

Heathrow



ENTER 

IN YOUR AREA

Stanwell and Stanwell Moor

EXPANSION
CONSULTATION 2026

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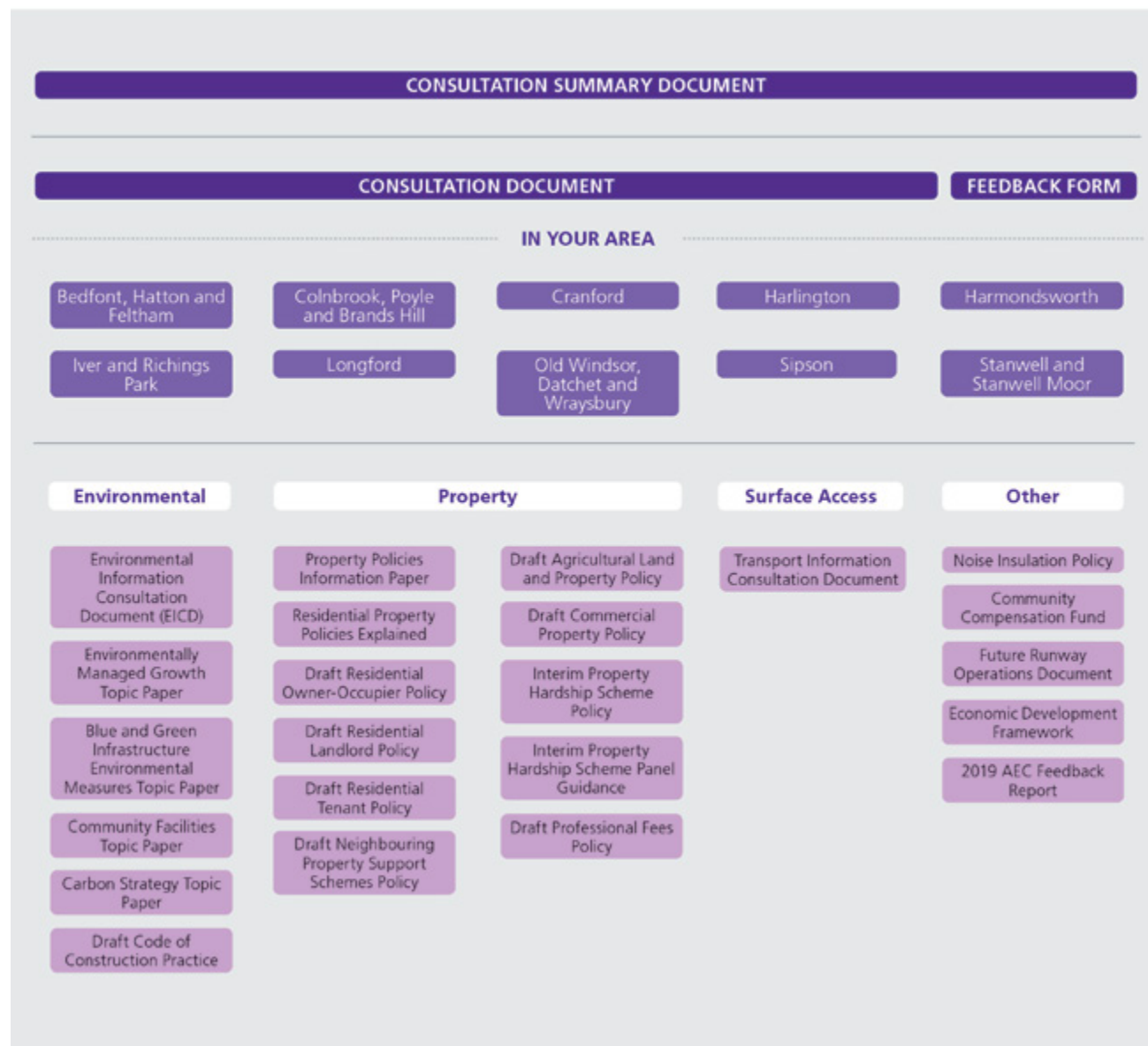
'IN YOUR AREA'

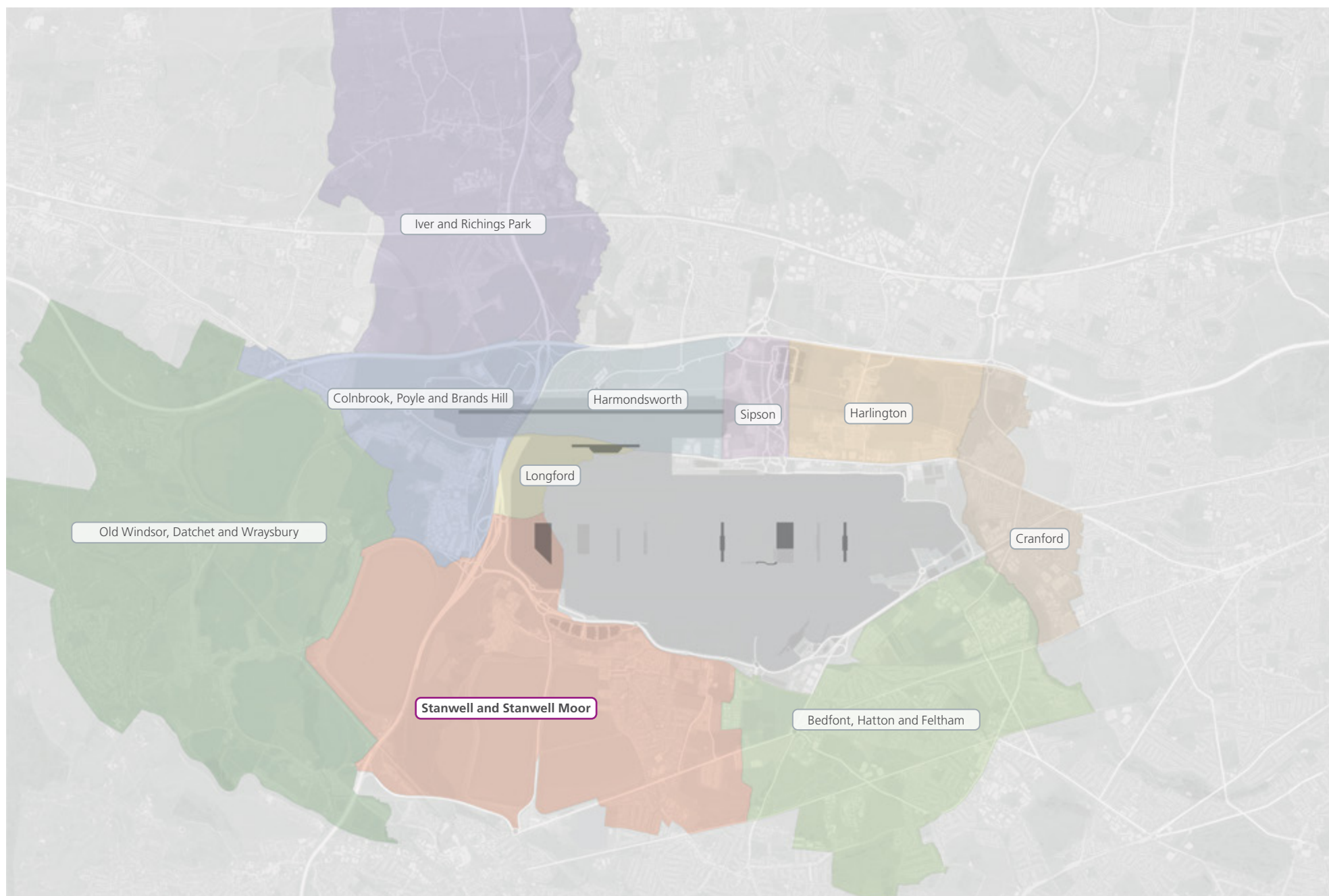
This booklet is one of ten 'In Your Area' booklets that we have produced for local communities around Heathrow (shown on the map on the right-hand side of this page) that would be directly affected by our proposals.

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

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

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





In Your Area – areas covered by each booklet

1.0

Introduction

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





Stanwell War Memorial, Stanwell, Hight Street

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 both the villages of Stanwell and Stanwell Moor. From our conversations with you, we know that topics such as noise, our transport proposals and our construction schedule are things that matter to you. You will find information on these topics in this document.

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

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 the expansion of Heathrow (see [Chapter 2](#)).
- Updated property and 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 proposals ahead of submitting an application for a Development Consent Order (DCO). This will include a report setting out information about this consultation, including the feedback we received.

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



Stanwell Moor Village Hall

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:

Stanwell Moor Village Hall - 12 November 2026
14:00-19:00

Horton Road, Staines-upon-Thames, TW19 6AQ

Stanwell Village Hall - 12 December 2026
10:00-15:00

High Street, Stanwell Village, TW19 7JR

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

2.0

What we propose in Stanwell and Stanwell Moor





The Rising Sun Pub, Riverside Rd, Stanwell

2.1 STANWELL AND STANWELL MOOR TODAY

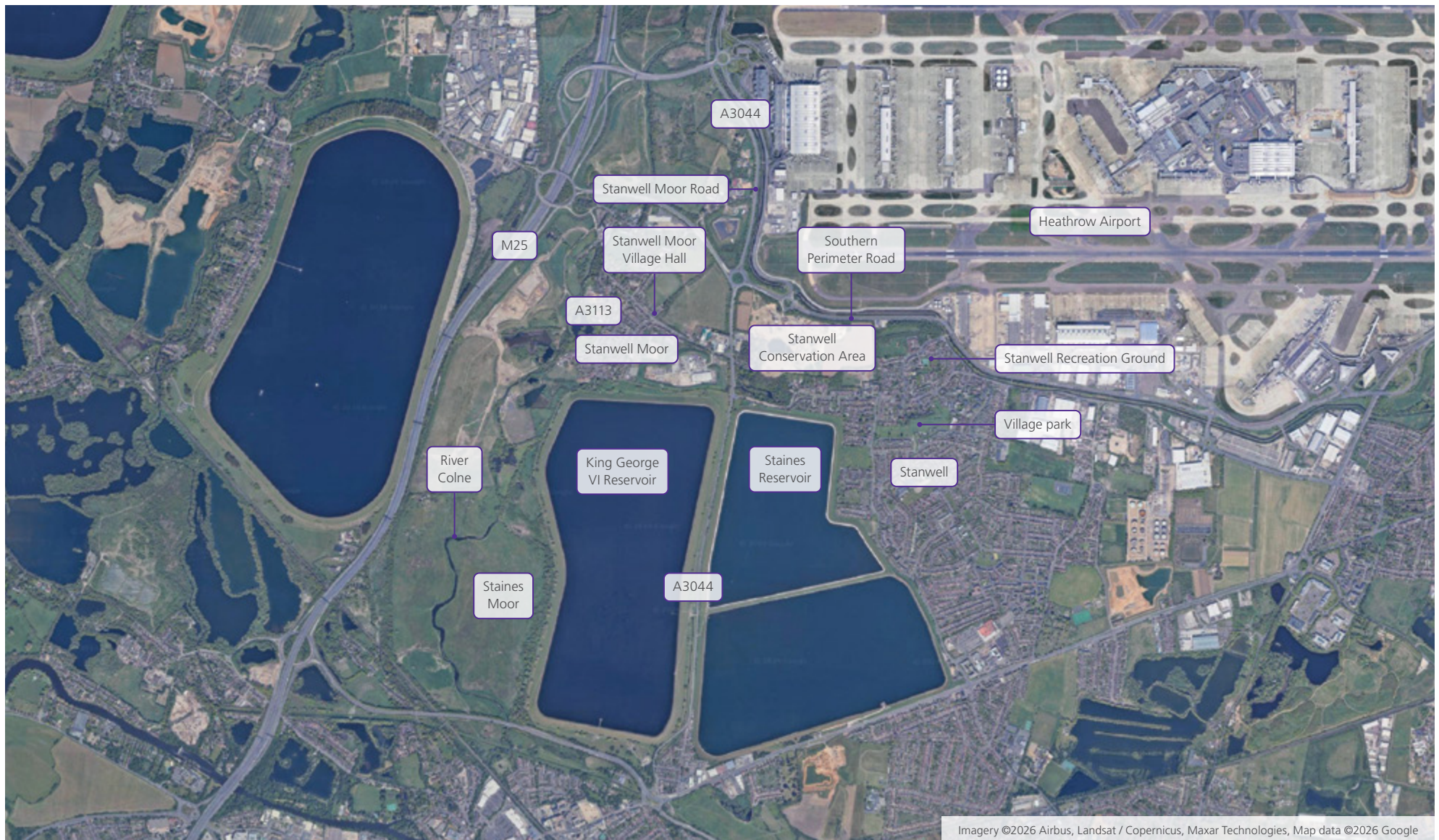
The villages of Stanwell and Stanwell Moor are located to the south and south west of Heathrow Airport. We recognise that these are distinct communities with different challenges and priorities when it comes to Heathrow expansion. For the purposes of this document, we have outlined how our proposals in this area affect both communities. Our consultation is an opportunity for local people to provide their feedback on how the proposals affect them and their village.

Stanwell Moor is a small village to the south west of Heathrow. Surrounded by reservoirs, waterways and areas of open land, it retains a distinct village character, with local community facilities including Stanwell Moor Village Hall, the Vineries allotment and Green Corridor. The King George VI Reservoir and Staines Reservoirs are prominent features of the surrounding landscape, alongside the River Colne and other waterways associated with the wider Colne Valley.

Stanwell is an historic village and a well-established community served by a range of community facilities and public open spaces. These include Town Farm Primary School and Nursery, Stanwell Fields Church of England Primary School and Stanwell Events. Like Stanwell Moor, the character of Stanwell is strongly shaped by the surrounding reservoirs, rivers and open landscape of the Colne Valley.

Nearby rail services are available from Staines, Ashford and Wraysbury, providing regular services to London Waterloo, Reading and Windsor. The A3044 Stanwell Moor Road and A3113 Airport Way provide connections to Heathrow and the wider strategic road network, while local roads such as Town Lane in Stanwell and Horton Road in Stanwell Moor provide connections to adjoining neighbourhoods. Bus services also provide connections to Heathrow and surrounding areas.

Heathrow forms a prominent part of the context immediately to the north of both villages, while the wider area connects towards the M25 and Colne Valley to the west and Staines and other established communities to the south.



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Existing aerial view of Stanwell and Stanwell Moor

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IN STANWELL AND STANWELL MOOR

The plan on this page shows some of the key boundaries which relate to Stanwell and Stanwell Moor. 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 on page 44. Buildings in this area that would be demolished are highlighted on the aerial view.

FURTHER READING



For more information about property and compensation policies, please see [Chapter 3 'Property and Compensation Policies'](#).



Aerial view of our proposed demolitions in Stanwell and Stanwell Moor

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2.2 OUR PROPOSALS

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 details about the proposal is available in the Consultation Document.

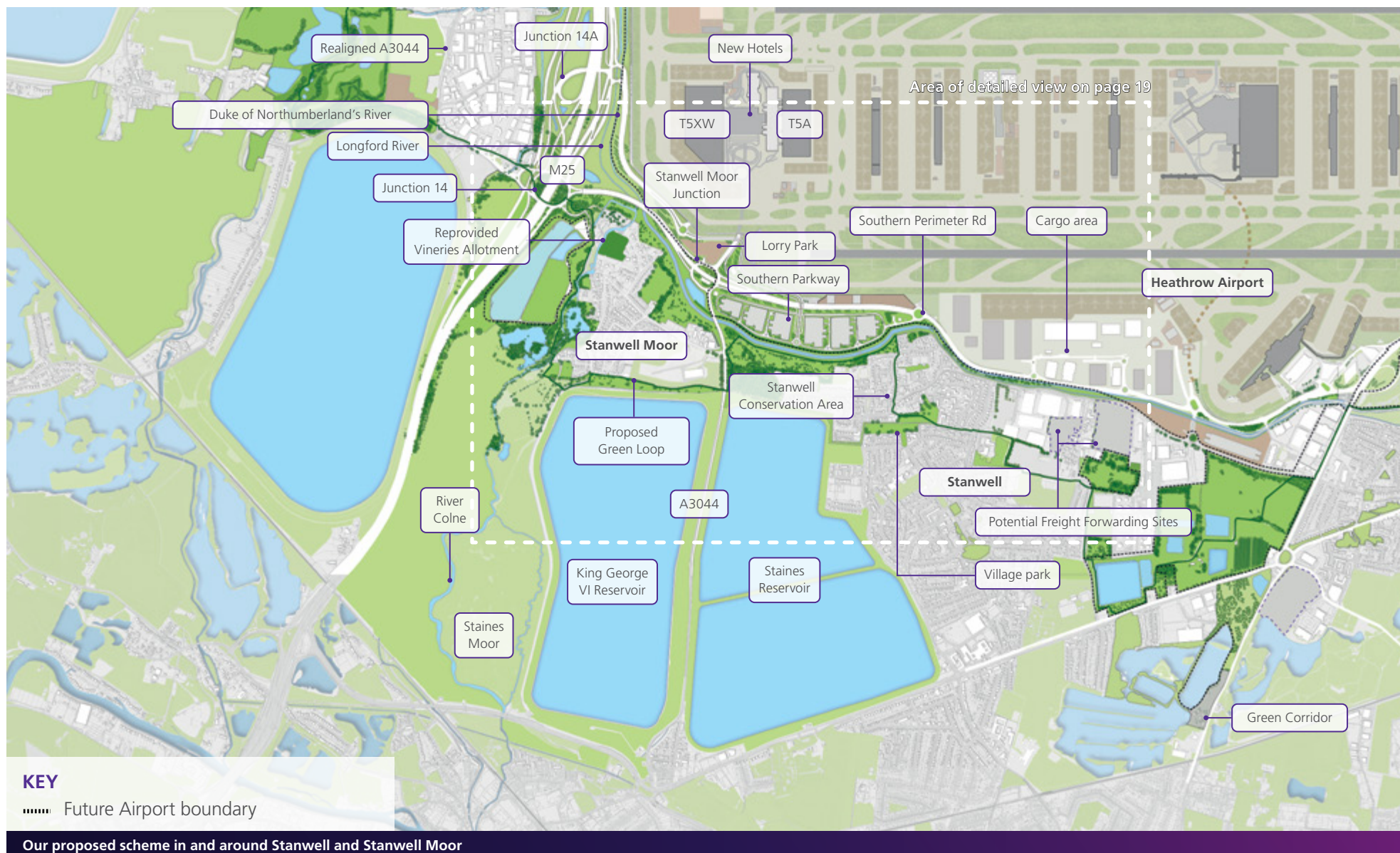
OVERVIEW

We acknowledge that our proposals would bring some changes to both Stanwell and Stanwell Moor and that this may be difficult for residents.

If development consent is granted, there would be a number of changes in Stanwell and Stanwell Moor to support future operations and expansion of the airport.

These include:

- Terminal 5 (T5A) would be extended with supporting new taxiways to the north of Stanwell and Stanwell Moor.
- New hotels are proposed in the expanded airport boundary between Terminal 5 and a future new terminal (T5XW), on land between Stanwell Moor Road and the M25.
- The cargo area at the airport would be reconfigured, including the provision of freight forwarding facilities.
- A multi-storey Southern Parkway would replace several smaller car parks and provide a shuttle service to the terminals.
- Realigning the M25 and A3044 would create more capacity through surrounding key roads and junctions, including Junction 14, the Stanwell Moor Junction and the Southern Perimeter Road.
- Improvements and upgrades to the road serving the new Southern Parkway would be made to keep traffic off local roads. A lorry park would be provided to reduce the number of HGVs parking in communities around the cargo area.
- Green Corridor, a local charity which is currently located to the west of Terminal 5, would be displaced. This would need to be reprovided and we are engaging with Green Corridor on how we would do this.
- Public open space and wildlife areas would be created to the south east of M25 Junction 14 and to the north of Stanwell village. Due to the realignment of the Twin Rivers, we would need to relocate Oaks Road Biodiversity Site and the Vineries Allotments, which we would do close to the existing sites. A surface water treatment area for the airport would be created between the wildlife areas and the M25.
- A 25-kilometre recreational route, called the proposed Green Loop, would be created to link local communities surrounding the airport. A new walking and cycling route from Stanwell and Stanwell Moor to Colnbrook and Poyle would form part of this proposed Green Loop.
- River diversions would be needed at the Duke of Northumberland's River (DoN) and Longford River. These would be rerouted along a route to the south of the parkway which forms part of the proposed Green Loop.
- Our noise insulation schemes would be updated to reflect the impact of noise from the new runway on local community facilities, including schools.

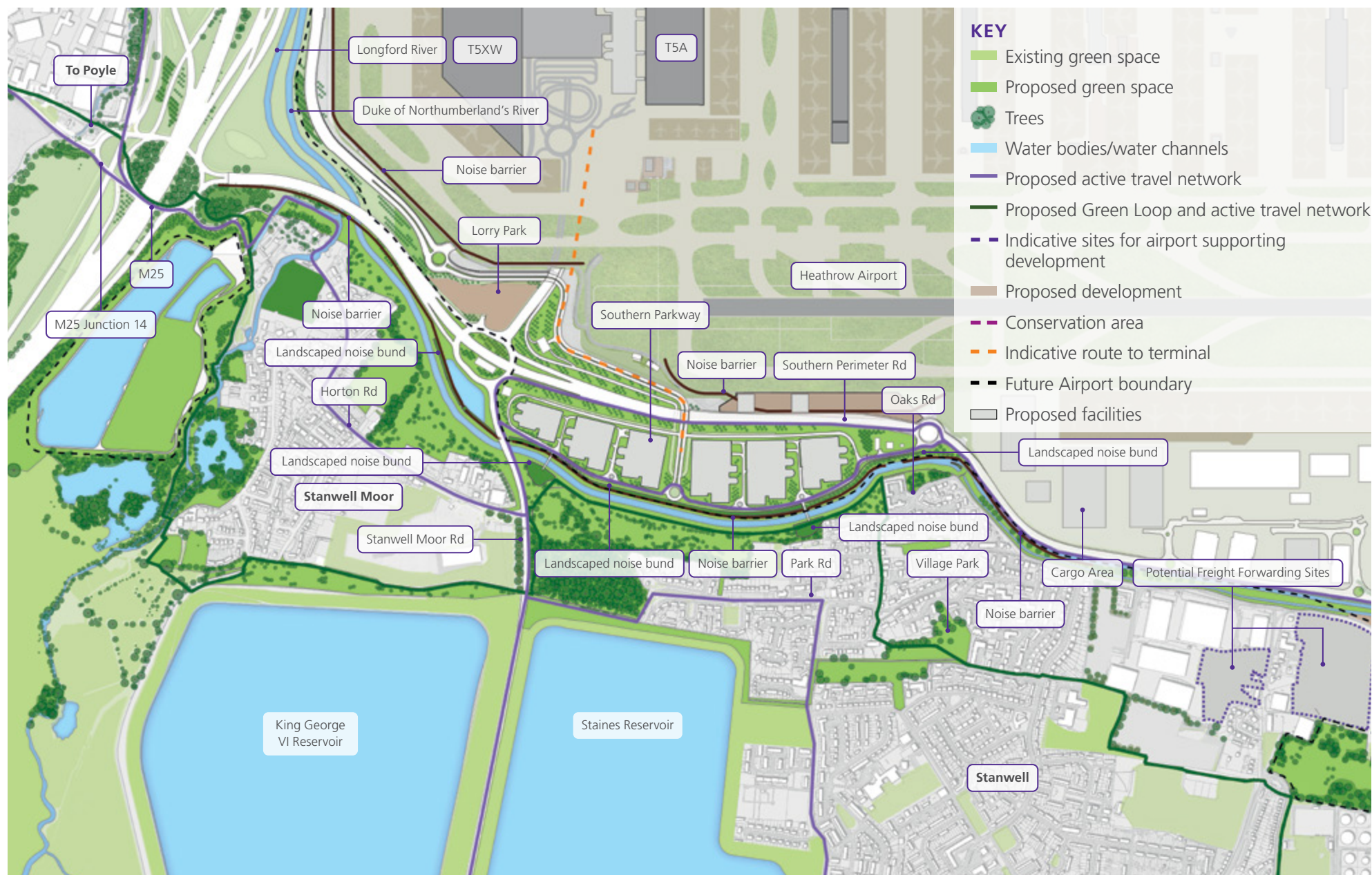


There have been changes to our proposals within the Stanwell and Stanwell Moor area since the 2019 Airport Expansion Consultation, to take into account the feedback we received and the further technical work that has been undertaken.

This includes the following key updates:

- Extension of the draft Development Consent Order limits (the boundary of the area needed for construction and operation of the project) to allow for more comprehensive heritage environmental measures. We are exploring ways to improve the public realm in Stanwell Village Conservation Area.
- Improvements to the layout of the M25 Junction 14, reducing the land required within the Staines Moor Site of Special Scientific Interest (SSSI).
- 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).
- 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 in the north as well as the location in the south.

More information about these and other proposed changes can be found in Section 2.9.



Illustrative diagram of local interventions in Stanwell and Stanwell Moor

NEW AIRPORT INFRASTRUCTURE

Our proposals for Heathrow expansion include new car parking, freight forwarding areas and hotels near to Stanwell and Stanwell Moor.

SOUTHERN PARKWAY

We plan to replace the existing surface level car parks with new multi-storey car parking, known as the Southern Parkway. This would include building on the current Cemex site near the airport's southern boundary. Locating the Southern Parkway close to the motorway, alongside new or improved junctions, would help keep airport traffic away from local roads. Consolidating parking in fewer locations also frees up space in the central airport area for essential airfield and passenger facilities.

The new parkway buildings would be designed to a high standard, with new public open space to the south, new landscaping, a diverted river channel and the new proposed Green Loop. The layout and appearance of this area has been refined in response to previous feedback. This includes reducing its size from 22,000 to a maximum of 20,000 spaces. The Southern Parkway would be built in phases after the new runway opens, consisting of separate parking blocks.

FREIGHT FORWARDING AND CARGO

Freight forwarding facilities are where goods can be stored before customs clearance. To support future cargo operations, new freight forwarding facilities are proposed to replace those affected by the new runway.

Two freight forwarding sites are proposed off Bedfont Road, close to the Stanwell Estate, on land to the east and west of Long Lane. These locations sit near existing industrial and cargo areas, are close to major roads and are within around five miles of the airport's cargo entrance, helping to reduce impacts on local communities.

We know that more freight activity can raise concerns for local communities, particularly around increased lorry traffic, noise and changes to the look of the area. That's why we have been careful about where these sites are located. We are also carefully designing the way vehicles access each site, avoiding smaller local roads wherever possible.

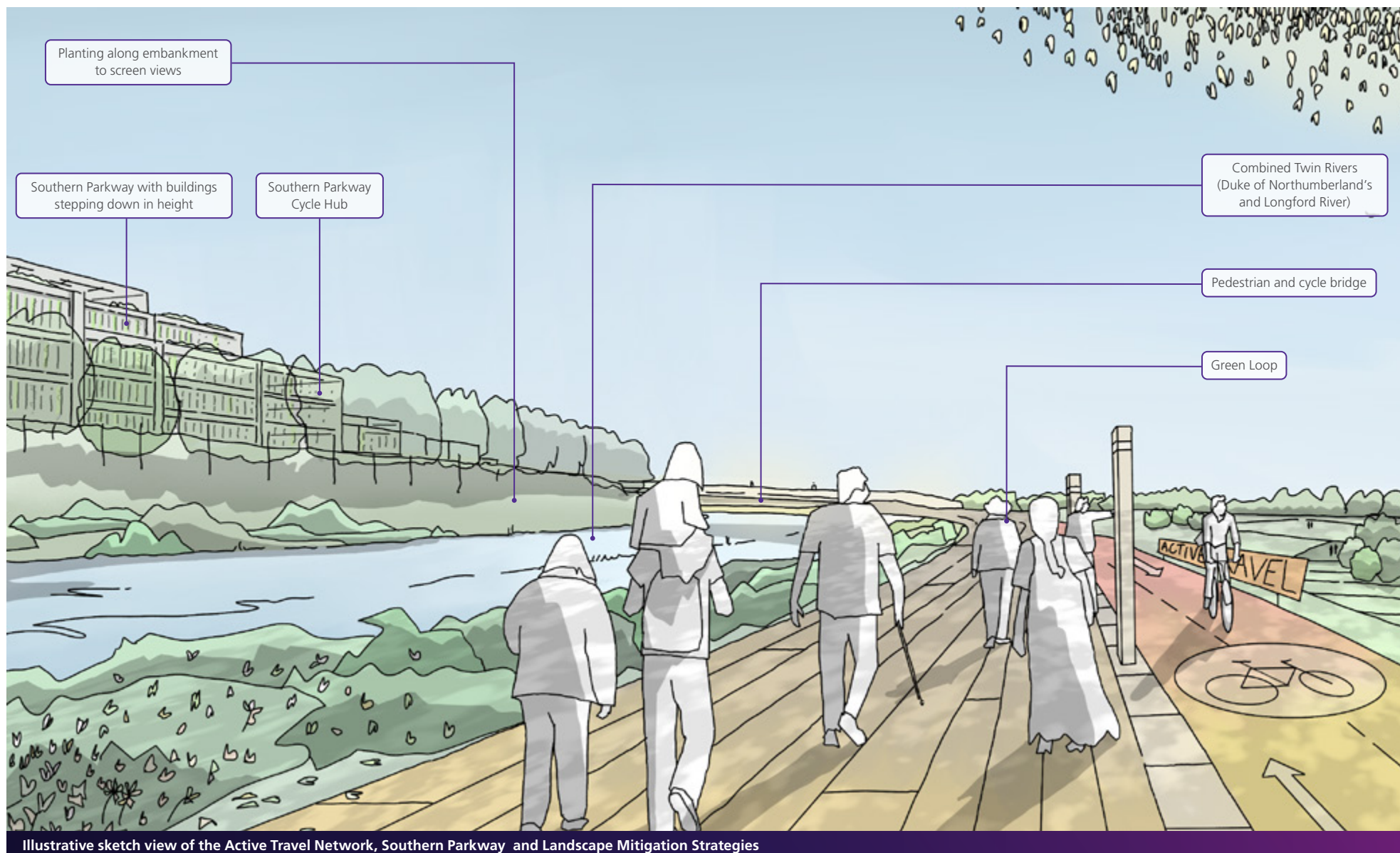
All sites would include warehouse buildings, parking and supporting infrastructure, along with appropriate planting and landscaping to create separation from nearby communities, reduce noise and screen views.

To support cargo operations, we would also establish a new dedicated lorry park along the Southern Perimeter Road, to the northwest of the Stanwell Moor junction. This would have secure holding facilities for vehicles awaiting access to the cargo centre.

HOTELS

New hotels are planned between the existing Terminal 5 (T5A) and a future new terminal called T5XW, built above a new public transport interchange. These hotels would help meet future demand from passengers and airline crews, with a focus on providing convenient accommodation that is linked to the terminal.

This forms part of the airport's westward expansion. Hotels would not include guest parking (other than limited accessible and service spaces), as we're expecting most visitors to arrive by public transport, keeping additional traffic on local roads to a minimum.



Illustrative sketch view of the Active Travel Network, Southern Parkway and Landscape Mitigation Strategies

COMMUNITY FACILITIES

GREEN CORRIDOR

Green Corridor is a charity that provides vocational programmes in horticulture, catering and hospitality for young people aged 16-25. The facilities run by Green Corridor at their current location to the north of Stanwell Moor would be displaced by the expansion programme, meaning that a new permanent location with equivalent facilities needs to be found.

Our preferred approach is to do this at Princes Lake in Bedfont. We're continuing to work with Green Corridor, London Borough of Hillingdon, London Borough of Hounslow and other stakeholders as the relocation proposals are developed.

COMMUNITY FACILITIES SENSITIVE TO 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 Stanwell and Stanwell Moor this includes Stanwell Fields Church of England Primary School, Town Farm Primary School and Nursery, Stanwell Congregational Church, St. Mary's Church, Ashford Hospital, Stanwell Cemetery Chapel and St Marys Church of England Primary 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 Spelthorne 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 STANWELL AND STANWELL MOOR

This section covers the green space around Stanwell and Stanwell Moor and our proposals for the local landscape. We recognise that the characters of Stanwell and Stanwell Moor would permanently change due to the loss or alteration of land which currently forms the setting of both villages with the introduction of new airport infrastructure in the area. Stanwell Moor in particular would see changes to its distinct village character.

It is a national policy requirement 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.

Our proposals include creating new areas of local open space to replace any land that would be lost and would include features ranging from new walking, wheeling and cycling routes through to tree planting and landscape bunds that screen views to new airport infrastructure. Much of this new space would be built around the realigned Duke of Northumberland's River and Longford River, known as the 'Twin Rivers' (see overleaf).

OAKS ROAD BIODIVERSITY SITE, STANWELL

Oaks Road Biodiversity Site is an area of public open space in Stanwell, this land would be needed for use for the diverted rivers. Replacement open space would be provided immediately to the south west, combining grassland, wetland ponds and the new river corridor. It would be designed for both people and wildlife, with footpaths, cycle routes and part of the Green Loop running through it, connecting to adjacent open spaces, with bridges connecting to the north of the diverted rivers.

VINERIES ALLOTMENTS, STANWELL MOOR

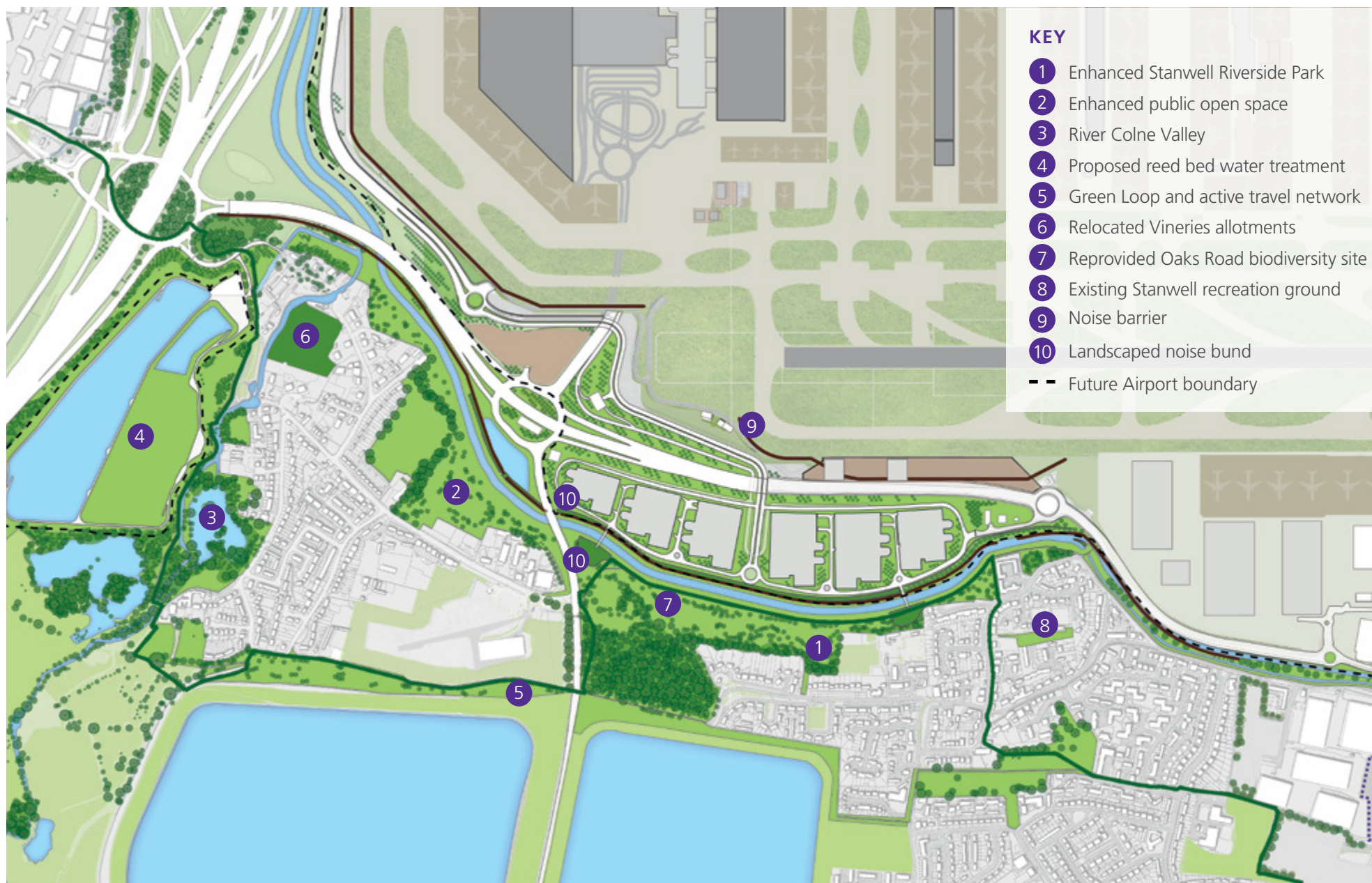
The Vineries Allotments would need to move to accommodate the proposed river and road realignments. The allotments would be relocated to a new site close by in Stanwell Moor, keeping the connection with the community. There would be no reduction in the number of plots. New plots would be prepared with suitable soil and would be ready to use and we would make arrangements to move plants where this is possible.

NEW LANDSCAPE FEATURES

The Twin Rivers would be realigned and set within new public open space between the villages and the airport. This would create a green space that separates Stanwell and Stanwell Moor from Heathrow. The land south of the rivers would be for both people and wildlife and would help screen views of new buildings.

Where we can, existing trees would be kept and new ones planted, particularly at Oaks Road and along the northern edge of Stanwell. New planting and changes to ground levels would fit the character of the area and help protect views from nearby homes.

To the north of both villages, the realigned road and the noise barriers would be screened by an embankment and new tree planting.



Illustrative diagram of our proposals for local green spaces in Stanwell and Stanwell Moor

2.4 WATER ENVIRONMENT

Several rivers would need to be realigned to make room for the expansion. Near Stanwell and Stanwell Moor these are the Duke of Northumberland's River and the Longford River, which today run as straight, man-made channels known as the Twin Rivers.

The Twin Rivers would run further south than they do today in a new channel between the Southern Parkway and the edge of Stanwell, before rejoining their existing routes further east. Beyond that point the rivers would stay as they are now.

The new channel would be designed to look and feel like a natural river. It would be wider than the channels there today, with slower, shallower edges and with trees and planting along both banks.

Land between the moved M25 and the river would be used to hold flood water when the river is high. Where land that currently floods would be built on, we would create new space for flood water elsewhere. This means flooding would be no more likely here, further downstream or in nearby communities.

FURTHER READING



More information on this in the topic paper:

'Blue and Green Infrastructure Environmental Measures Topic Paper'



2.5 UTILITIES

Some existing utilities in Stanwell and Stanwell Moor would need to be diverted. The proposed utility diversions in Stanwell and Stanwell Moor predominantly comprise below ground infrastructure.

This means most changes in this area wouldn't 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.



2.6 AIRPORT BOUNDARY

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

To the north of Stanwell and Stanwell Moor, the realigned road and noise barrier would be screened by an embankment and new tree planting to reduce visual and noise impacts. To the east of Stanwell, a two-metre high fence is proposed to help reduce noise and limit views of the Southern Perimeter Road.



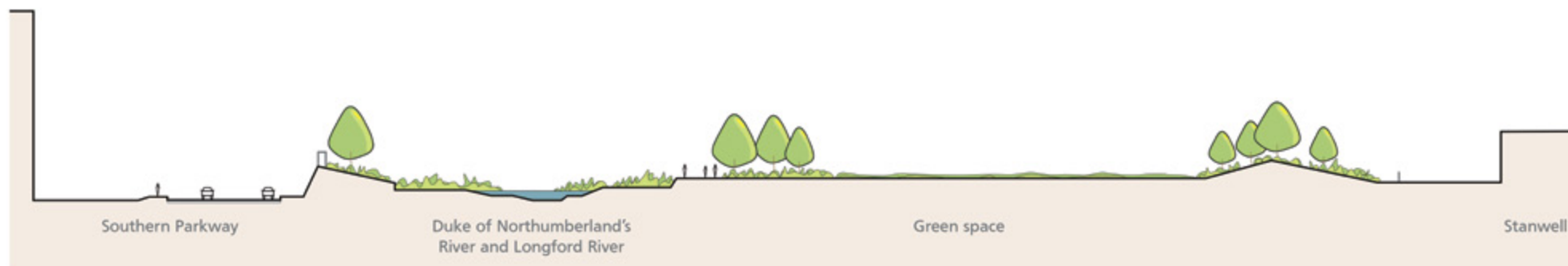
Illustrative diagram showing section locations A, B and C along the airport boundary near Stanwell and Stanwell Moor



Section A



Section B



Section C

Sketches illustrating the various lanscape treatments and airport boundary at points A, B and C in Stanwell and Standwell Moor

2.7 OUR TRANSPORT PROPOSALS

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

LOCAL ROADS

To the north of the Stanwell Moor junction, the A3044 would be realigned to accommodate the expanded airport layout. The new route would run to the west of the realigned M25, connecting M25 junction 14 with the A4 north of Colnbrook.

Horton Road on the western arm of M25 junction 14 would be realigned to accommodate modifications to the junction required to connect the A3044 to it. The Western Perimeter Road would also be removed and would not be replaced. Its functions would be transferred to other routes, including the realigned A3044.

Stanwell Moor junction would be upgraded to a new multi-level roundabout. It would include a northern arm providing a connection into Terminal 5 via a new road tunnel. The southern arm (A3044 Stanwell Moor Road) would be slightly realigned to connect with the upgraded junction.

The Southern Perimeter Road would be widened and upgraded (including the provision of dedicated bus lanes) between the Stanwell Moor junction and Beacon Road. This would include providing new roundabouts to replace the existing signalised junctions at Seaford Road, Stirling Road and Sealand Road and upgrading the Beacon Road junction. A new Southern Road Tunnel would also be provided to connect the Southern Perimeter Road to the East Landside Terminal Zone (ELTZ).

Our proposals would be supported by the proposed new Southern Road Tunnel, which would provide a new direct road link into the ELTZ from the south. This is expected to provide two lanes in each direction with one lane in each direction dedicated for buses and coaches. This would improve bus and coach journey times, supporting new and faster services for communities south of the airport.

STRATEGIC ROADS

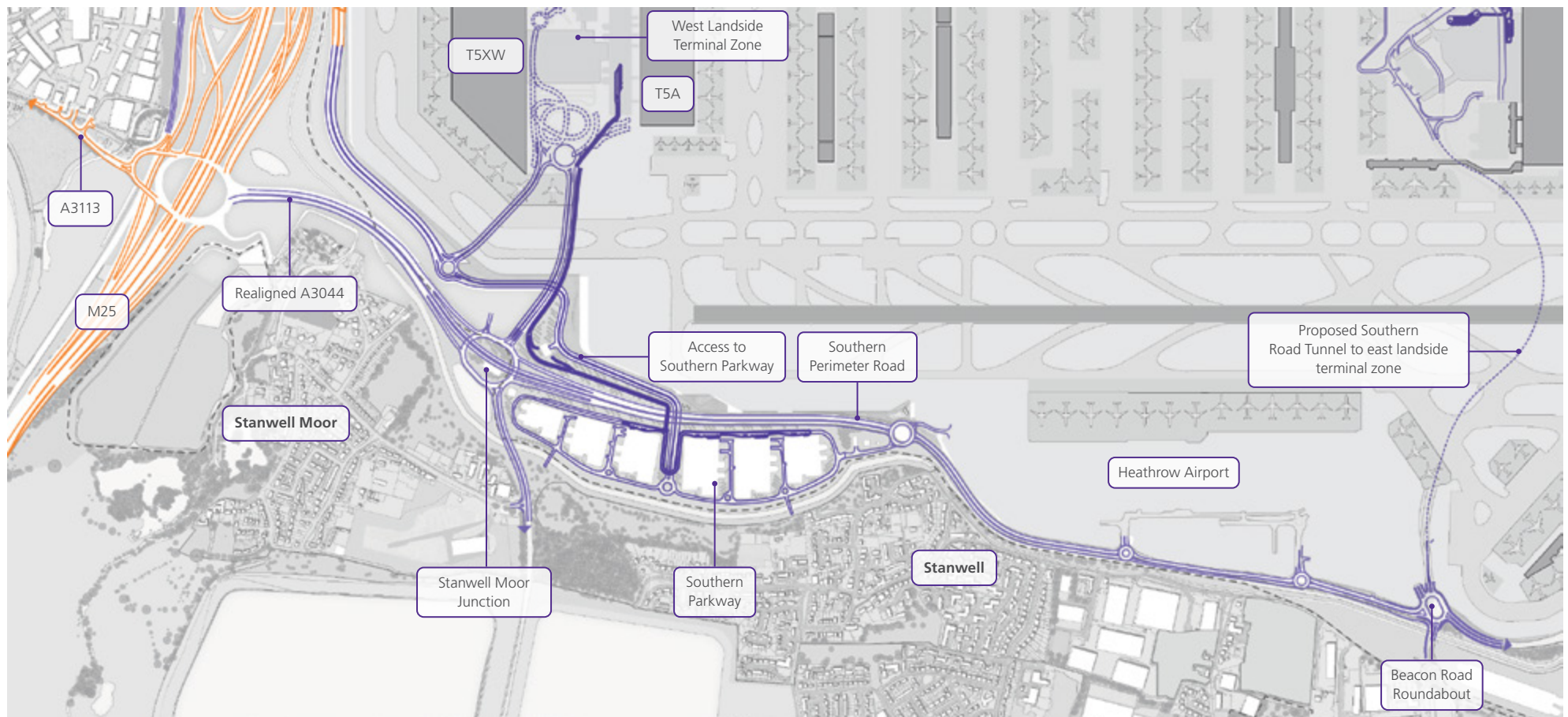
There would be changes to the strategic road network to accommodate the expanded airport boundary:

- 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.
- **Terminal 4 Roundabout:** The Terminal 4 Roundabout would be modified with traffic signals added on three arms to improve capacity and help traffic flow around Terminal 4.

FURTHER READING



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



Illustrative map of road changes in Stanwell and Stanwell Moor

KEY

- Strategic Roads
- Southern Parkway Connectivity
- Local Roads
- • Proposed Southern Road Tunnel

2.8 IMPLICATIONS FOR TRAVEL AFTER RUNWAY OPENING

ROAD USERS

There would be an increase in people travelling to Heathrow once the airport has expanded. We plan to manage this carefully in order to avoid increased journey times and 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 Stanwell and Stanwell Moor at the following locations:

- M25 between and including junctions 13 and 14
- A3113 Airport Way
- Southern Perimeter Road
- A30 Staines Bypass
- Crooked Billet roundabout
- B378 Park Road
- Stanwell High Street
- Bedfont Road
- Stanwell Road
- Beacon Road
- Long Lane
- A30 Great South West Road, including through the Clockhouse Roundabout

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 following junctions to accommodate changes in traffic associated with the project:

- A30/Stanwell Road junction
- A30 Clockhouse roundabout
- A30/Long Lane junction
- Bedfont Road/Long Lane junction

Mitigation requirements will be identified based on updated modelling to support our DCO application. This will identify where land outside of the highway boundary may be required.

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

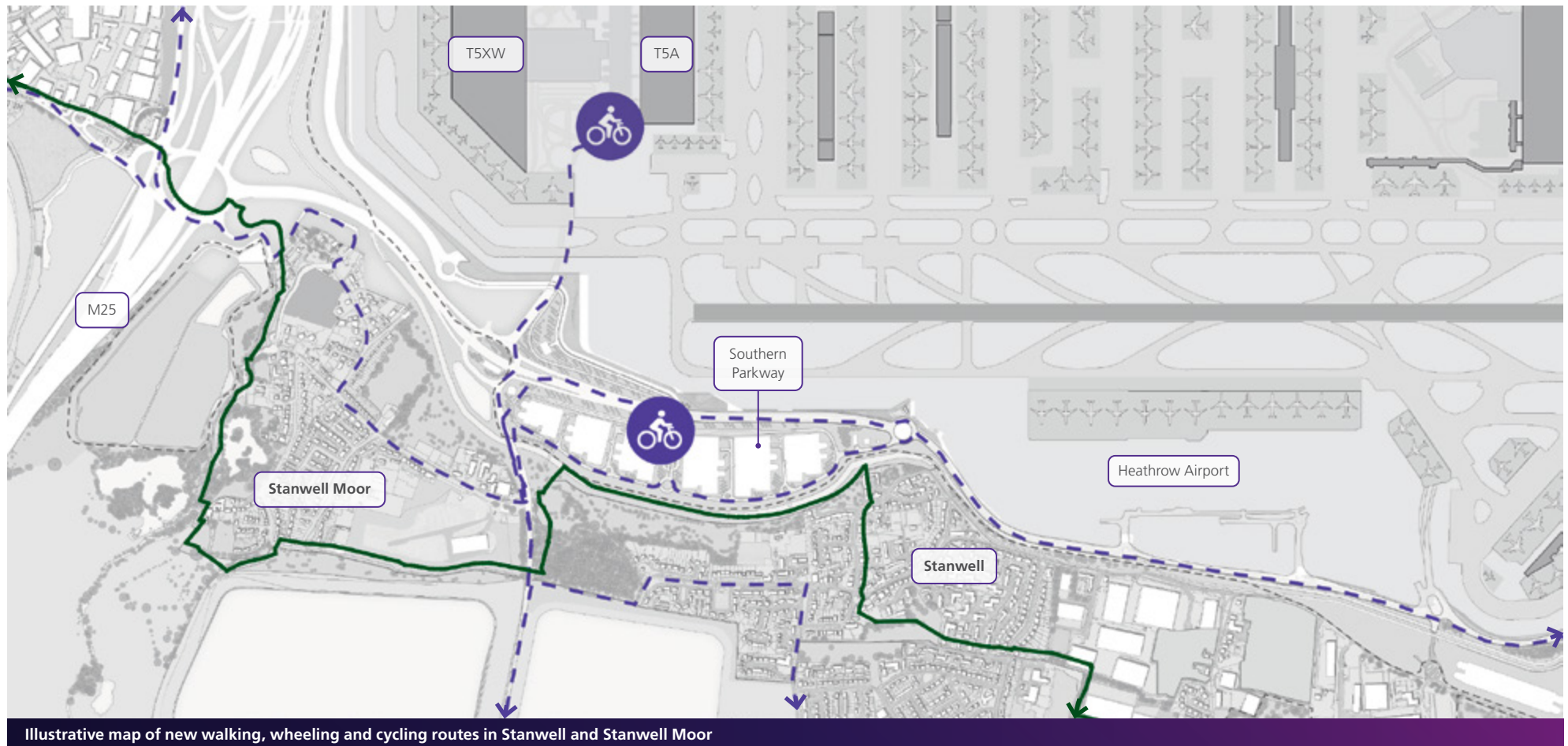
As outlined in [Chapter 2](#), a new parking area, the Southern Parkway, would be provided with access from the Southern Perimeter Road to the north of Stanwell and Stanwell Moor. We are considering options for connecting the Southern Parkway to Terminal 5. This would help to connect public transport journeys to the wider network of walking, wheeling and cycling routes in the area.

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 Southern Perimeter Road (including through the Stanwell Moor junction), Western Perimeter Road and the A3044 Stanwell Moor Road would be affected by the proposed changes to roads summarised in this section. This includes, for example, routes 8, 400, 442, 555, 616, 655 and 667 serving Stanwell and Stanwell Moor.

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.



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 Stanwell and Stanwell Moor. In Stanwell and Stanwell Moor, this includes routes around the reservoirs 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 stage in developing our proposals, we have not identified what may be required for individual routes. This would be refined as our proposals develop. Details of impacted routes and any diversions or reprovision would be set out in the DCO application.

GREEN LOOP

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

In Stanwell and Stanwell Moor, the realigned roads and proposed Green Loop would provide better connectivity to Colnbrook and Poyle and improve access to open green space. From the west, the proposed Green Loop would pass through the Poyle Poplars and cross the M25 Junction 14. It would then go to the west of Stanwell Moor along the River Colne corridor before running east across the northern edges of the King George VI Reservoir and the Staines Reservoirs. In Stanwell, it would pass through green spaces in the village and continue through West Bedfont.

OTHER IMPROVEMENTS

We are looking at providing improvements for walking, wheeling and cycling along key routes around the airport. This includes proposals to improve the following routes around Stanwell and Stanwell Moor:

- **Horton Road** – to facilitate access through Stanwell Moor, linking to the Southern Perimeter Road in the east and Poyle in the west.
- **A3044 Stanwell Moor Road** – to facilitate access to Staines-upon-Thames and the proposed cycle hub at Terminal 5.
- **Southern Perimeter Road** – to facilitate access across the southern side of the airport, including the proposed cycle hubs at the Southern Parkway and Terminal 4.

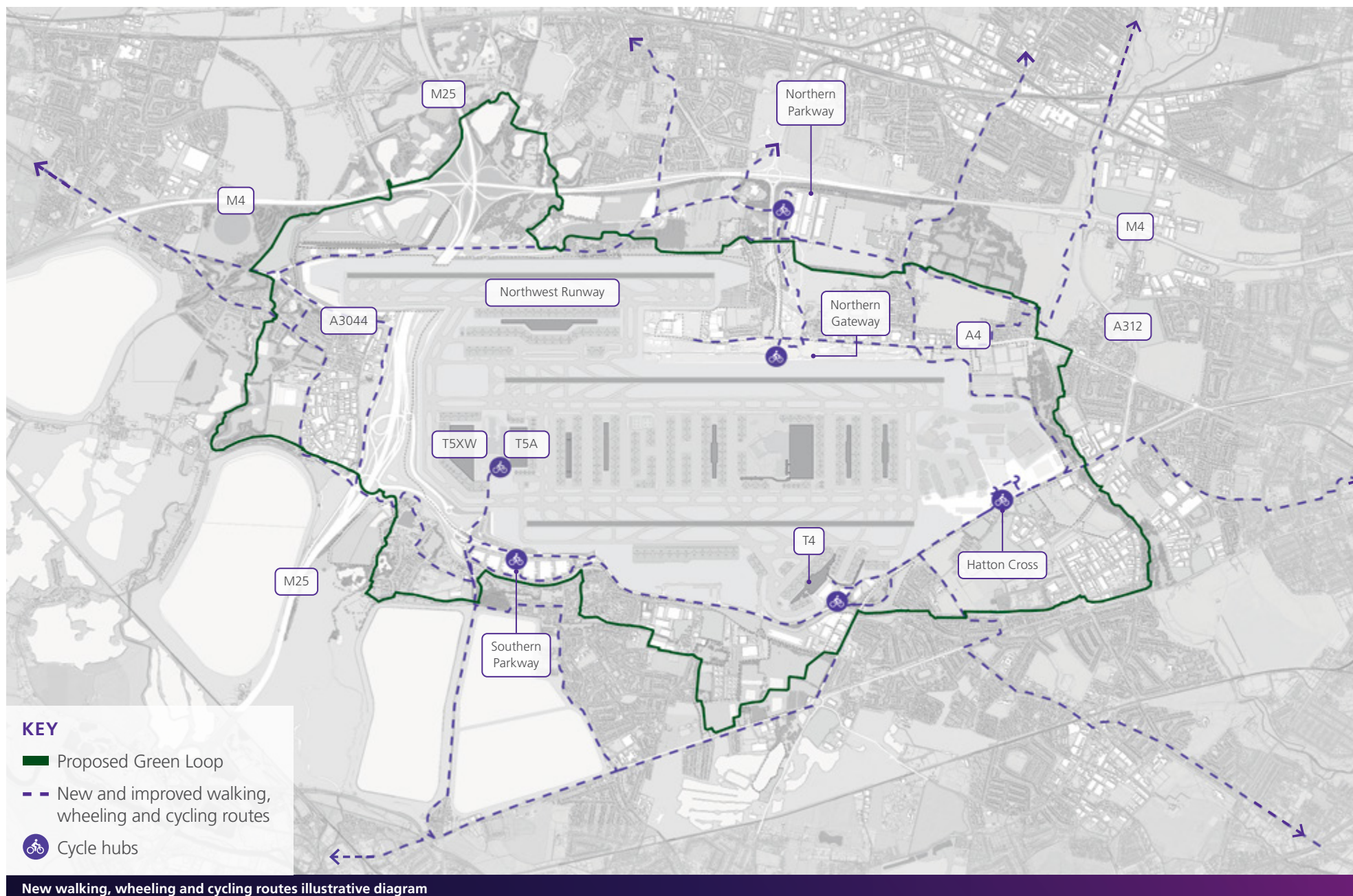
- **B378 Park Road/Town Lane** – to facilitate connections between Stanwell Moor, Stanwell and Ashford.
- **A30 Great South West Road** – to facilitate access between Staines-upon-Thames, Ashford, Bedfont, Hatton and Cranford, including the proposed cycle hub at Terminal 4.

CYCLE HUBS

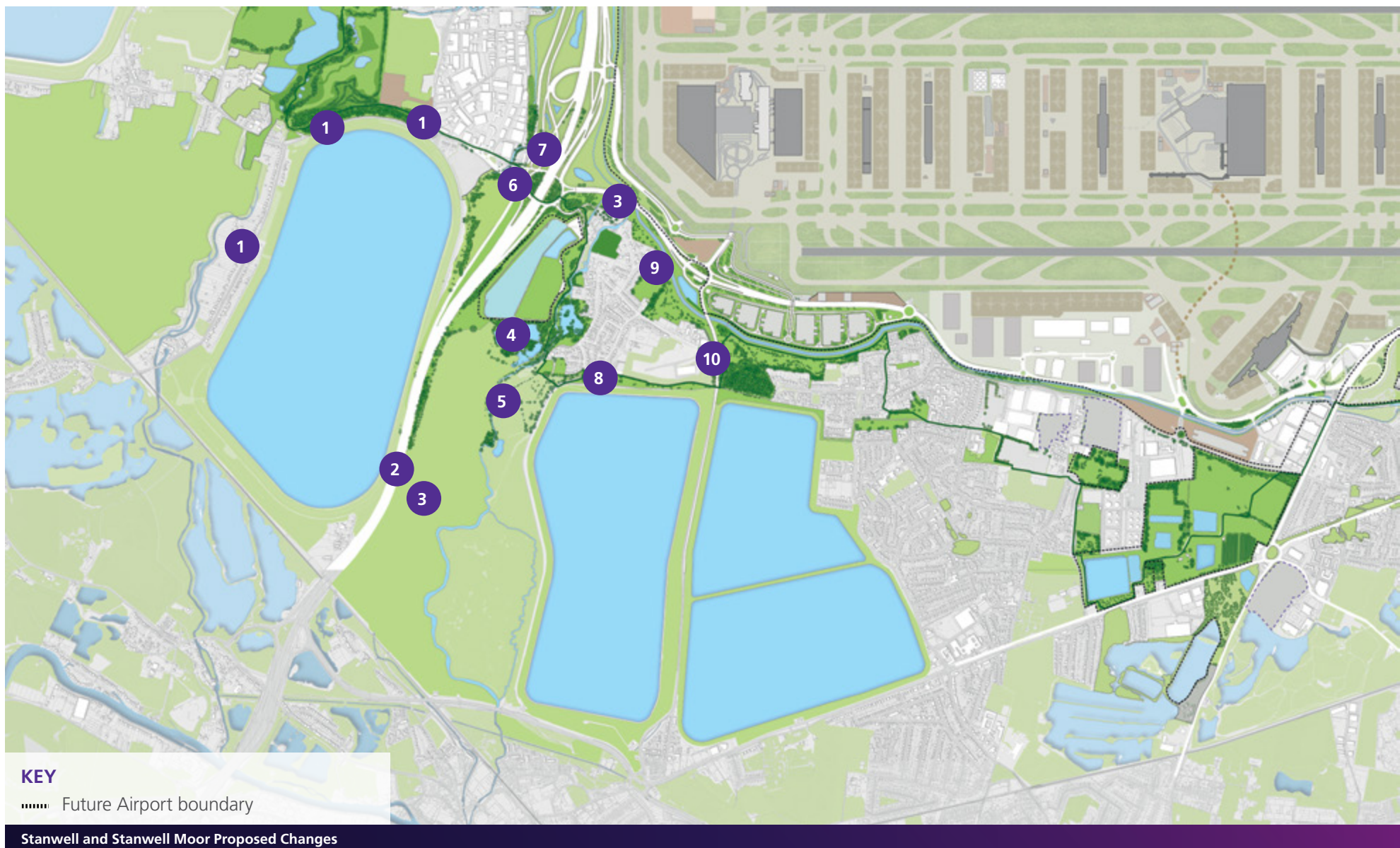
Cycle hubs would be located at key public transport interchanges around the airport. These would be secure facilities available to all cyclists, with some of the hubs offering showers and changing facilities. These cycle hubs would offer a quick and easy interchange for people transferring between cycling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

The cycle hubs closest to Stanwell and Stanwell Moor are expected to be:

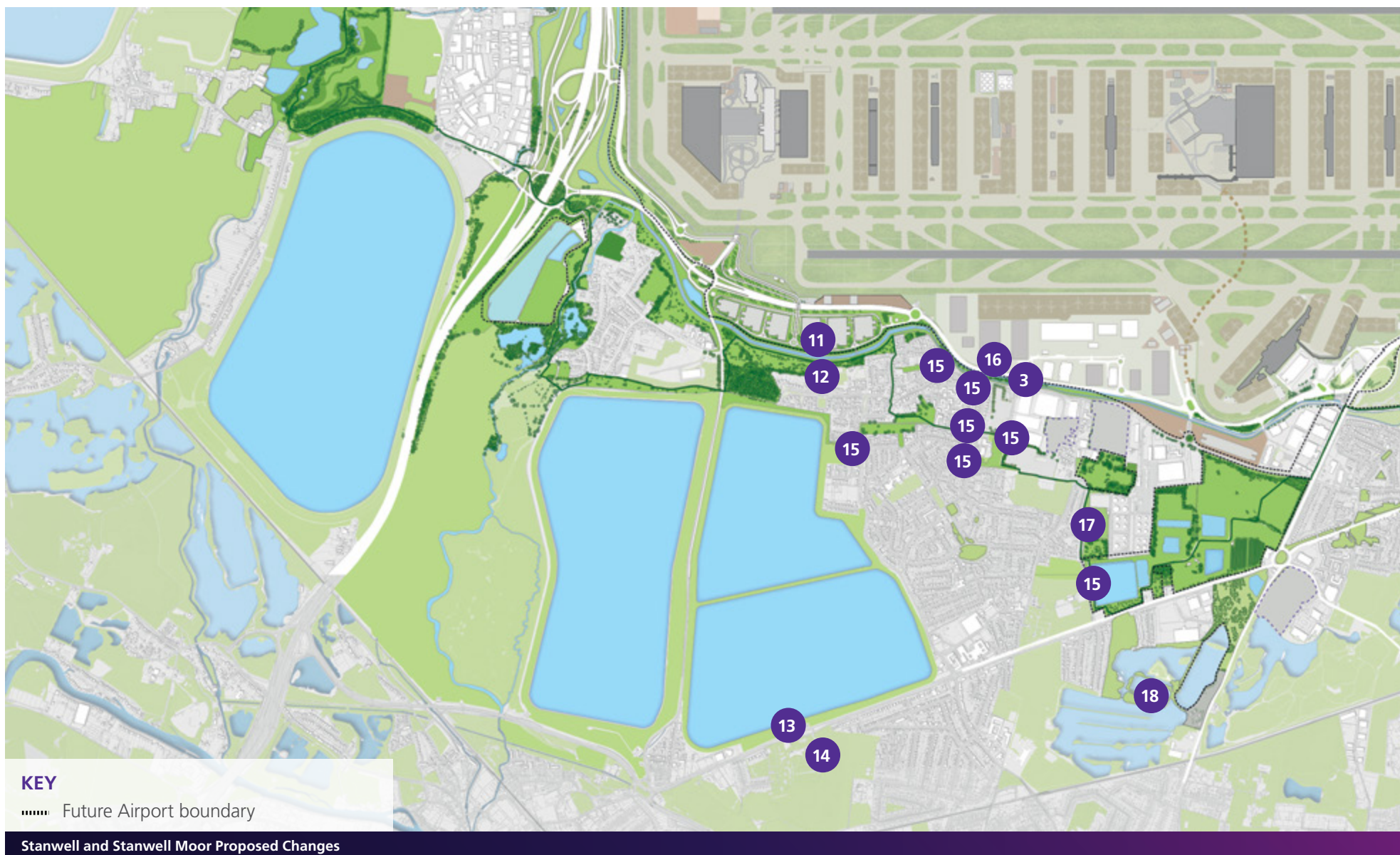
- **Terminal 5 (T5XW and T5A)**, this would offer connections to the Elizabeth line, Piccadilly line, Heathrow Express Rail and bus and coach services at the terminal.
- **Southern Parkway**, in a proposed new multi-storey car park with vehicle access from the Southern Perimeter Road – this would offer a connection to Terminal 5.
- **Terminal 4**, on the Southern Perimeter Road close to the Terminal 4 entrance – this would offer connections to the Elizabeth line, Piccadilly line and bus and coach services at the terminal.



2.9 CHANGES TO OUR PROPOSALS IN YOUR AREA SINCE 2019



Item	What is the change and why has the change been made?		
1	In response to stakeholder feedback and more detailed work on the Active Green Network, the draft Order limits have been amended to; • Include two small parcels of land in Stanwell to facilitate pedestrian and cycle crossings. • Incorporate a small parcel of land in Poyle and Stanwell to provide a safe active travel crossing of Stanwell Road.	7	Feedback from the Airport Expansion Consultation in 2019 included concerns about the impact of Heathrow expansion on local businesses and commercial sites. Traffic modelling work has shown that the land at the hotel adjacent to J14 (currently operated by Ibis) is now not required within the draft Order limits. In addition, the layout of M25 Junction 14 has been amended to include an additional direct route for the Active Green Network crossing the M25 — this change is within the draft Order limits.
2	In response to feedback from statutory stakeholders regarding the design of the proposed changes to the M25 motorway, we will need to allow for additional land to install overhead gantries which will carry the signage to alert road-users ahead of the works being carried out.	8	In response to stakeholder feedback, we have identified additional areas at Stanwell for public open space to mitigate losses of public open space elsewhere due to river diversions.
3	In response to feedback, we have refined the river habitat proposals along sections of the Colne, Longford and Duke of Northumberland's rivers. Additional land might be needed to enable the mitigation works, pending final agreement with the Environment Agency. These changes will support compliance with Water Framework Directive requirements arising from expansion.	9	In response to feedback from the Airport Expansion Consultation in June 2019 regarding potential impacts on the character of villages, including Stanwell and Stanwell Moor, we are continuing to assess the effects of the scheme on the historic environment and to develop appropriate mitigation and offsetting measures through engagement with Historic England and other stakeholders. Parts of Stanwell and Stanwell Moor Village Conservation Area have therefore been included in the scheme boundary at this stage, to allow potential mitigation and offsetting measures to be developed further and secured through the DCO where required. These measures may include high street and public realm improvements and proposals for promoting the long-term sustainability of heritage assets. In addition, to ensure the ability to deliver noise mitigation measures to protect properties in Stanwell Moor from the potential effects of noise arising from Heathrow expansion, the draft Order limits have been amended to include five properties in this location.
4	To provide suitable Habitat Regulation Assessment (HRA) land to mitigate losses occurring elsewhere in the scheme, the draft Order limits have been amended to include an additional area at Stanwell Moor.		
5	Since the Airport Expansion Consultation (June 2019) we have been working to refine and improve our land use proposals. The strip of land parallel to the M25 and Lower Mill Farm is no longer required and has been removed from the draft Order limits.		
6	Assessment work has identified the need for additional land within the draft Order limits to accommodate ancillary utility corridors. These will facilitate construction and diversion of the main utility corridors.	10	To facilitate the diversion of the A3044, including the access to the Southern Parkway, additional land by the A3044 at Stanwell Moor Junction is included in the draft Order limits.



Item	What is the change and why has the change been made?	
11	There have been several changes to car parking distribution across the scheme in response to feedback from the Airport Expansion Consultation in June 2019. In this area the Southern Parkway has reduced in size from 22,000 to 20,000 spaces.	
12	The European Protected Species (EPS) Mitigation Area at Stanwell has been expanded within the draft Development Consent Order limits, to include land between the existing Stanwell Quarry and Old Oaks Road Biodiversity site, to address feedback received from the Airport Expansion Consultation in June 2019.	
13	The draft Order limits have been amended to incorporate a small parcel of land in Ashford to provide active travel routes connecting Stanwell Moor Road and A30 London to allow cyclists and pedestrians to avoid the A308 Staines Bypass roundabout.	
14	Since the Airport Expansion Consultation June 2019 we have refined our approach to mitigation to support expansion. Subsequent assessment has identified alternative sites for mitigation. As a result, the area formerly known as Hengrove Quarry in Ashford has been removed from the draft Order limits.	
15	The draft Order limits have been amended to incorporate several small parcels of land to provide active travel routes in this area — specifically for improved road crossings for pedestrians and cyclists and the space required for walking, wheeling and cycling infrastructure.	
16	Instead of a new link road through Cargo Area East connecting Stirling Road to Beacon Road Roundabout, we are proposing widening the 'Southern Perimeter Road' by up to 3 lanes in each direction between Stanwell Moor Junction and Beacon Road. This will reduce constraints on Cargo Area East and allow for a bus lane to be provided along the majority of the 'Southern Perimeter Road' to help encourage bus use at and around Heathrow.	
17	In response to feedback from statutory stakeholders, two sites on Mayfield Farm are no longer needed for water attenuation. However, subsequent assessments have identified the need for additional land to facilitate surface water drainage connections to improve flood risk mitigation.	
18	Princes Lakes and a field to the north have been included in the draft Order limits for Habitat Regulation Assessment (HRA) and for European Protected Species (EPS) mitigation purposes.	

2.10 OUR PROPOSED SCHEME

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

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





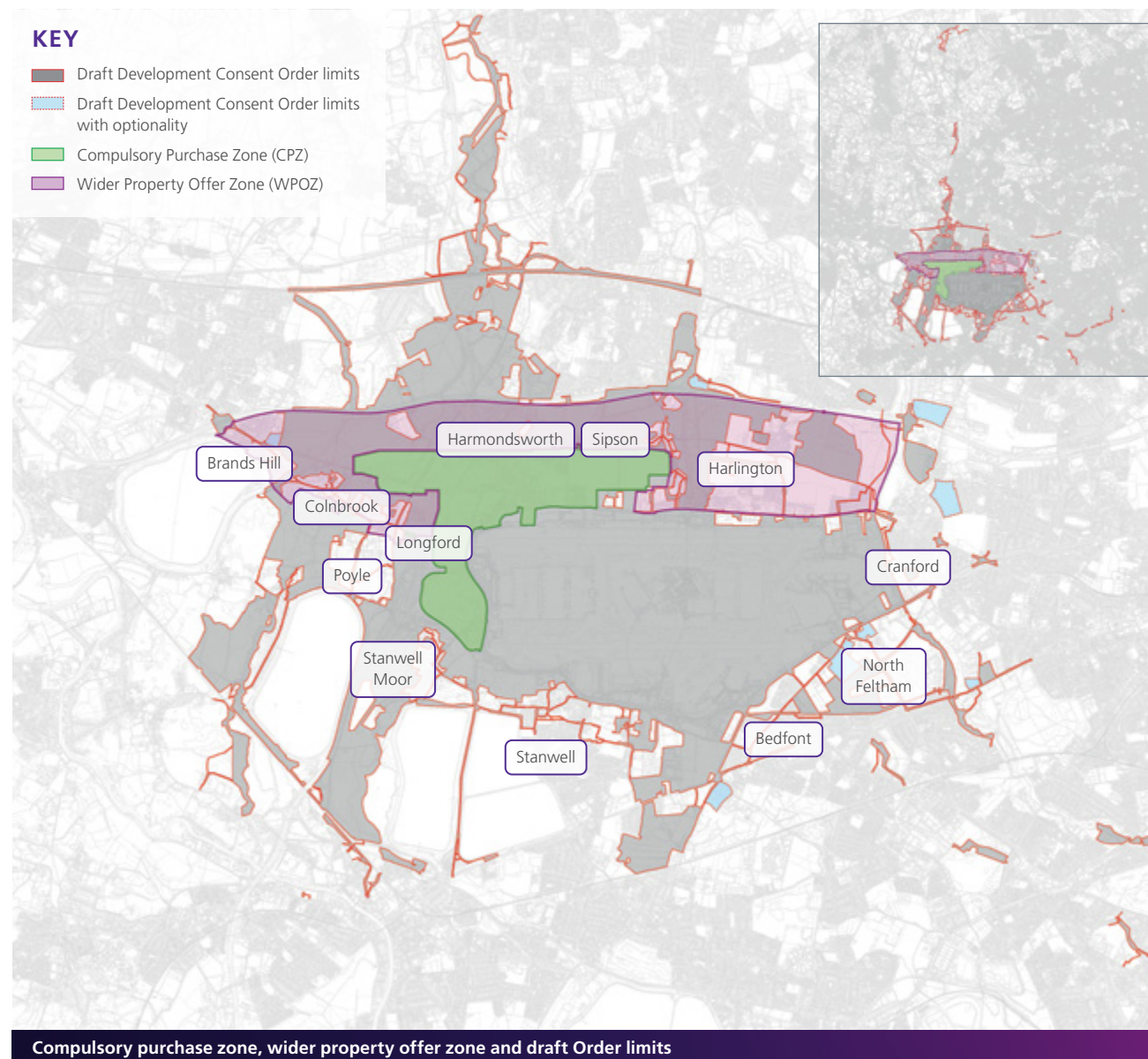
Aerial visualisation of our proposed scheme

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 will need to purchase for the proposed expansion and for which Heathrow will 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.



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

There are no properties within the CPZ or WPOZ in either Stanwell or Stanwell Moor.

FINDING OUT MORE



For more detailed information on property, land and compensation policies, please refer to our **Property Policies Information Paper**. For questions about the proposed property compensation schemes or to discuss individual circumstances, you can also speak to our team at consultation events or contact Heathrow on **0800 307 7996** or email **communityrelations@heathrow.com**.

3.2 NOISE INSULATION PROPOSALS

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

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

Eligibility for the different schemes will be informed by noise levels which are defined to meet Government policy and the airport's commitments. These threshold levels are set out in 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

We first consulted on the Community Compensation Fund during our 2019 Airport Expansion Consultation. Since then, we have taken your feedback into account and developed our approach.

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

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

In this consultation, we are particularly seeking your views on several areas in relation to the Community Compensation Fund including how, where and when the fund could be used, what it should be called, its size and how it could be paid for, and how it could be implemented, monitored and reviewed over time.

FURTHER READING



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



4.0

How we would build it

We recognise that the scale of construction activities required to deliver Heathrow expansion would lead to impacts for 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 Stanwell and Stanwell Moor 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 STANWELL AND STANWELL MOOR AREA

This section sets out what would be happening near to Stanwell and Stanwell Moor at each phase of construction.

Construction activities to the South of the Airport include those associated with the Southern Parkway (including passenger link to Terminal 5 and its public transport hub) upgrades to the strategic road network and the diversion of rivers.

To support the construction activities locally and airport-wide, three **Construction Support Sites (CSS)** are required around Stanwell and Stanwell Moor. Due to the intensity of construction activity and space constraints in this area, these sites will support construction activities to the south of the airport, the construction of new terminal and airfield areas as well as M25 works.

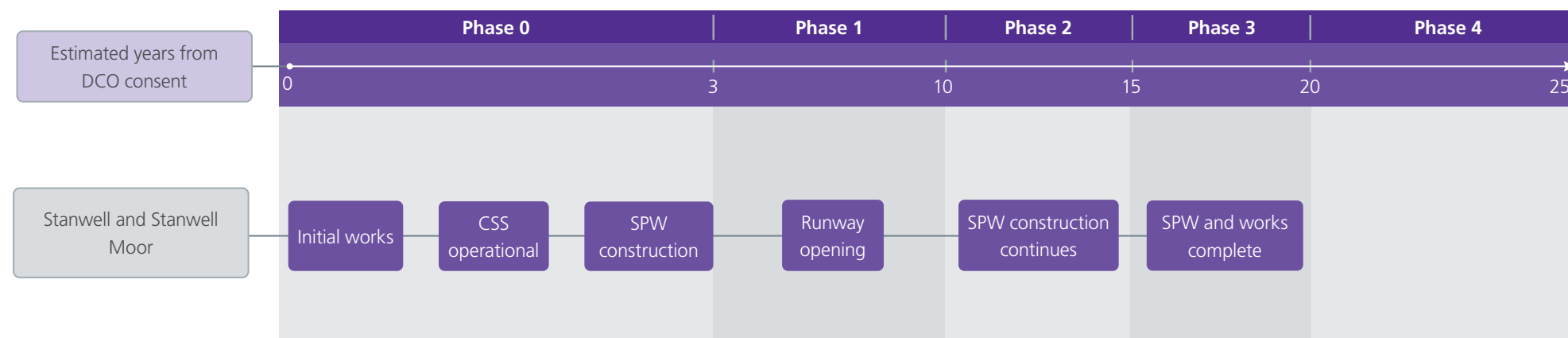
The footprint and intensity of construction (and related support activities) will change throughout the construction period, with the early delivery of the roads and rivers (by end of Phase 0) and phased build out of the Southern Parkway (SPW) with its construction support use giving way to permanent car parking.

In reviewing construction activities in this area:

- The duration and cumulative effects of the activities on a number of sites has been carefully considered.
- 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.
- Mitigation measures have been prepared to control activities, define access points/vehicle routes and include physical mitigation, vantage points, at key stages in the construction process.

INDICATIVE TIMELINE OF CONSTRUCTION ACTIVITIES

The construction timeline for activities expected to occur in the Stanwell and Stanwell Moor areas is shown in the diagram below.



EXISTING AREA

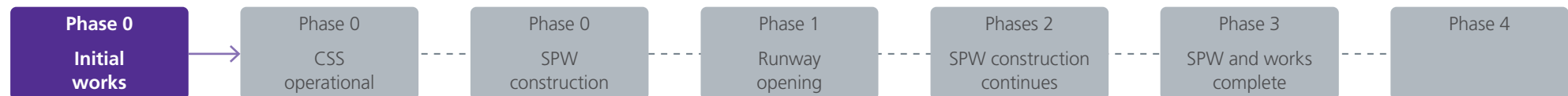


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PHASE 0 – INITIAL WORKS

Initial works would include setting up Construction Support Sites, undertaking archaeological investigations where required and developing flood attenuation facilities. Activities would also be carried out in specific areas to enable early planting and establishment of vegetation and trees.

- 1 An area would be established for a **Construction Support Site (CSS12)**. Hoarding would be built around this for safety and security. The ground would be prepared to make it suitable for use. The vehicular access to **CSS12** would be off Horton Road.
- 2 Archaeological and environmental surveys would be undertaken. This site would be used as a future flood attenuation site.
- 3 An area would be established for a **Construction Support Site (CSS11)**. A hoarding would be built around the area for safety and security. The ground would be prepared to make it suitable for use.
- 4 **Vehicular access** to **CSS11** would be established. This would either be off the Airport Way or Stanwell Moor Road.
- 5 A 20-metre **green buffer** would be established to screen construction activities from adjacent neighbours. Trees and vegetation would be planted in this buffer.
- 6 Work would commence to establish reprovided **public open space/habitat restoration**. New vegetation would be planted to enhance habitats in this area.
- 7 An area would be established for a **Construction Support Site (CSS10)**. Hoarding would be built around the site for safety and security. The ground would be prepared to make it suitable for use.
- 8 **Vehicular access** to **CSS10** would be off the Southern Perimeter Road roundabout, using the existing quarry site access road.
- 9 A **grassed mound** would be built around **CSS10** and would be planted to provide a visual and noise buffer to residents.
- 10 Construction of a **new substation** at Spout Lane.
- 11 Works would commence to reprovide the Vineries Allotments. Work would begin to prepare the soil, ensuring the **new allotments** are ready for the community to use prior to the loss of the existing site.
- 12 Area that includes residential and commercial 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	

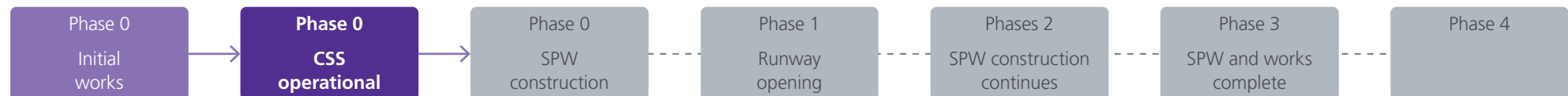
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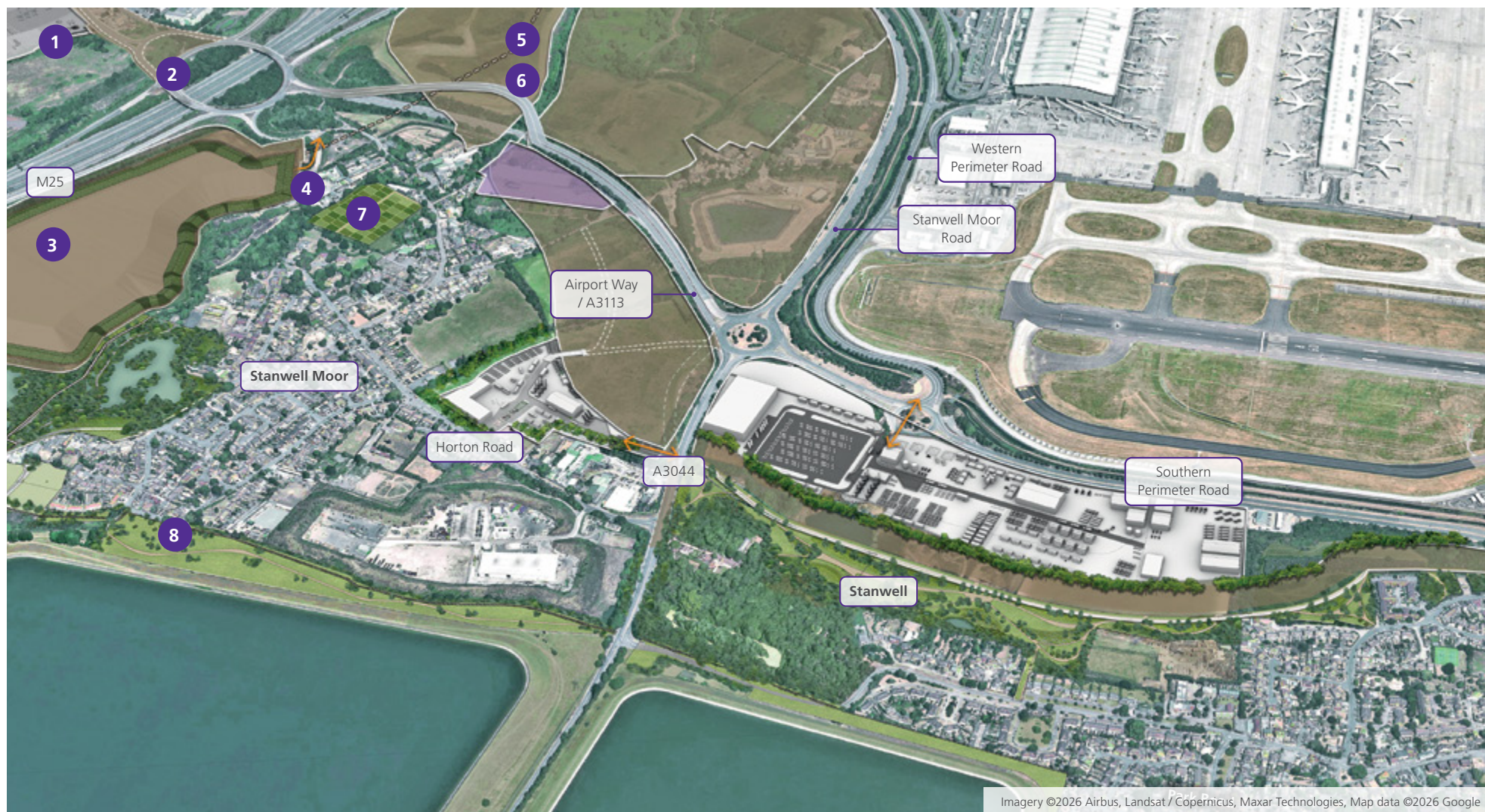
PHASE 0 – CONSTRUCTION SUPPORT SITES OPERATIONAL

ACTIVITIES – PAGE 1 OF 2

Construction activities would continue. Initial works to upgrade the M25 Junction 14 to connect the new A3044 and upgrades to Airport Way would begin. The reprovided public open space in Stanwell would open.

- 1 **Construction Support Site (CSS12)** would be fully functioning.
- 2 Construction would commence at **Junction 14** of the M25, to enlarge the roundabout. This would enable connection to the new A3044 north.
- 3 Airfield water attenuation storage would be under construction.
- 4 **Vehicular access** to this area would be off Leylands Lane.
- 5 A **culvert** would be built connecting the water attenuation storage area to the surface water trunk main.
- 6 A **temporary diversion** for Airport Way would be constructed, ensuring continued access during the realignment of Airport Way.
- 7 The **new allotments** would be open for the community to use.
- 8 The development of the **Green Loop** would offer connections across public spaces and biodiversity sites and form outdoor leisure space for public use.





KEY

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

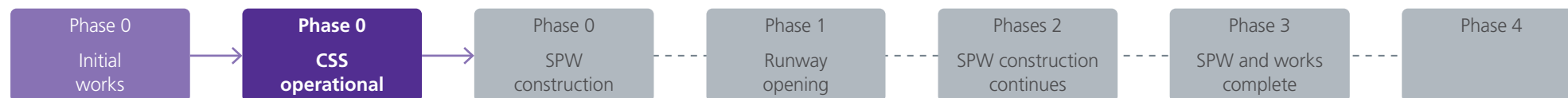
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PHASE 0 – CONSTRUCTION SUPPORT SITES OPERATIONAL

ACTIVITIES – PAGE 2 OF 2

Construction activities would continue. Initial works to upgrade the M25 Junction 14 to connect the new A3044 and upgrades to Airport Way would begin. The reprovided public open space in Stanwell would open.

- 9 The **Flowervision** complex would be removed to make way for the upgrade of Airport Way.
- 10 **Construction Support Site (CSS11)** would be fully functioning. Activities may include a temporary single-storey office building, contractor compounds and laydown areas.
- 11 Works would commence to **upgrade** the Airport Way/Stanwell Moor Junction with a new multi-level roundabout.
- 12 **Construction Support Site (CSS10)** would be fully functioning. Activities may include a concrete batching plant, temporary office building and car parking. Additional hoarding would be built north of the grassed mound for safety and security.
- 13 **Established existing trees** to the northern edge of the residential gardens to Stanwell would be retained and enhanced with additional trees to help visually integrate future Southern Parkway buildings and the associated roads to the communities of Stanwell. An open space would be created, including planting, pathways and grassed areas.
- 14 The construction area for the first blocks of the **Southern Parkway (SPW)** would be prepared. A hoarding would be built. Activities would include piling for the foundations, car parking structures assembly and surrounding road construction.
- 15 Preparation works would commence for **river diversions**.





KEY

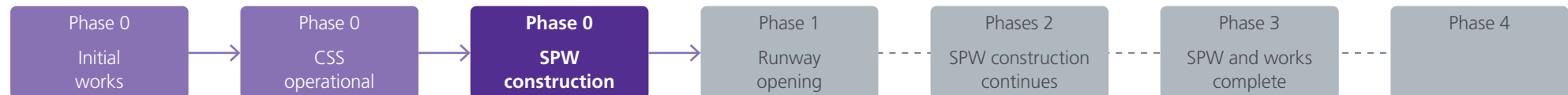
Under construction	Utilities	Area(s) to be demolished	CSS	Future plans
Green space/landscaping	Fence	Ecological and archaeological surveys	Access/egress	

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PHASE 0 – SOUTHERN PARKWAY CONSTRUCTION

Southern Parkway (SPW) construction would commence along with excavation of the diverted rivers.

- 1 All three **Construction Support Sites (CSS12, 11 and 10)** would be fully functioning.
- 2 The airfield **water attenuation storage area** and the culvert under Airport Way would be complete. The west side of the storage area would be dry most of the time and used to hold stormwater during extreme events. The eastern side would provide reedbeds to remove contaminants from the water.
- 3 Works would continue to support **J14 (M25) improvements**.
- 4 **Excavation** of the rivers west of Stanwell Moor Road would begin.
- 5 Excavation would begin to create an **attenuation pond**, which would provide stormwater storage from the future upgraded roads, including Airport Way and Stanwell Moor Road.
- 6 Building work to **upgrade** the Airport Way and Stanwell Moor Junction would continue. Existing traffic lanes would remain open to allow traffic to flow.
- 7 **Earthworks** would commence to support future construction of T5XW and Western Bypass taxiways.
- 8 The **embankment** of Stanwell Moor Road would be improved with planting, to reduce the visual impact of the road.
- 9 **Excavation** of the rivers north of Stanwell would begin.
- 10 **Utilities** would be laid underground, along the southern side of the new river corridor.
- 11 Construction work would commence on the first blocks of the **Southern Parkway**. Parking buildings would be oriented primarily north to south and would incorporate a gradual transition in height between the large-scale airport buildings in the north to the residential scale buildings of Stanwell Village in the south.
- 12 Existing landscape features would be retained and enhanced in areas at Oaks Road and the northern edge of the Stanwell residential area. Additional **tree planting** would create a landscape that is responsive to visual amenity and local character.





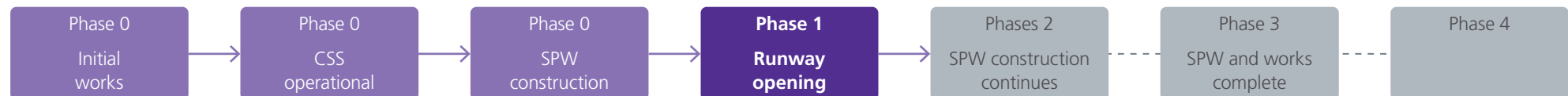
- KEY**
- Under construction
 - Green space/landscaping
 - Utilities
 - Fence
 - Area(s) to be demolished
 - Ecological and archaeological surveys
 - CSS
 - Access/egress
 - Future plans

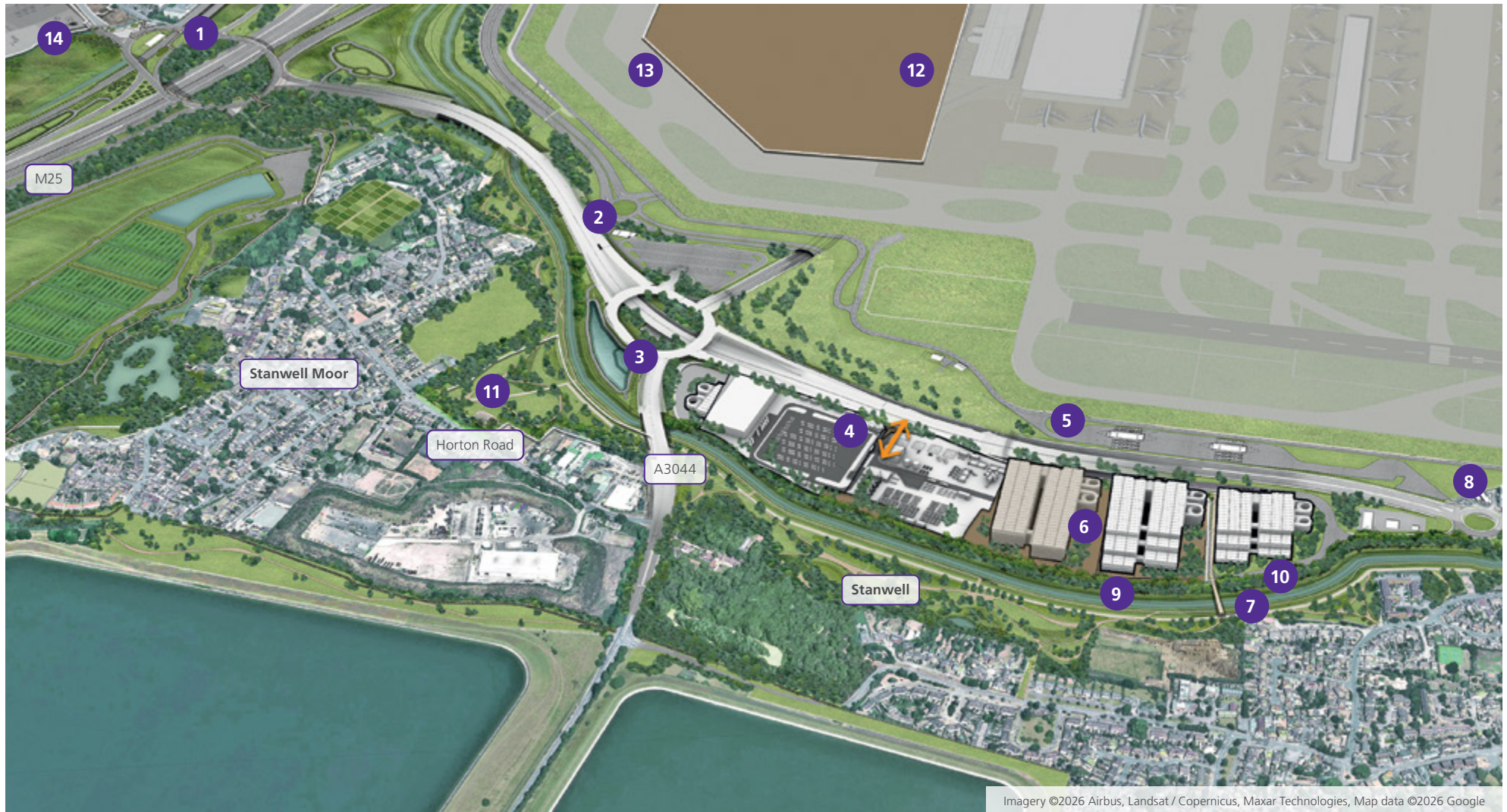
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PHASE 1 – RUNWAY OPENING

The first two blocks of the Southern Parkway (SPW) would be complete and connected to the airport via buses. The river diversions would be complete and their waters flowing and the first pedestrian bridges over the Twin Rivers would provide a North South connection.

- 1 **Upgraded M25 Junction 14** would be complete and open to traffic. This junction would also enable access to the new A3044 north.
- 2 The upgraded **Airport Way and Stanwell Moor junction and Stanwell Moor Road** would be complete and open to traffic.
- 3 Planting of vegetation in the **drainage attenuation area** next to Stanwell Moor Junction would be complete.
- 4 The western half of the **Construction Support Site (CSS10)** would remain in use during this stage.
- 5 The **Southern Perimeter Road** connecting new Stanwell Moor junction and the Southern Parkway would be widened and upgraded. Existing lanes would remain open through construction to allow traffic flow.
- 6 The first two blocks of the **Southern Parkway** would be finished and connected to the Terminals via bus services. The third block of the Southern Parkway would be under construction.
- 7 The first **pedestrian and cycle bridge** over the Twin Rivers would be complete and open for use.
- 8 Construction of a **new roundabout** with Seaford Road would be complete to provide access to and from the Southern Parkway site and the retained Southern Fuel Receipt Facility (SFRF).
- 9 **River diversions**, including the River Colne and the Twin Rivers would be finished and their waters would be flowing. Surrounding planting and grassed mounds would be in place, hoarding would be removed and the pathways would be open community to use.
- 10 **A high landscape bund** would provide visual integration of the Southern Parkway access roads and in combination with the structural landscape provide environmental improvements.
- 11 **CSS11** would be closed and transformed into a new **public park** for use by residents of Stanwell Moor.
- 12 Construction would commence on **T5XW**.
- 13 **Western Bypass** taxiways construction would be complete and open.
- 14 **CSS12** would still be operational to support Terminal 5XW works.





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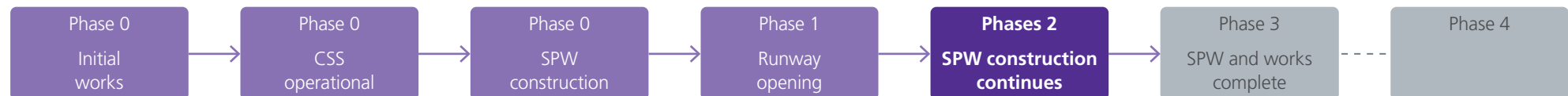
Under construction	Utilities	Area(s) to be demolished	CSS	Future plans
Green space/landscaping	Fence	Ecological and archaeological surveys	Access/egress	

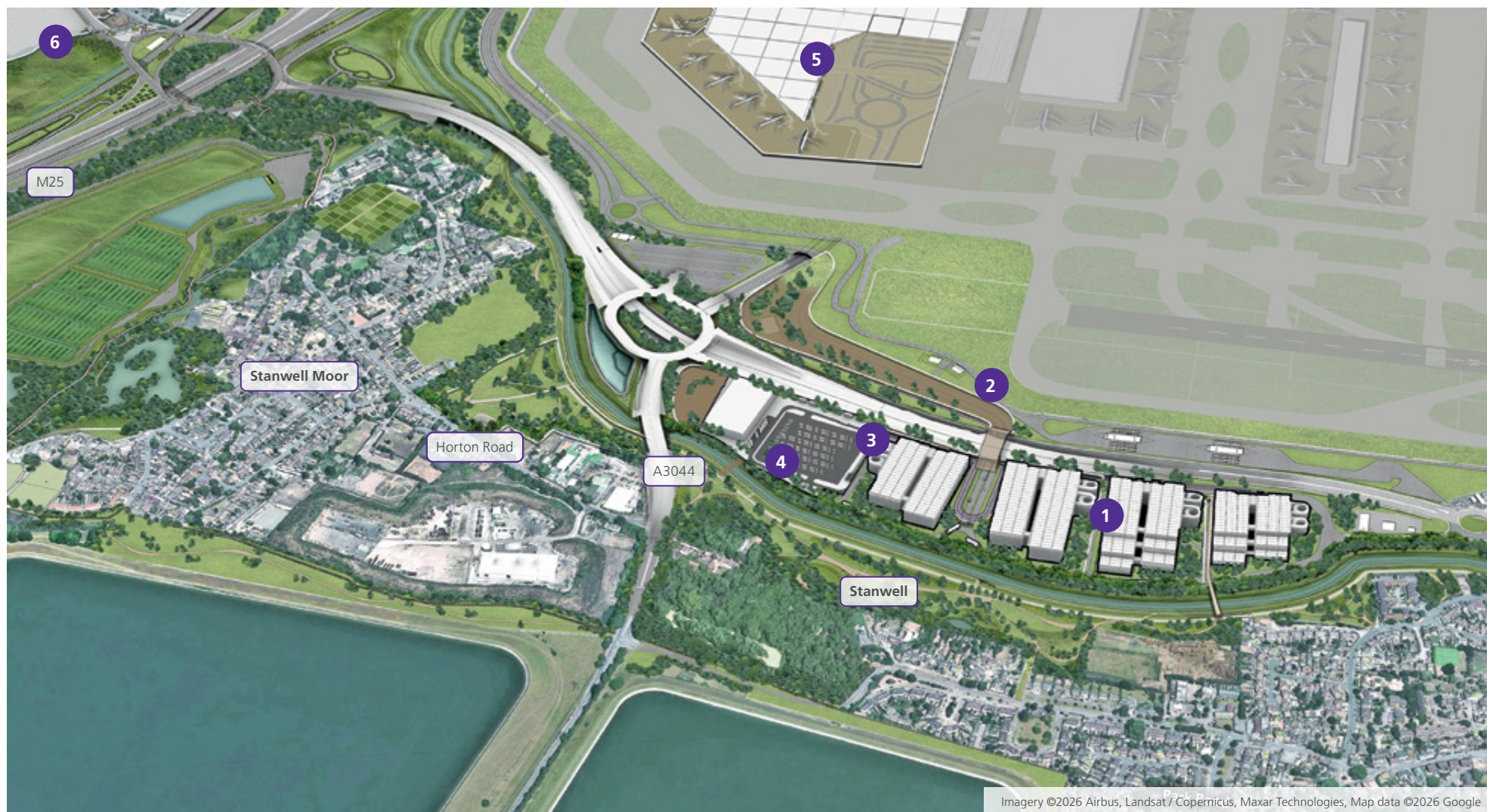
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PHASES 2 – SOUTHERN PARKWAY CONSTRUCTION CONTINUES

Activities would focus on the Southern Parkway (SPW) and T5XW. Construction of the parking structures would continue and a second pedestrian and cycle bridge would be built.

- 1 Construction would be complete on the first four blocks of the **Southern Parkway**.
- 2 A **transit corridor** connecting the Southern Parkway and T5 Terminal would be built. This would offer excellent access to airport facilities and public transport stations when complete.
- 3 The western section of the **Construction Support Site (CSS10)** would remain in use during this stage to support the construction of the remaining two Southern Parkway blocks.
- 4 Construction of the second **pedestrian and cycle bridge** over the Twin Rivers would begin. Once finished, this bridge would allow local residents to walk and cycle across the Twin Rivers from Stanwell and into the transit connection to the Terminals from the Southern Parkway.
- 5 Construction would continue on **T5XW**.
- 6 **Construction Support Site (CSS12)** would no longer be operational. Land would be returned to original state.





KEY

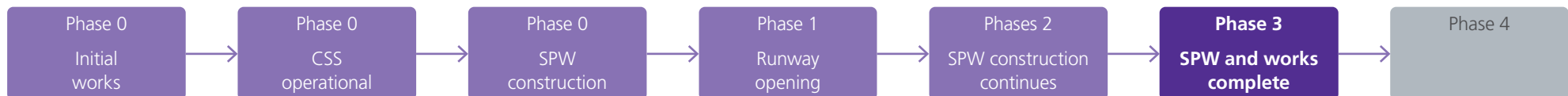
Under construction	Utilities	Area(s) to be demolished	CSS	Future plans
Green space/landscaping	Fence	Ecological and archaeological surveys	Access/egress	

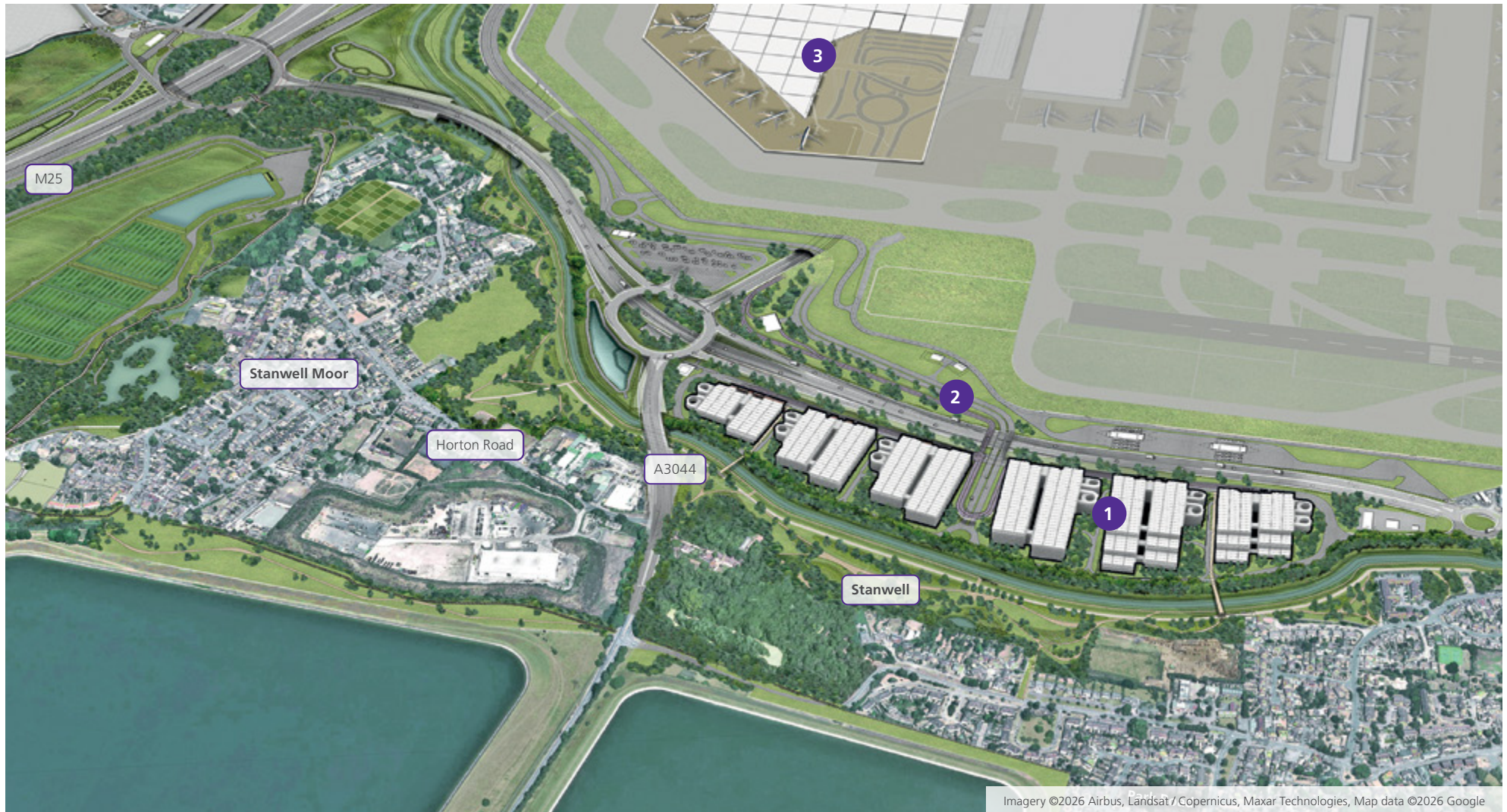
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PHASE 3 – SOUTHERN PARKWAY AND WORKS COMPLETE

Construction of the Southern Parkway and the pedestrian and cycle bridges would be finished.

- 1 **Construction Support Site (CSS10)** removed and the **Southern Parkway** would be complete and operational.
- 2 The **transit corridor** connecting the Southern Parkway and T5 Terminal would be complete.
- 3 Construction on **T5XW** 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	

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

This includes the following:

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

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

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

4.2 IMPLICATIONS FOR TRAVEL DURING CONSTRUCTION

ROAD USERS

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

- M25 between and including junctions 13 and 14
- A3113 Airport Way
- Southern Perimeter Road
- A30 Staines Bypass
- Crooked Billet roundabout
- A3044 Stanwell Moor Road
- Horton Road west of M25 junction 14
- B378 Park Road
- Bedfont Road
- Stanwell Road
- Beacon Road
- A30 Great South West Road, including through the Clockhouse roundabout

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

As detailed in Section 2.2, our early transport modelling suggests that highway mitigation works may be needed at the following junctions to accommodate changes in traffic associated with the project:

- A30/Stanwell Road junction
- A30 Clockhouse Roundabout
- A30/Long Lane junction
- Bedfont Road/Long Lane junction

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 Stanwell and Stanwell Moor, for example, closures, restrictions and diversions, this would be detailed in our DCO application.

BUS AND COACH SERVICES

The potential implications of construction activities on bus and coach services and facilities around Stanwell and Stanwell Moor would be closely linked to changes to roads as described in [Chapter 2](#). They could include temporary service diversions, changes to stopping arrangements or adjustments to service patterns. Construction traffic could also affect bus and coach journey times and reliability, particularly on roads where there are no bus priority measures. The extent and duration of these changes would vary depending on the phasing of works.

We would work with operators of 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, for example, via stations at Heathrow, Staines or 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, for example, construction workers getting to and from work.

There could also be changes to rail services, for example, during the delivery of works at Heathrow stations. Where this does occur, this work would be planned in consultation with Network Rail, rail operators and other stakeholders.

5.0

Managing environmental effects

As part of the DCO process, we 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 Stanwell and Stanwell Moor, 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 arise from Heathrow expansion.

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





St Mary the Virgin Church, Stanwell

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 Stanwell and Stanwell Moor 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 Stanwell and Stanwell Moor, 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 Stanwell and Stanwell Moor 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](#), the [2019 AEC Feedback Report](#) and [Code of Construction Practice](#).

5.2 NOISE AND VIBRATION

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

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

- Aircraft noise from increased aircraft activity associated with the airport expansion.
- Ground noise from airfield operations, including aircraft taxiing to and from the runway and operations at aircraft stands.
- Noise from changes in road traffic on existing and realigned roads.

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

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

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

FURTHER READING



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

5.3 HISTORIC ENVIRONMENT

There are several heritage assets in the Stanwell and Stanwell Moor area including the Grade I listed Church of St Mary (also known as St Mary the Virgin), the Grade II* listed Dunmore House and the Grade II* listed Lord Knyvett's Adult Education Centre, which is also a Scheduled Monument. Stanwell Village Conservation Area is also of high heritage significance.

The Conservation Area retains the essential characteristics of a rural village settlement, including its historic principal thoroughfares and its long-established relationship with the village green, the Duke of Northumberland's River to the east and the historic street pattern that has remained largely legible from the 18th century onwards.

During construction and operation, there may be changes to the surroundings of above ground heritage assets (including the Conservation Area and listed buildings within and around it). This may arise as a result of construction activities 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 Stanwell and Stanwell Moor is fully understood, recorded and shared. This would include archaeological investigation and exploration of ways to improve the public realm in Stanwell Village Conservation Area.

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 Stanwell and Stanwell Moor.

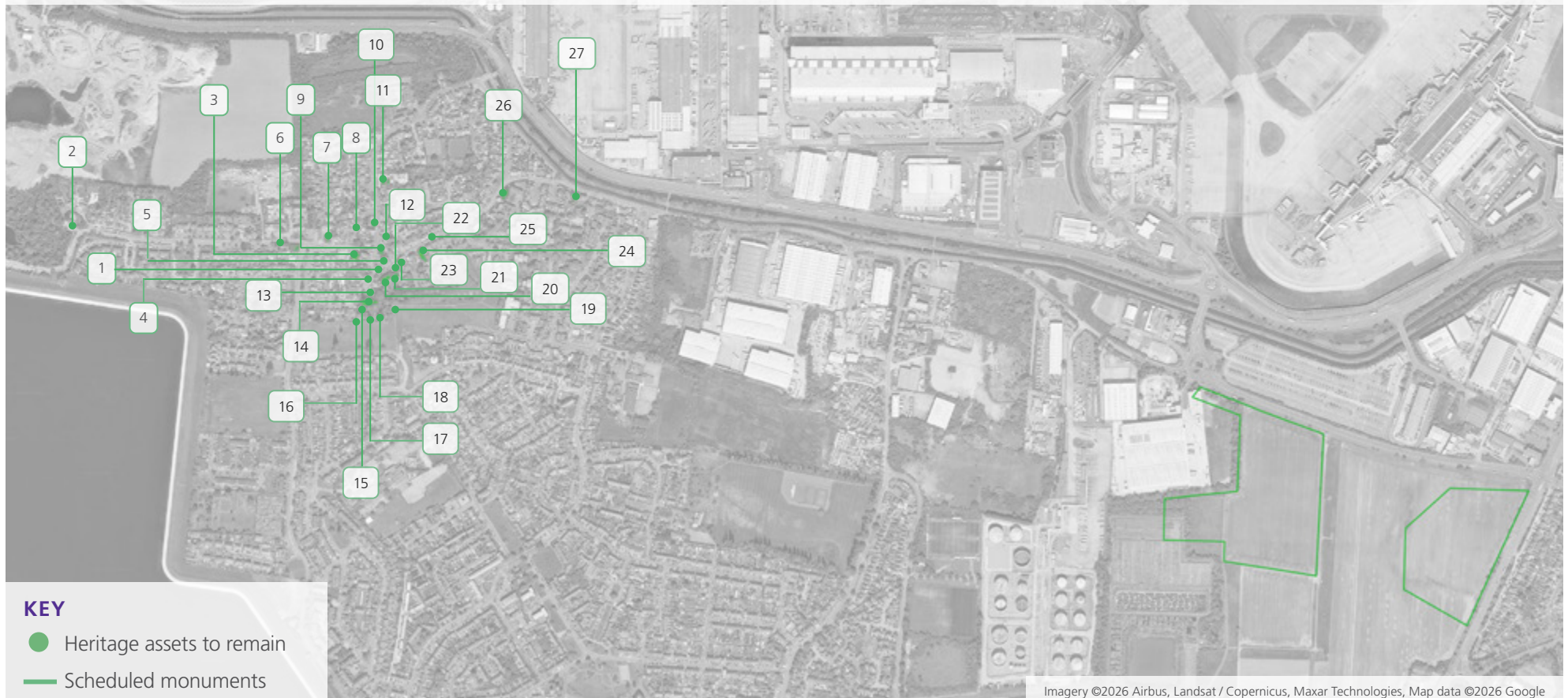
FURTHER READING



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 Stanwell and Stanwell Moor are described at a high level in the **Consultation Document** and in more detail in the **Environmental Information Consultation Document**. These topics include consideration of health, community, socio-economics, recreation and amenity, ecology and landscape & visual effects.

Heritage assets to remain

- | | | | |
|--|---|---|--|
| 1 Forecourt wall and gate piers of Dunmore House (Grade II) | 7 13, High Street (Grade II listed) | 14 Henry Bullock Tomb in St Mary's (Grade II listed) | 22 The Vicarage (Grade II listed) |
| 2 Gate Piers and gates to Stanwell Place (Grade II) | 8 The Swan Public House (Grade II listed) | 15 Church of St Mary (Grade I listed) | 23 46 and 48, High Street (Grade II listed) |
| 3 Milestone (Grade II) | 9 Brook Cottage, Boundary Walls and Iron Railings (Grade II listed) | 16 Charles Rowlls Tomb in St Mary's (Grade II listed) | 24 Old Farm Guesthouse (Grade II listed) |
| 4 Boundary wall between no.40B and entrance to coachman's cottage (Grade II) | 10 Cheyne Cottage (Grade II listed) | 17 John Hidges Vault in St Mary's (Grade II listed) | 25 Granary About 15 Yards East of No 56 (Grade II listed) |
| 5 Stanwell War Memorial (Grade II) | 11 Perry Green (Grade II listed) | 18 Anonymous Vault in St Mary's (Grade II listed) | 26 Lord Knyvett's Adult Education College (Grade II* listed) also designated as a scheduled monument under the name: Schoolhouse, (Lord Knyvett's) |
| 6 The Wheatsheaf Inn and Wheatsheaf Cottages (Grade II listed) | 12 Windsor Cottage (Grade II listed) | 19 Frances Paterson Tomb in St Mary's (Grade II listed) | 27 Callis Farmhouse (Grade II listed) |
| | 13 Coachman's Cottage | 20 40B, High Street (Grade II listed) | |
| | | 21 Dunmore House (Grade II listed) | |



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Aerial view of heritage assets in Stanwell and Stanwell Moor

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6.0

Opportunities for Stanwell and Stanwell Moor

Our proposals would bring some changes to Stanwell and Stanwell Moor. 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 Stanwell and Stanwell Moor continue to have a sustainable future.





Stanwell War Memorial, Stanwell, Hight Street

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 23:59PM 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 23:59PM ON 22 DECEMBER 2026 TO ENSURE WE CAN TAKE IT INTO ACCOUNT.

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

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

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

FURTHER READING



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

7.1 HOW WE WILL CONSIDER YOUR FEEDBACK

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

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

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

7.2 THE DEVELOPMENT CONSENT ORDER PROCESS

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

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

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

FURTHER INFORMATION



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

STAGE 1

PRE-APPLICATION

We 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 Stanwell is taking place on 12 December 2026 at 10:00-15:00 at Stanwell Village Hall.

The consultation event in Stanwell Moor is taking place on 12 November 2026 at 14:00-19:00 at Stanwell Moor 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



Stanwell and Stanwell Moor consultation event venue and address:

Stanwell Village Hall

High Street, Stanwell Village,
TW19 7JR

Stanwell Moor Village Hall

Horton Road, Staines-upon-Thames,
TW19 6AQ

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





Heathrow

EXPANSION
CONSULTATION 2026