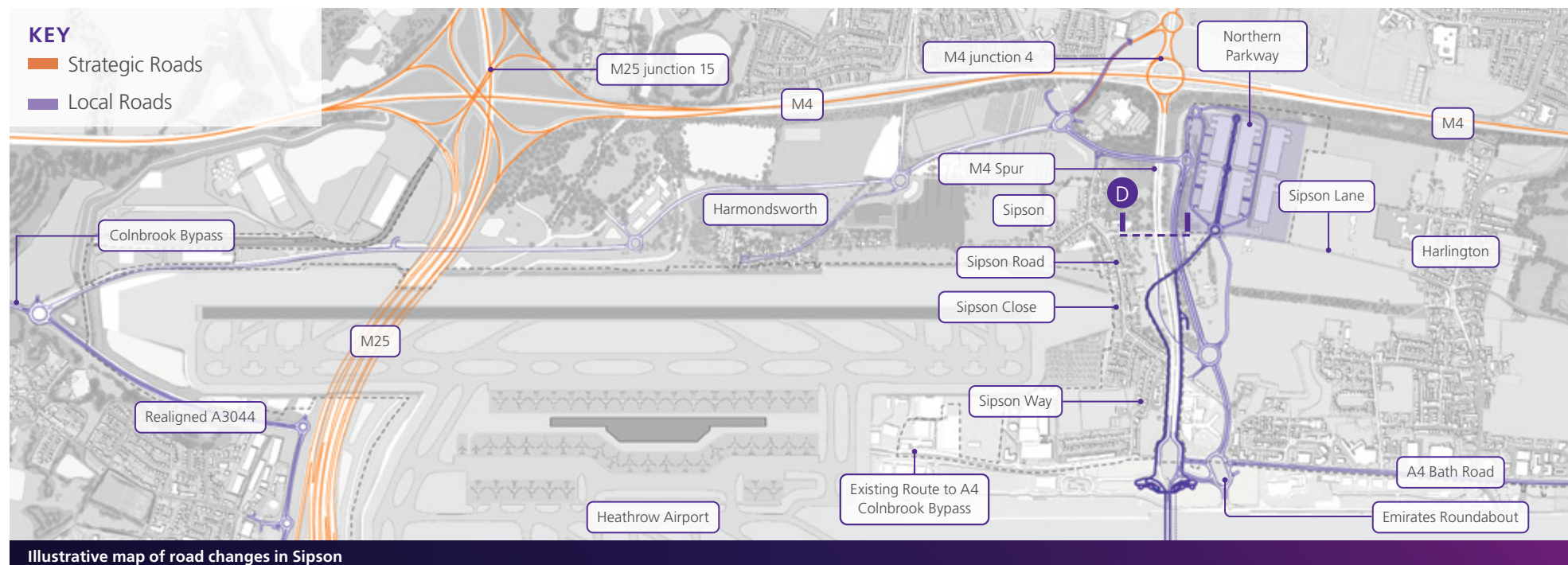
LOCAL ROADS

Some changes would be required to local roads around Sipson. This includes proposed changes to Sipson Close associated with the displacement of the 10 residential properties in Sipson and the A408 Sipson Road to accommodate new junctions with the realigned A4 to the north and east of the village. The A408 Sipson Road would remain in place between these new junctions.

Sipson Lane would be closed to general traffic at its western end with the existing Sipson Lane bridge over the M4 Spur Road retained as a green bridge for use by

people walking, wheeling or cycling (further details are provided later in this chapter on our walking, wheeling and cycling proposals).

Heathrow expansion would also result in the permanent removal of some roads near Sipson, including the Western Perimeter Road, sections of the Northern Perimeter Road, the A3044 Hatch Lane and Moor Lane. In many cases, the land to which these roads currently provide access would sit within the footprint of the expanded airport and therefore would no longer be accessible.



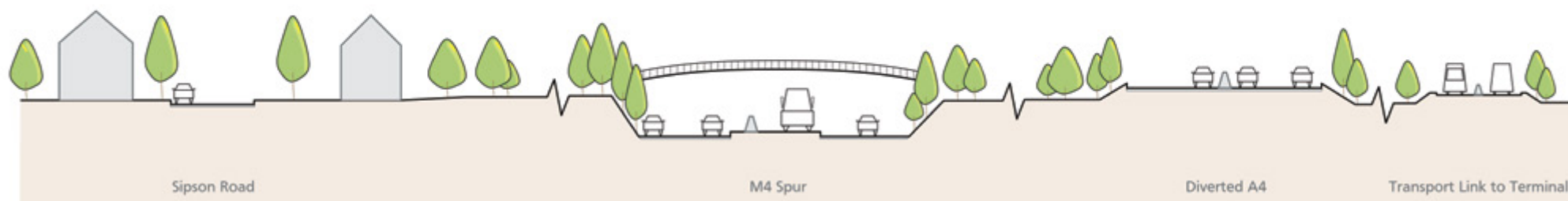
STRATEGIC ROADS

- 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 Industrial Estate and to the north of Harmondsworth; connect to an upgraded roundabout with the A408 Sipson Road, and cross the M4 Spur to the north of Sipson.

FURTHER READING



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



Section D

Sketch illustrating changes to roads at point D in Sipson

2.7 IMPLICATIONS FOR TRAVEL AFTER RUNWAY OPENING

ROAD USERS

There would be an increase in people travelling to Heathrow once the airport has expanded. We plan to manage this carefully in order to avoid increased journey times and delays for road users.

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

- M4 junction 4/M4 Spur
- M25 junction 15
- Realigned A4 (when compared to traffic on the current alignment of the A4 in the 'without expansion' scenario)

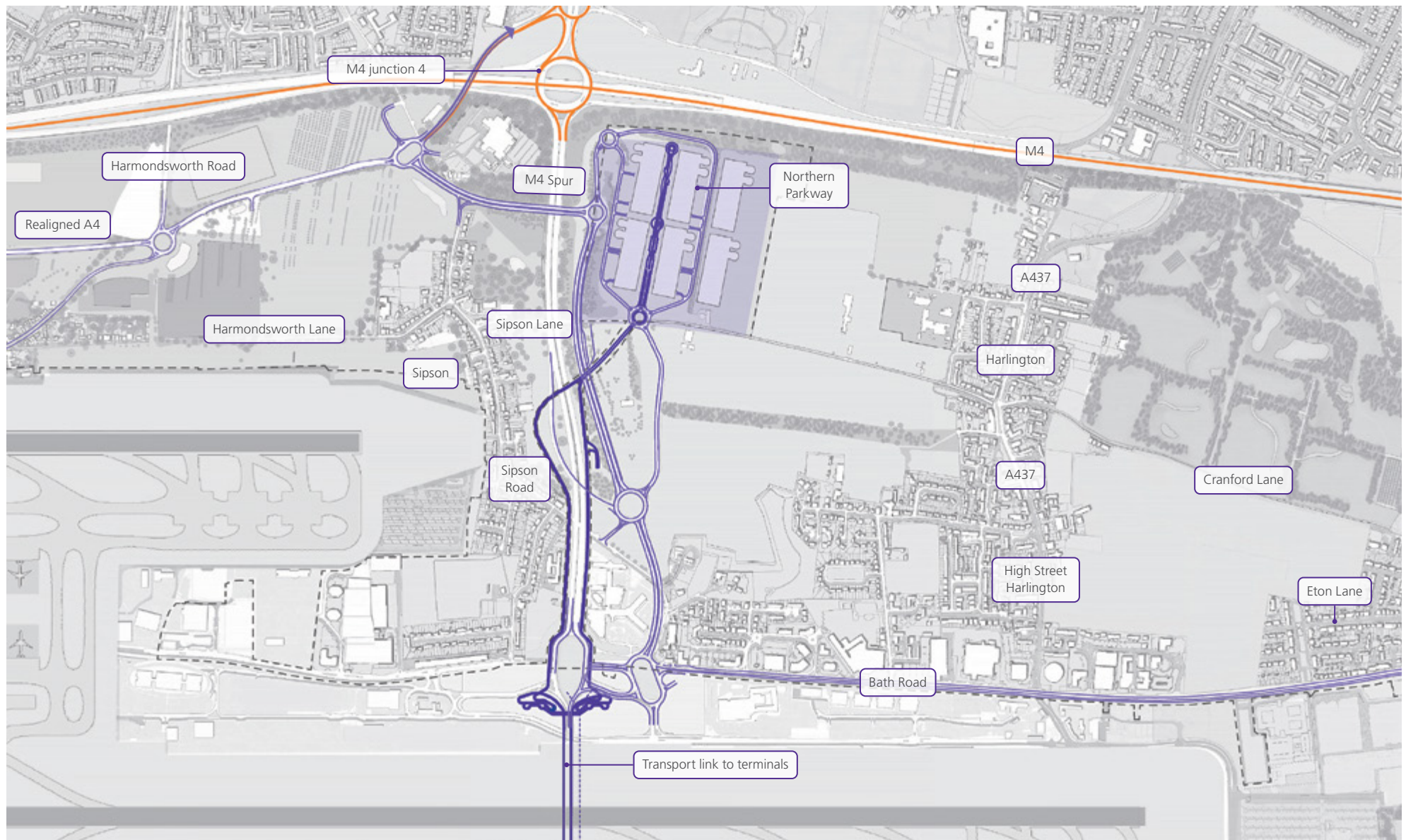
Feedback from this consultation, ongoing engagement and technical work will help us to develop our plans and identify mitigation measures. These findings will also help us to design any new and realigned roads to be able to accommodate forecasted traffic levels.

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

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

PARKING

As discussed in [Chapter 2](#), new multi-storey car parking (called the Northern Parkway) would be provided near the M4 Spur with access expected to be provided from the realigned A4. We are considering options for connecting the Northern Parkway to the East Landside Terminal Zone (ELTZ) with access to bus, coach and rail services and Terminal 2. This would help to connect public transport journeys to the wider network of walking, wheeling, cycling routes in the area.



Illustrative map of road changes in Sipson

KEY

— Strategic Roads
 — Local Roads
 — Northern Parkway Connectivity

BUS AND COACH SERVICES

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

If services continue to operate as they do today, those running along the A4 Bath Road, Western Perimeter Road and Hatch Lane (including, for example, bus routes U3, 81, 350, 5, 423, A4, N9, 7, H30 and the coach route RA1) would need to be rerouted due to the proposed removal of the Western Perimeter Road and Hatch Lane, and the re-alignment of the A4. Bus route 222 along the A408 Sipson Road would also be subject to some changes due to construction activities needed to connect the A408 Sipson Road with the realigned A4 at two new junctions.

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

WALKING, WHEELING AND CYCLING

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

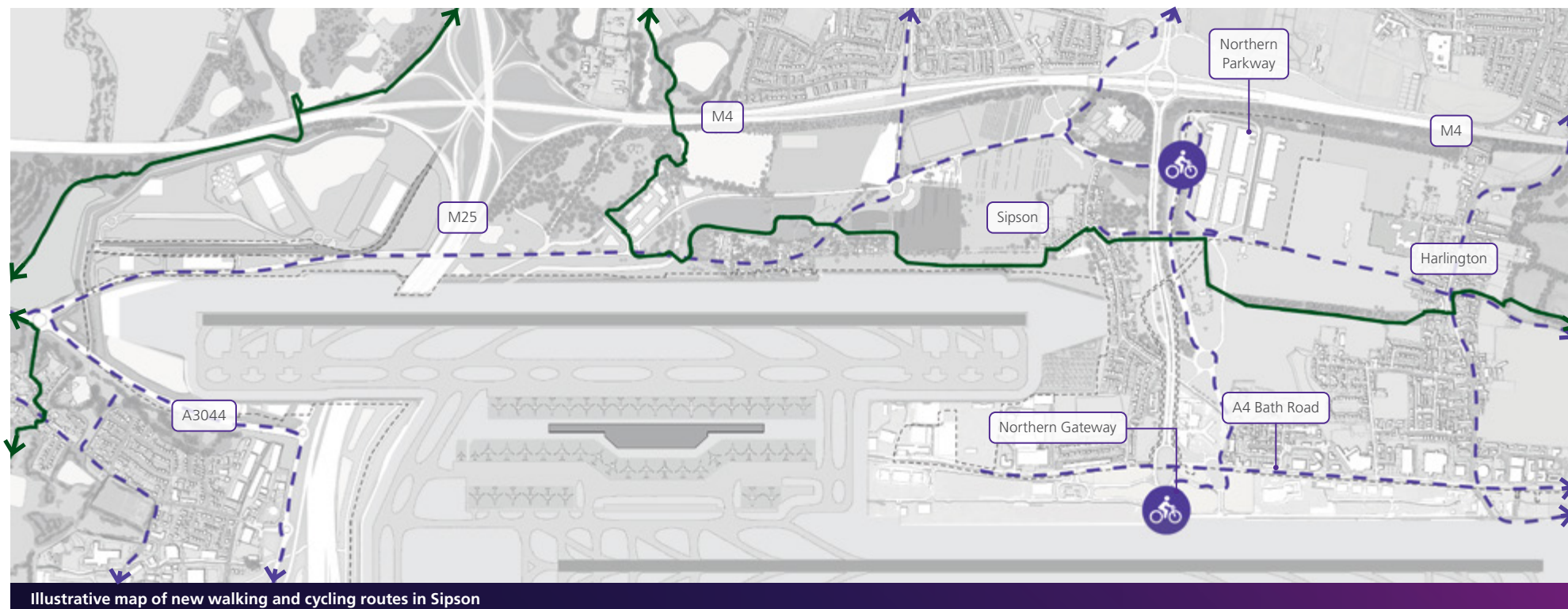
As part of our wider proposals, we would also create a network of active travel routes that provide better links between local communities, the airport and the wider transport network.

EXISTING PUBLIC RIGHTS OF WAY

There are a number of Public Rights of Way and public footpaths in and around Sipson, including the London Outer Orbital Path, 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 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.



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

THE GREEN LOOP

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

In Sipson, the current proposal for the Green Loop is a route through the village along Harmondsworth Lane, the A408 Sipson Road and Sipson Lane. It would cross the M4 Spur on the Sipson Lane bridge. The western end of Sipson Lane including the bridge would be closed to vehicle traffic. To the west and east of Sipson, the Green Loop would route away from roads, parallel and to the south of Harmondsworth Lane and Sipson Lane. This would create an accessible link to neighbouring communities (including Harlington in the east and Harmondsworth in the west) and existing and proposed open green spaces.

OTHER IMPROVEMENTS

We are investigating the potential to provide other improvements for walking, wheeling and cycling along key routes around the airport. This includes proposals to improve the following routes around Sipson:

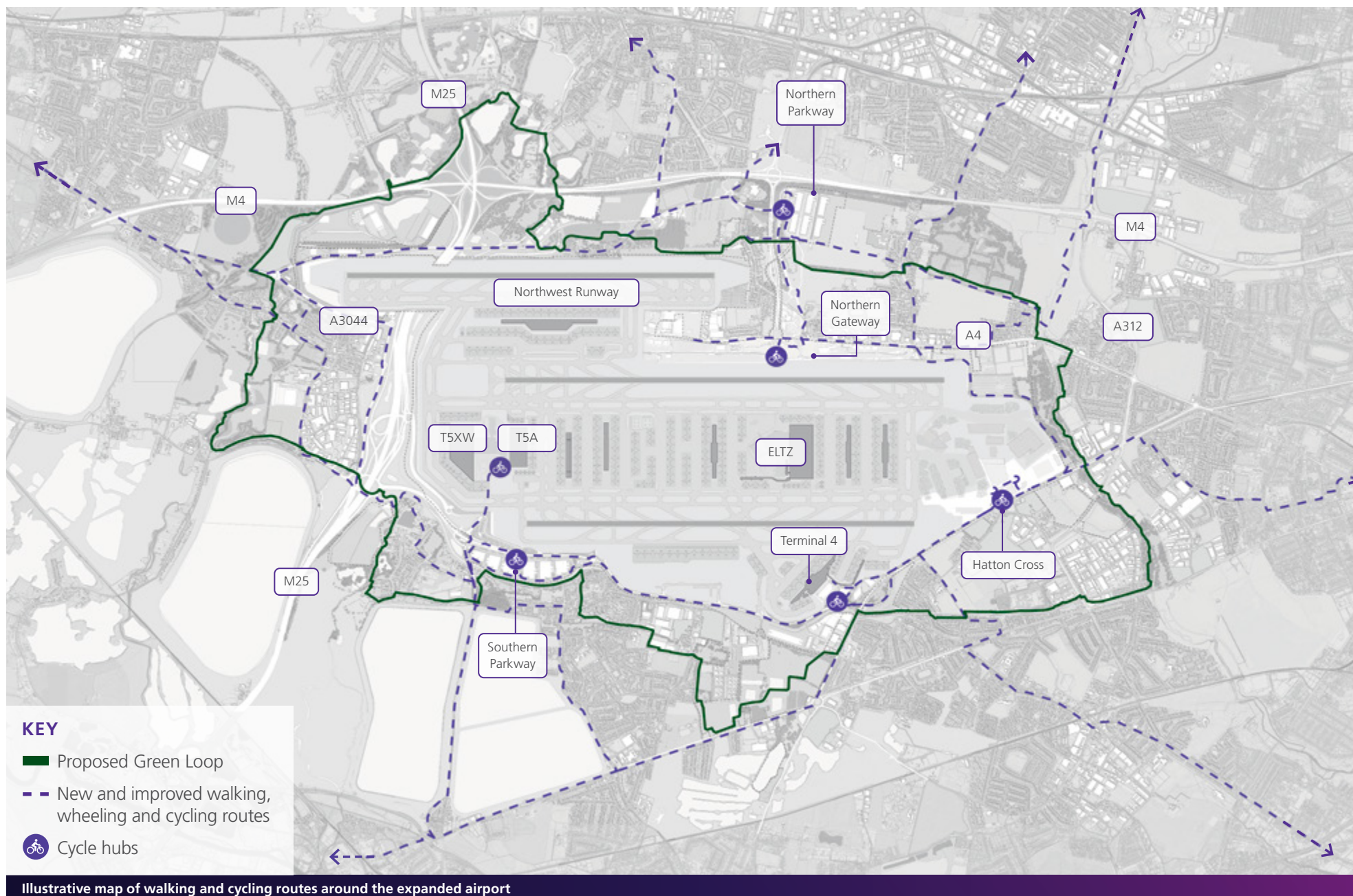
- **Realigned A4** – provision of a cycle and pedestrian route on one side of the road. This would provide a safer connection between the Sipson Road/Holloway Lane roundabout; retained cycle parking north of Heathrow; and the proposed Northern Gateway Cycle Hub, supplementing access provided through Sipson by the Green Loop.
- **Sipson Lane** – to support access to the Northern Parkway Cycle Hub from the east. These improvements would link into the Green Loop, which is proposed to run along the western end of Sipson Lane as set out above.
- **Existing A4** – this would improve safety and route quality along the existing A4 alignment through the Emirates Roundabout and support access to the proposed Northern Gateway Cycle Hub.

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 Sipson are expected to be:

- **Northern Parkway**, within a proposed new car park to the north of Heathrow – this would offer connections to the Northern Gateway and East Landside Terminal Zone (ELTZ) with access to bus, coach and rail services and Terminal 2. We are considering options for providing these connections, including a new Personal Rapid Transit system like the existing Terminal 5 Pod Parking system, and shuttle bus services for people who work at the airport.
- **Northern Gateway**, near the existing Emirates Roundabout to the north of Heathrow – this would offer connections to Northern Parkway and the ELTZ.



2.8 CHANGES TO OUR PROPOSALS IN YOUR AREA SINCE 2019



Item	What is the change and why has the change been made?	
1	Since the Airport Expansion Consultation in 2019 an additional area of land within the draft Order Limits is required at this location to:	
	• Provide additional cargo facilities related to airside operations. • Accommodate the Airside Coach parking site following further refinement of the scheme (previously accommodated at a different location).	
2	Heathrow Primary School has been included within the draft Order Limits to allow us to deliver mitigation measures, such as noise insulation, if required.	
3	Land at Harmondsworth Lane is no longer required and has been removed from the draft Order Limits following work to refine and improve the scheme.	
4	Additional parcels of land will be included within the draft Order Limits to provide access to facilitate the realignment of the Bath Road Sewer and other utility diversions.	
5	The draft Order Limits have been amended to include additional land which is now required for construction access to the Holiday Inn on Sipson Way following the refinement of the construction strategy. Impacts on the operation of the Holiday Inn would be minimised through the application of best practice measures set out in the draft Code of Construction Practice (CoCP).	
6	The draft Order Limits have been amended to include:	
	6a. Land for the Green Loop at Sipson allowing slight route realignment to avoid a residential block and reducing the impacts of construction.	
	6b. The Lady Nafisa School to allow us to deliver mitigation measures, such as noise insulation, if required.	
	6c. A number of properties in Sipson to allow us to deliver mitigation measures, such as noise insulation, if required.	
	6d. A section of Sipson Road and all of Sipson Way to enable traffic calming measures to be implemented to address additional traffic through Sipson Village.	
7	The draft Order Limits has been amended to include land along the M4 Spur to facilitate the construction of a retaining wall for the planned Personal Rapid Transit (PRT) system for expansion.	
8	Following feedback from Airport Expansion Consultation in 2019, the previously proposed hotels south-west of the proposed Northern Parkway are now proposed to the west of the proposed Emirates Roundabout.	
9	In response to feedback from Airport Expansion Consultation in 2019 more detailed work has been carried out to refine how traffic would access the Northern Parkway from junction 4 of the M4. Additional land is being included in the draft Order Limits to accommodate our altered road access proposals to the Northern Parkway.	
10	The European Protected Species EPS Mitigation Area at Sipson and Harlington has been expanded in the draft Order Limits to include improvements to existing hedgerows in order to increase biodiversity value.	



Item	What is the change and why has the change been made?
11	In response to feedback from Airport Expansion Consultation in 2019, the proposed design of the road network in this area has been amended to address concerns around congestion. As a result, The Three Magpies Pub would be displaced.
12	In response to feedback from Airport Expansion Consultation in 2019 we have made changes to the car parking strategy for expansion including several changes to car parking distribution. As a result, the Northern Parkway would be reduced in size and height to accommodate 13,500 spaces in comparison to 24,000 spaces proposed in 2019.
13	A shared path for walkers, wheelers and cyclists is now proposed between Sipson Road and the realigned A4 following more detailed work on the Active Green Network. This path was not proposed at the 2019 Airport Expansion Consultation and does not change the draft Order Limits.
14	Littlebrook Nursery has been included within the draft Order Limits to allow us to deliver mitigation measures, such as noise insulation, and maintain safe access.
15	Following refinement of the construction strategy, the draft Order Limits have been amended to include the parking spaces at Sovereign Court, as the land is now required to facilitate construction access.
16	The draft Order Limits have been amended to include an area of road and space to the back of the footways along the A4 to the south of Harlington as a result of more detailed work on the Active Green Network.

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 Sipson.

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

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

YOUR VIEWS



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

Please see [Chapter 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

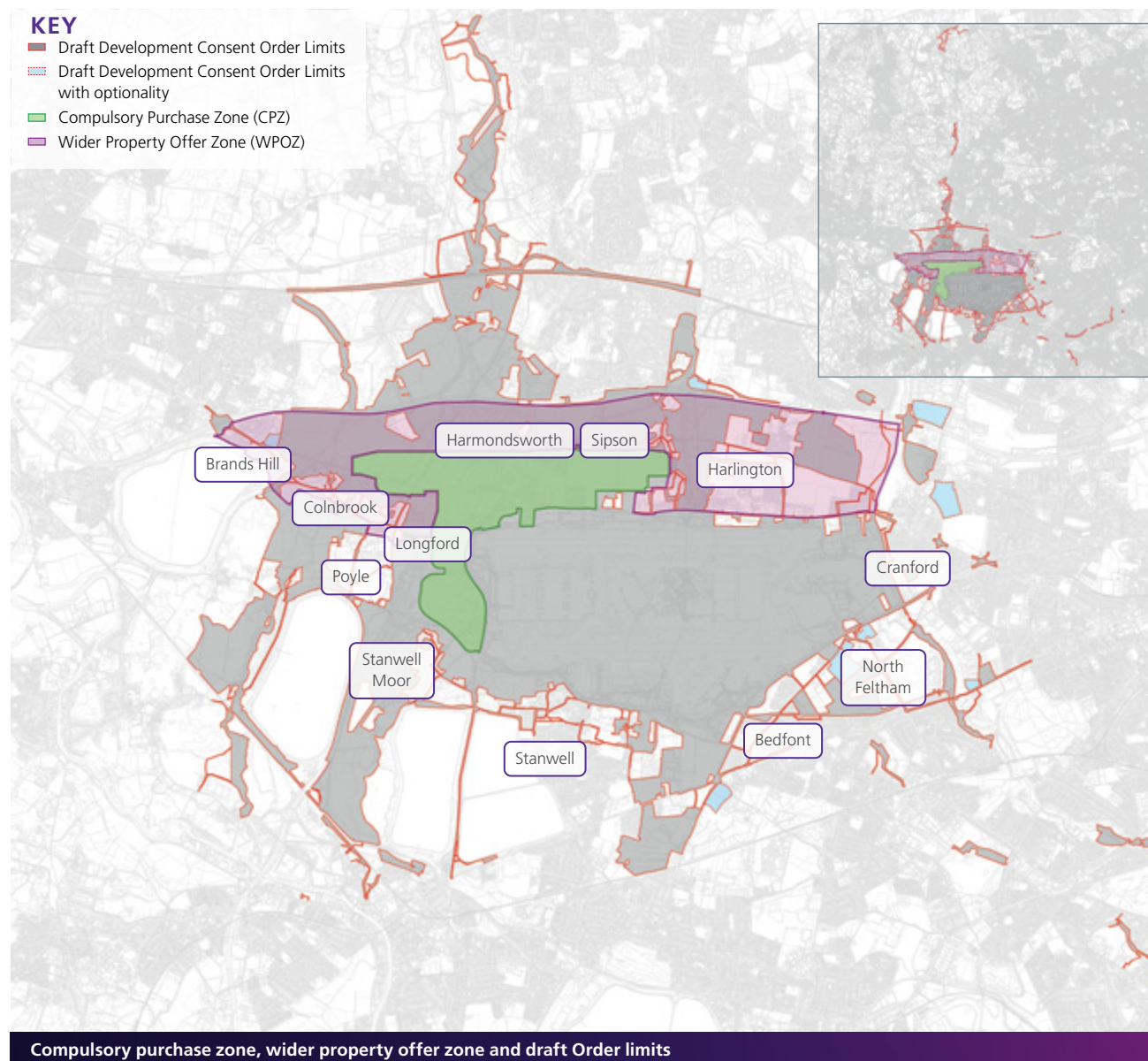
Heathrow is continuing to develop its residential property compensation schemes for residents affected by expansion.

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

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

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



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

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

10 residential properties in Sipson would be demolished, with the remaining properties in Sipson falling within the Wider Property Offer Zone (WPOZ).

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

The Home Relocation Support Service would 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.

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



Recognising the scale of the impacts that our proposals would have on Sipson, we will be providing a dedicated support service for all Sipson residents.

Your Wellbeing Support Service.

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

3.2 NOISE INSULATION PROPOSALS

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

We recognise that this increase in noise may cause negative effects on these communities, and we have therefore created a new package of Noise and Vortex Schemes to mitigate this impact. These policies include schemes for those impacted by aircraft noise, construction noise, surface access (road and rail) noise, and a combination of these sources. Our proposals have been developed in accordance with current UK Government policy. Eligibility for the different schemes will be informed by noise levels which are defined to meet Government policy and the airport's commitments. These threshold levels are set out in Section 4.2 of the Noise Insulation Policy.

It is intended that the Noise and Vortex schemes would be made available before the operational impact occurs as a result of Heathrow expansion. We plan to prioritise providing insulation for eligible residential properties that would be exposed to the highest noise levels and that are already exposed to similar noise from existing Heathrow operations. Properties expected to be exposed to early construction noise as well as existing high levels of aircraft noise will also be prioritised. If the DCO is approved, we would prioritise those forecast to be newly exposed to high levels of construction, road and rail traffic and aircraft noise.

Noise Source	Schemes	Description
Aircraft	Residential Insulation Scheme - Fully Funded	Full insulation for habitable rooms with acoustic glazing, upgraded external doors, possible ceiling or loft works, and suitable ventilation.
	Residential Insulation Scheme - Contribution	£3000 contribution toward windows, external doors, or ventilation.
	Community Buildings Noise Insulation Scheme	Provision of replacement acoustic double glazing or secondary glazing, external doors and ventilation.
	Quieter Relocation Scheme	People who meet the criteria can get financial assistance with the costs of moving.
	Vortex Impact and Prevention Scheme	Repair and protection of property roofs due to turbulence generated by aircraft.
Road	Residential Insulation Scheme - Road	Acoustic double glazing with acoustic ventilation or secondary glazing. External doors replaced if exposed.
Rail	Residential Insulation Scheme - Rail	Same treatments as road. Works applied only to the facade facing the source.
Construction	Residential Insulation Scheme - Construction	Same treatments as road. Works applied only to the facade facing the source.
	Temporary Home Relocation Scheme - Construction	Provision of temporary accommodation for those most impacted by short term construction noise.

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

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

FURTHER READING



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

3.3 COMMUNITY COMPENSATION FUND

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

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

To make sure the Community Compensation Fund is spent in the right way, we will establish a 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. This includes how, where and when the fund could be used, what it should be called, its size and how it could be paid for, and how it could be implemented, monitored and reviewed over time.

FURTHER READING



For further information, please see the [Community Compensation Fund Document](#).



4.0

How we would build it

We recognise that the scale of construction activities required to deliver Heathrow expansion would cause interruptions and inconveniences to surrounding local communities.

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

This chapter provides an overview of the types of construction activity that could take place near Sipson, 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 SIPSON AREA

This section sets out what would be happening in the Sipson 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.

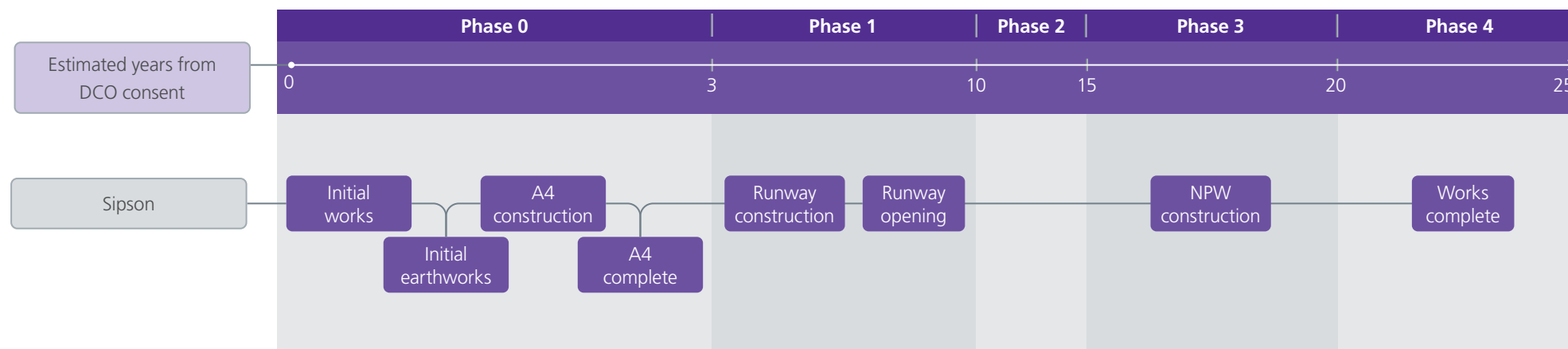
To support the construction activities, Construction Support Sites (CSS) are proposed to the west of the M4 and on the Northern Parkway site to the east. The sites would include stockpiles (temporary storage of materials in piles which would be used for later use), batching plants (a facility where raw materials are mixed and prepared) and welfare facilities.

In reviewing construction activities in this area:

- The duration and cumulative effects of the activities on a number of sites have 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; and
- 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 Sipson area is shown in the diagram below.



EXISTING SITE AREA



PHASE 0 – INITIAL WORKS

Initial works would include archaeological and ecological surveys in and around planned construction sites. Early works in this area would also include the improvements of local roads to support future construction traffic.

- 1 Minor works would be undertaken in these areas to support **ecological surveys**.
- 2 **Ecology and Archaeological surveys would be undertaken to the future Northern Parkway site.** A hoarding would be constructed around the site for the studies and future works. After these surveys, the Northern Parkway site would be set up to support construction works and would provide space for contractor compounds, material laydown, staff welfare, vehicle call forwarding, crushing and screening of material and earthwork stockpiling. Vehicular access would be established to the Northern Parkway site through Sipson Lane.
- 3 Commercial properties to the south of the **Northern Parkway site** would be demolished (see [Chapter 3](#)).
- 4 Works would commence on **road alterations and junction upgrades** on M4 junction 4 and Holloway Lane, to support future construction traffic to site and the future Northern Parkway site.
- 5 **Ecological works** would be undertaken to develop wildlife habitats. Options being explored to achieve this include planting woodland, hedgerows and ditches to improve connectivity; creating small landscape mounds; improving vegetation and stumperies, and installing barn owl nest boxes and bat houses.
- 6 **Little Harlington Playing Fields** would be reprovided here in advance of construction works.
- 7 **Residential properties** that are needed for the airport's expansion.





KEY

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

Google Maps is a trademark of Google LLC

PHASE 0 – INITIAL EARTHWORKS

Earthworks would commence on the new runway. Green buffers would be built to minimise noise for the neighbouring residents.

- 1 The **Northern Parkway Construction Support Site (CSSNP)** would be operational to support with construction works. This site would support A4 works and runway construction.
- 2 A new **Construction Support Site (CSS18)** would be set up to support runway construction. This site is proposed to be used for material stockpiling, constructor compounds, office facilities and worker welfare. Hoardings would be built around CSS18 while it is being prepared for use. Temporary grassed mounds would form noise and visual buffers to nearby residences in Sipson. Access to the site would be via Holloway Lane.
- 3 **Earthworks** would start within the airport west of Sipson. **CSS07** would be created here to stockpile material. The stockpile would reach an estimated height of 20 metres and would be established from south to north gradually. A temporary grassed mound as well as the existing vegetation would form noise and visual buffers. This site would be accessed by internal haul roads only.
- 4 The **diversion** of the Bath Road sewer would commence.
- 5 **Ecological and archaeological surveys** would start on the future A4 construction site. The site would be protected by a temporary fence during these studies.
- 6 **Heathrow Primary School** would be mitigated for noise impact.
- 7 **William Byrd Primary Academy** would be mitigated for noise impact.
- 8 Work would commence on modification to the **Emirates Roundabout** and East and West ramps, including demolition of non-residential properties.
- 9 **Residential properties** that are needed for the airport's expansion.





KEY

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

Google Maps is a trademark of Google LLC

PHASE 0 – A4 CONSTRUCTION

Construction Support Sites would be fully functioning. Construction would commence on the A4 Bath Road diversion.

- 1 The **Northern Parkway Construction Support Site (CSSNP)** would continue to support with works.
- 2 Construction would commence on the **A4/ Bath Road diversion**. The road would be used for construction traffic to limit traffic through Sipson village. The A4 would be diverted as a dual carriageway from a reconfigured junction at Nene Road – east of the Emirates roundabout – to a new junction on Holloway Lane. The A4 would continue to run northwards from Nene Road parallel to the M4 Spur, before crossing it south of M4 junction 4 and north of Sipson.
- 3 Work would be complete on modifications to the **Emirates Roundabout**.
- 4 The **temporary grassed mound** would remain in place around the western interface with Sipson to minimise local impacts of construction works.
- 5 The **Bath Road sewer** diversion works would be complete.
- 6 **CSS18** would be fully functioning.
- 7 Stockpile works at **CSS15** would commence. The height of stockpiles would be approximately 20 metres. A 15-metre buffer around the site would be provided to distance impacts of site use to local communities.
- 8 **CSS07** would continue to stockpile on the western edge of Sipson. It would reach its full extent in this phase.
- 9 A **new substation** would be constructed at Bath Road West.
- 10 Construction of the **Northern Gateway Development** commences west of the Emirates Roundabout, including demolition of existing parking areas and structures.
- 11 Landscape works to create part of the **Green Loop** would commence to the south of Sipson Lane.
- 12 **Residential properties** that are needed for the airport's expansion.





KEY

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

Google Maps is a trademark of Google LLC

PHASE 0 – A4 COMPLETE

The A4 road diversion would be complete. Earthworks around Harmondsworth and Sipson would largely be complete by the end of this stage.

- 1 The **Northern Parkway Construction Support Site (CSSNP)** would be fully functioning. Surface parking would be complete and available for use.
- 2 **Ground Improvement/Piling works** would be complete for the new runway and taxiways within this area.
- 3 The stockpile in the **Construction Support Sites CSS07** to the western edge of Sipson would be shrinking in footprint and height. Materials are taken back to the expansion site for reuse.
- 4 **CSS15 and CSS18** would be fully functioning.
- 5 Amendments to **realign** the **A4/Bath Road** would be complete.
- 6 Sites under restoration would deliver **reprovided public open space**.
- 7 Works would commence on construction of the first **multi-storey car park** on the Northern Parkway site.
- 8 Completion of buildings at the western side of **Northern Gateway**.
- 9 Landscape works to create part of the **Green Loop** would be complete to the south of Sipson Lane.





KEY

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

Google Maps is a trademark of Google LLC

PHASE 1 – RUNWAY CONSTRUCTION

Construction work on the new runway and associated taxiways would continue.

- 1 The Northern Parkway site would be fully functioning as a **Construction Support Site (CSSNP)**. Work continues on this site on the first multi-storey car parks.
- 2 The **Construction Support Sites (CSS18 and 15)** would remain fully functioning.
- 3 **CSS07** would be removed.
- 4 **Construction works** would be underway to build the new runway and associated taxiway infrastructure.
- 5 **Landscape works** to create landscape mounds around the runway within the airfield would commence to the east of Harmondsworth.



**KEY**

Under construction
Green space/landscaping

Utilities
Fence

Area(s) to be demolished
Ecological and archaeological surveys

CSS
Access/egress

Future plans

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

Google Maps is a trademark of Google LLC

PHASE 1 – RUNWAY OPENING

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

- 1 The **new runway** would be complete and fully functioning.
- 2 The **landscape works** around the runway and taxiways would be complete.
- 3 **CSSNP** would be removed and works will continue to develop parking at the Northern Parkway site.
- 4 **Construction Support Sites (CSS18 and 15)** would be decommissioned and landscape works would commence.
- 5 Space would be made available for **Airport Support Facilities (ASF)**. This space may be used for multiple purposes including storage of equipment and vehicles.
- 6 Construction of the **Northern Gateway Development** east of the Emirates Roundabout underway, including demolition of existing parking areas and structures.
- 7 Passenger transit systems from the Northern Parkway to the East Landside Transport Zone (ELTZ) would be constructed.





KEY

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

Google Maps is a trademark of Google LLC

PHASE 3 – NORTHERN PARKWAY CONSTRUCTION

Transit systems would be constructed to transport passengers and staff from Northern Parkway into the East Landside Terminal Zone (ELTZ).

- 1 All blocks of the **Northern Parkway** multi-storey car parking would be complete, with further buildings under construction.
- 2 Passenger transit systems from the Northern Parkway to the East Landside Terminal Zone (ELTZ) would be complete.
- 3 **Northern Gateway Development** would be complete.





KEY

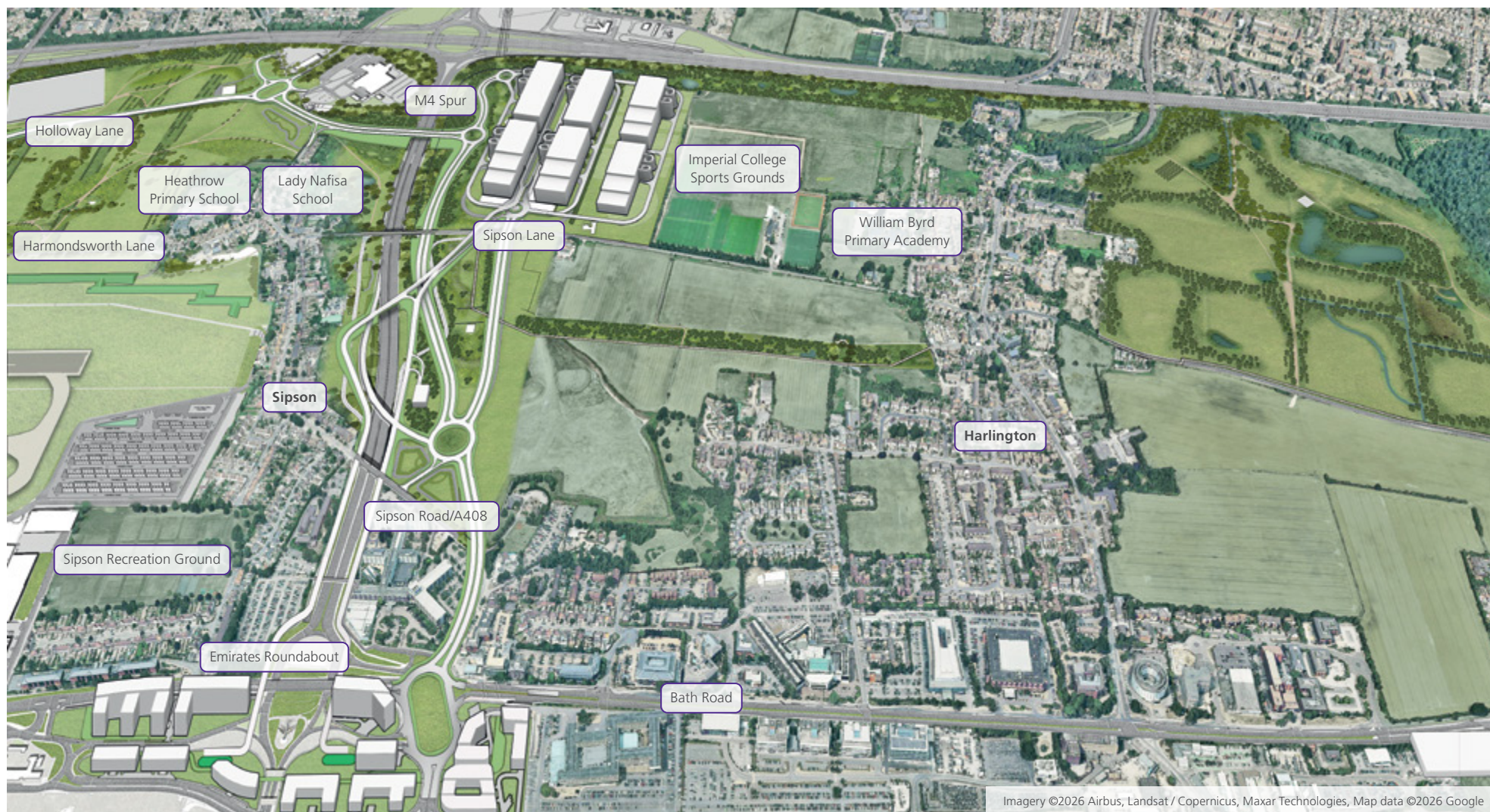
Under construction	Utilities	Area(s) to be demolished	CSS	Future plans
Green space/landscaping	Fence	Ecological and archaeological surveys	Access/egress	

Google Maps is a trademark of Google LLC

PHASE 4 – WORKS COMPLETE

The Northern Parkway and Northern Gateway Development would be complete.





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

4.2 IMPLICATIONS FOR TRAVEL DURING CONSTRUCTION

ROAD USERS

Our early transport modelling shows that construction traffic in and around Sipson would be at its highest in Phase 1. This would involve noticeable increase in traffic on the following roads in the morning or evening peak periods:

- M25 junction 15
- M4 junction 4/M4 Spur
- Realigned A4

Beyond these locations, very limited change in traffic is forecast on roads in and around Sipson in Phase 1 as a result of Heathrow expansion.

We are working with highway authorities and other stakeholders to develop a more detailed construction programme. Should any construction activities require temporary changes to roads in and around Sipson (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 Sipson would be closely linked to the proposed changes to local roads described in [Chapter 2](#). They could include temporary service diversions, changes to where they stop or adjustments to service patterns. Construction traffic could also affect bus and coach journey times and reliability, particularly on roads where there are no bus priority measures. The extent and duration of these changes would vary depending on the phasing of works.

As detailed in [Chapter 2](#), we would work with external organisations 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 (PRoW), 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 (PRoW) around Heathrow have been included in the draft Order Limits because we have not yet defined the exact arrangements for maintaining, managing and/or diverting affected routes. Information about our proposals for Public Rights of Way (PRoW) and other active travel routes during construction would be available in our DCO application.

RAIL AND LONDON UNDERGROUND

There are no rail or London Underground stations in Sipson. However, construction activity may have some temporary implications for people in Sipson who use rail services, for example, via stations at Heathrow and West Drayton. This could be because the way people usually travel to and from the station could be affected (as detailed above), as well as an increase in the number of people using the stations and surrounding roads (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 Sipson; 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 Sipson.





5.1 AIR QUALITY AND ODOUR

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

Once the proposed runway is operational, there would be increases in pollutant levels in Sipson. However, it is important to note that these pollutant levels would remain below the AQOs. Our assessment indicates that any noticeable odour arising from aircraft in Sipson would be limited.

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

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

We will continue to refine our proposals and our measures for air quality. The full details will be presented within the Environmental Statement

FURTHER READING



For further information, please see the [Consultation Document, 2019 AEC Feedback Report](#) and [Code of Construction Practice](#).

5.2 NOISE AND VIBRATION

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

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

- Aircraft noise from the new runway and increased aircraft activity associated with the airport expansion.
- Ground noise from airfield operations, including aircraft ground movements to and from the runway and operations at stands.
- Aircraft noise-induced vibration from low-frequency noise associated with aircraft start-of-roll on the runway.
- Noise from changes in road traffic on existing and realigned roads.

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

Construction works are required to facilitate the new runway, realigned roads, preparation and operation of CSS07, CSS15, CSS18 and associated infrastructure. Construction noise and vibration would be most noticeable for residential properties and community facilities closest to the areas where the major work on roads and construction of the new runway would take place. Noise would also arise from construction road traffic.

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

FURTHER READING



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

5.3 HISTORIC ENVIRONMENT

There are two Grade II listed buildings in the Sipson area, The King William IV Public House and Lanz Farmhouse.

During construction and operation, there may be changes to the surroundings of above ground heritage assets, which could impact how heritage significance is understood and appreciated. This may arise as a result of construction activities including construction traffic, earthworks, demolition and the construction of new structures. During operation, this could be from an increase in air traffic movements.

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

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

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



The King William IV Public House (Grade II)

6.0

Opportunities for Sipson

Our proposals would bring substantial change to Sipson. We recognise that these changes would affect residential properties, community facilities and the overall character of the area. Alongside this, we are committed to working with residents to manage these changes carefully, reduce impacts where possible and ensure Sipson continues to have a sustainable future.





6.1 JOBS, SKILLS AND ECONOMIC OPPORTUNITIES

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

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

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

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

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

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

FURTHER READING



For more information, please read our **Economic Development Framework**.



7.0

Have your say





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

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



Fill in the **online feedback form**, available at
www.heathrow.com/expansion



Send an **email** to
expansionconsultation@heathrow.com



Fill in a **printed feedback form**
and send it to us at FREEPOST
EXPANSION CONSULTATION.
Printed feedback forms are
available to collect at in-
person consultation events and
Information Points.



Write to us at
FREEPOST EXPANSION
CONSULTATION

PLEASE SUBMIT YOUR FEEDBACK BY 23:59 ON 22 DECEMBER 2026 TO ENSURE WE CAN TAKE IT INTO ACCOUNT.

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

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

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

FURTHER READING



For more information and to view all our consultation materials, visit www.heathrow.com/expansion. There are also printed copies of the feedback form and this booklet at Information Points.

7.1 HOW WE WILL CONSIDER YOUR FEEDBACK

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

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

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

7.2 THE DEVELOPMENT CONSENT ORDER PROCESS

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

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

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

FURTHER INFORMATION



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

STAGE 1

PRE-APPLICATION

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

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

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

STAGE 2

ACCEPTANCE

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

STAGE 3

PRE-EXAMINATION

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

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

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

STAGE 4

EXAMINATION

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

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

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

STAGE 5

RECOMMENDATIONS

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

This recommendation stage has a statutory deadline of three months.

STAGE 6

DECISION

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

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

7.3 CONSULTATION EVENTS AND NEXT STEPS

CONSULTATION EVENTS

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

The consultation event in Sipson is taking place on 5 November 2026 at 14:00-19:00 at the London Heathrow Marriott.

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



Sipson consultation event venue and address:

London Heathrow Marriott

Bath Road, Harlington,
Hayes, UB3 5AN

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