Heathrow

EXPANSION
CONSULTATION 2026

# Land and property acquisition and compensation policies

## Draft Commercial Property Policy

OCTOBER 2026

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# 1. Definitions

The definition of key terms referred to in this policy are explained below.

| Term | Definition |
|---|---|
| **Compensation Code** | The rules, statute (Acts of Parliament), and case law governing compensation for the compulsory purchase of land in the UK. |
| **Compulsory purchase/compulsory acquisition** | A legal mechanism that enables land to be purchased without the agreement of the owner. It can only be used for projects that are deemed to be in the public interest, such as infrastructure and regeneration schemes, and compensation must be paid to impacted owners and occupiers in accordance with the Compensation Code.<br>This may also be referred to as compulsory acquisition where the compulsory purchase powers are being sought as part of a Development Consent Order application. |
| **Compulsory Purchase Zone (CPZ)** | The Compulsory Purchase Zone (CPZ) is the defined area within the Heathrow expansion boundary comprising all properties currently anticipated to be required for the Project, and for which we will seek powers under the Development Consent Order to purchase compulsorily, if necessary. |
| **DCO limits** | DCO limits (also referred to as Order limits) means the full extent of land included within the DCO application, representing the outermost boundary over which we will seek powers to purchase and/or use land for the purposes of constructing, operating, and maintaining the Project. |
| **Development Consent Order (DCO)** | The legal instrument under which we are seeking planning approval, and the compulsory acquisition powers that may be required to purchase the land needed to construct the Project. |
| **Discretionary policy** | Compensation or other support offered to property owners or occupiers that is beyond the statutory requirement. |
| **Draft policy** | A document that sets out a proposed policy for comment from relevant stakeholders, whose feedback will be considered in finalising the adopted policy. |
| **Eligible property** | A small commercial property within the CPZ that qualifies for acquisition by us under the enhanced compensation offer set out in this policy. A small commercial property will be an eligible property if it was in occupation as commercial property on 17 December 2013 (as set out in paragraph 6.1.1). |
| **Enhanced loss payment** | A discretionary loss payment offered by us under this draft policy to eligible owners of small commercial properties who sell their property under one of the schemes set out in this document. Qualifying owners may be entitled to an enhanced loss payment, calculated at 25% of the unaffected market value (uncapped), subject to meeting the relevant qualifying criteria. |


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| Term | Definition |
|---|---|
| **Examination** | A formal stage in the DCO process where a planning inspector reviews the application. |
| **Index-linked** | Where the sale of a commercial property to us is not immediate, indexation would be applied to the unaffected market value of the property adjusted by the percentage change in the last published CBRE UK Monthly Index for the relevant property type, between the valuation date and the date the property is sold to us pursuant to a legal agreement. |
| **Interim Property Hardship Scheme (PHS)** | An existing Heathrow policy that is already in place to offer protection for vulnerable property owners who have a compelling need to move and have tried and been unable to sell their property on the market because of the impact of published proposals for the Project. |
| **Negotiated agreement** | The process by which an agreement is reached between us and an owner-occupier for the purchase of their commercial property. Compensation under a negotiated agreement may include the enhanced compensation offer (subject to meeting the relevant qualifying criteria) or statutory compensation. |
| **Owner-occupier** | A person who owns and occupies their commercial property for business purposes. |
| **The Project** | The development of a new Northwest Runway and associated infrastructure to expand Heathrow, for which we will be seeking a DCO under the Planning Act 2008. |
| **Red Book valuation** | This is a formal, independent property valuation produced by a RICS-registered valuer in compliance with the Royal Institution of Chartered Surveyors (RICS) Valuation – Global Standards. |
| **Royal Institution of Chartered Surveyors (RICS)** | A global professional body that sets standards and regulates professionals working in land, property, construction, real estate and the built environment. This is the body that sets and upholds the standards followed by chartered surveyors and property valuers in the United Kingdom. RICS-registered valuers carry out the Red Book valuations used to determine the unaffected market value of properties purchased by us. |
| **Sale price** | The price paid by us to the owner of a commercial property under this policy, being the unaffected market value determined in accordance with the valuation process set out in **Section 6** of this policy. Where the sale is not immediate, the sale price would be index-linked as defined above. |
| **Statutory compensation** | A person's legal entitlement to compensation in accordance with the Compensation Code. |
| **Unaffected market value** | The price the commercial property would sell for on the open market, between a willing buyer and seller, ignoring any positive or negative impact of the Project. |
| **Vacant possession** | The property is empty of people, all belongings and rubbish. |


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| Term | Definition |
|---|---|
| **Valuation date** | The date on which the property value is determined, and its value is based on market conditions (such as prices, demand and condition) at that moment – not before or after. The valuation date for commercial properties purchased under this policy would be the date the owner's application is accepted by us. |
| **Valuation process** | The process used to determine the agreed unaffected market value of commercial properties purchased by us under this policy. |


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# 2. Introduction

## 2.1 Purpose of this draft policy

2.1.1 This document sets out the draft policy relating to the acquisition of commercial properties required in connection with the development of a new Northwest Runway and associated infrastructure to expand Heathrow Airport (the Project). An application for a Development Consent Order (DCO) for the Project is currently being prepared under the Planning Act 2008.

2.1.2 While we would try to purchase the land required for the Project by agreement, we must plan for the possibility that not all properties would be purchased in this way. We therefore intend to apply for powers to compulsorily purchase the land as part of the DCO application where necessary. However, we wish to reach agreement to purchase and obtain possession of properties within the required timescales for the Project rather than exercise compulsory acquisition powers.

2.1.3 This is one of the discretionary policies that we are putting in place for those people whose properties are within the area most affected by the Project, or those with an interest in land required for the Project. This draft policy includes an enhanced compensation offer for eligible properties and for qualifying owners. In making an application in relation to these discretionary policies, the owner must identify whether the property in question is residential, commercial or agricultural in nature, and note which one of the discretionary policies is applicable (only one policy may apply to a property).

2.1.4 This draft policy has been prepared to help potentially affected owners, tenants and occupiers of commercial properties understand our approach to land acquisition and other support during the period of construction. It explains our general approach to the acquisition of commercial properties and the compensation offer we propose to make.

2.1.5 Our discretionary policies are intended to supplement and operate in parallel with the existing statutory regime governing compensation for the compulsory acquisition of land. This draft policy has therefore been developed to enhance the compensation that would otherwise be available to certain affected property owners and does not remove or limit rights that already exist in law.

2.1.6 In developing this draft policy, we have considered guidance published by the Ministry of Housing, Communities and Local Government on the compulsory acquisition procedures that apply to nationally significant infrastructure projects promoted under the Planning Act 2008[1]. Further information in relation to statutory compensation is contained in the Compulsory purchase and compensation guide[2].

2.1.7 Owners and occupiers of commercial property and other stakeholders are encouraged to provide feedback on this draft policy, which will be considered when finalising the adopted commercial property policy following public consultation on the Project.

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1 ‘Planning Act 2008 Guidance related to the procedures for the compulsory acquisition of land’ dated September 2013. See also ‘Guidance on compulsory purchase process and the Crichel Down Rules for the disposal of surplus land by, or under threat of, compulsion’ dated 31 January 2025, also published by DCLG.
2 https://www.gov.uk/guidance/compulsory-purchase-and-compensation-guide-2-compensation-to-business-owners-and-occupiers


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# 3. Properties covered by this draft policy

## 3.1 Overview and areas covered

3.1.1 To construct, operate and maintain the Project, we would need to purchase a large area of land currently occupied by residential, commercial and agricultural properties. This includes the area referred to as the Compulsory Purchase Zone (CPZ).

3.1.2 The CPZ is shown in green on the map attached to this draft policy[3]. Approximately 100 commercial properties are currently estimated to be within the CPZ and would therefore need to be purchased. These commercial properties are generally located along the A4, as well as in Poyle, Colnbrook and Stanwell. Additional properties shown within the current draft Order limits would also be required for either acquisition, new rights or temporary possession for construction. The draft Order limits are shown in grey on the plan in **Appendix A**.

3.1.3 Outside the draft Order limits, we also recognise that disruption may be experienced until the new runway opens and financial loss or damages may be incurred by small independent businesses located close to the proposed new boundary of the expanded airport. These businesses would not need to be purchased for the Project. However, we have developed this draft policy so independent small businesses located within the Wider Property Offer Zone (WPOZ) may apply for discretionary support if they might experience financial loss or damage due to the Project in the period until the new runway opens (refer to **Section 9**). The WPOZ is shown edged in purple on the map attached to this draft policy.

[3] A copy of the plan that identifies the CPZ and WPOZ and enables it to be reviewed in more detail, can be found at: https://www.heathrowexpansion.com/local-community/compensation-schemes/


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# 4. General approach

## 4.1 Overview and guiding principles

4.1.1 Our preferred approach is to purchase commercial properties included within the Development Consent Order (DCO) limits for the Project by agreement rather than compulsorily purchase wherever practicable. If development consent is granted, we anticipate that acquisition activity would occur from 2029. From now and 2029, we would plan for the relocation of businesses to minimise the impact of disruption. During this time, it is our intention that businesses should be able to continue to operate and our draft policy reflects this.

4.1.2 Our general approach will be to seek agreements to purchase commercial properties within the DCO limits conditional upon the grant of development consent for the Project and us deciding to proceed with its construction. We expect there to be a number of businesses where relocation may take longer than the time between development consent being granted and the vacant possession of the property required to start construction. This may be due to the nature of the business and the complexity involved in any relocation or re-provision of it. We will continue to engage with these and any other businesses similarly identified in parallel with the statutory process.

4.1.3 However, given the large number of commercial properties that need to be purchased for the Project, we need to plan for the possibility that we would not be able to purchase everything by negotiated agreement. We therefore intend to apply for powers to compulsorily purchase the land required for the Project (within the DCO limits) as part of our application for development consent.

4.1.4 We recognise the uncertainty and the impact our proposals may have on local communities, including on those whose businesses are potentially affected. We are committed to engaging with business owners and occupiers before and throughout the DCO process. It is our intention to protect the most vulnerable and we have established an interim Property Hardship Scheme (the PHS) to enable small business owners with a compelling need to move to apply to us to purchase their property early. The PHS is already published and available on our website and is explained in detail in a separate interim policy document.


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# 5. Small commercial properties

## 5.1 Overview

5.1.1 This section of the draft policy applies to small commercial properties within the Compulsory Purchase Zone. Small commercial properties are business premises with an annual rateable value not exceeding the amount prescribed by the Government for the service of a blight notice, which is currently £44,200 (correct as at 27 October 2026) for the Greater London Area (please refer to the local authority's business rate banding for further details of rateable values). For the purposes of this draft policy, the relevant rateable value here is that applicable at the date on which the application for this compensation offer is accepted by us.

5.1.2 Those with an interest in small commercial properties may, as an alternative to seeking compensation under the Compensation Code, be entitled to receive enhanced compensation as set out in **Section 6** below.

5.1.3 It is anticipated that, in some cases, compensation payments may be required to fund the relocation of business operations. While owners will be able to request a payment of compensation pursuant to this draft policy, on acquisition of their property, as a discretionary measure, we may agree terms to offer financial support in advance of purchasing the property to assist with the relocation of a business.

5.1.4 This financial support could comprise forward funding of reasonable and properly incurred expenditure that we consider is essential for relocation at the time. This may include costs of finding and securing new premises and funding relocation expenditure while supporting cash flow to maintain the existing ongoing business. The availability of such financial support will be dependent on the circumstances of each individual case and subject to the negotiation of terms.

5.1.5 We recognise that it is important for affected businesses to plan their relocations with sufficient notice to enable the smooth transition of operations from one location to another. We will provide an agency service to monitor the property market and identify current and anticipated availability to assist those businesses that would be affected by the compulsory acquisition.

5.1.6 We will retain a property agent active in the local market to work with landlords and occupiers to proactively introduce opportunities either immediately available or due to become available. Through engagement, requirements would be collated and efforts made to align landlords with potential new tenants ahead of properties being marketed more widely. The agent will identify existing stock and new stock under development or land where planning allocations and/or consent has been secured.

5.1.7 Through engagement, we will invite owners and occupiers of commercial property to be included on a distribution list, so that regular market updates can be made available.

5.1.8 The agency will not act as an adviser or negotiator to affected businesses in agreeing terms for relocation and should not be used as a substitution for affected parties taking independent professional advice.


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# 6. Compensation offer for small commercial properties

## 6.1 Overview

6.1.1 This section explains the enhanced compensation offer to owner-occupiers of small commercial property within the Compulsory Purchase Zone (CPZ).

6.1.2 For those who are not eligible or who do not qualify, we would seek to reach agreement before the land is required for the Project and compensation would be assessed in accordance with the Compensation Code. Further information is provided in **Section 8** (Statutory Compensation).

## 6.2 What is the enhanced compensation offer?

6.2.1 Subject to satisfying the criteria set out below, qualifying owners of eligible small commercial properties within the CPZ would be offered:

- The unaffected open market value (excluding development value) of their property
- An enhanced loss payment, uncapped, calculated at 25% of the unaffected open market value, (excluding development value)
- Costs relating to the purchase of replacement commercial property of an equivalent value, including Stamp Duty, legal and agents' fees; plus
- Reimbursement of relocation or other disturbance costs incurred.

6.2.2 The unaffected market value means the property's market value as a commercial unit, ignoring any impacts from the Project as defined in the Development Consent Order (DCO). Any development value will not be considered for the purposes of this calculation.

6.2.3 Reimbursement of fees and relocation costs will be assessed in accordance with the Compensation Code. We have published a Professional Fees Policy to provide guidance in relation to professional fees.

6.2.4 If any party wishes to take advantage of this enhanced compensation offer, they must enter into a legal agreement with us before the end of the examination for the DCO application. This agreement would be offered by us and subject to negotiation between the parties. It would likely be offered in the form of an option or conditional contract, which would set out the terms upon which we agree to purchase the property.

6.2.5 Unless the agreement provides otherwise, parties will only be able to trigger the offer under the agreement after development consent has been granted for the Project and we have decided to proceed with construction. If the owner has chosen not to trigger the agreement by the time possession of the commercial property is required


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for the Project, then we would instead have to use compulsory acquisition powers in respect of that property and would therefore purchase it and pay compensation under the Compensation Code. On acquisition owners and occupiers can request payment of the agreed compensation figure or, if the figure has not been agreed, 90% of our provisional estimate of compensation (in accordance with the principles of the statutory regime).

6.2.6 Owners who enter into an agreement to sell their property to us would also need to agree not to object to the acquisition of their property (or to the acquisition of any rights over their property or to the temporary use of their property) as part of our application for a DCO for the Project. Owners will however be free to make other representations in respect of the application for a DCO for the Project if they wish. Such agreement will be documented within the legal agreement and if the owner has previously made any such objection, they will be required to withdraw it before entry into the legal agreement.

## 6.3 Eligibility

6.3.1 The enhanced compensation offer is proposed to be open to qualifying owner-occupiers of eligible small commercial properties located within the area of land defined by the CPZ.

**Owner-occupier**

6.3.2 To be eligible for this enhanced compensation offer as an owner-occupier of a small commercial property you would need to:

1. Have an owner's interest in the property, being a freehold interest or a leasehold interest granted or extended for a fixed term of years, not less than three years of which remain unexpired at the date of any claim; and
2. Have either (i) occupied the property for at least the six months immediately before 17 December 2013 or (ii) if the property was unoccupied at 17 December 2013, occupied it for at least six consecutive months during the period from 17 December 2012 to 17 December 2013 before it became unoccupied.

6.3.3 You would need to show the property is eligible for acquisition by us under this enhanced compensation offer (i.e. that it is an eligible property). A small commercial property would be eligible if it was in occupation as commercial property on 17 December 2013 (as defined in **paragraph 6.3(2)**).

6.3.4 The date of 17 December 2013 was when the Airports Commission short-listed our Northwest Runway scheme. From this date, prospective purchasers and/or occupiers could reasonably be expected to have been aware of the proposals for the Project and that a new Northwest Runway at Heathrow was a realistic prospect.


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**Change of ownership**

6.3.5 If an owner-occupier's interest (as defined in **paragraph 6.3(1)**) in an eligible property (as defined in **paragraph 6.3(2)** has been sold since 17 December 2013 to someone other than Heathrow, then eligibility to apply for the compensation offer set out in this draft policy would transfer with that transaction. This means that a new owner of that property interest would be entitled to receive the enhanced compensation, even in circumstances where they do not subsequently occupy the commercial property for their own business.

6.3.6 This approach is intended to ensure that the property market can continue to function and so that owner-occupiers can continue to buy/sell property interests as usual, notwithstanding our proposal to bring forward the Project.

**Ineligible owners and occupiers**

6.3.7 Those with an interest in small commercial premises within the CPZ who do not qualify for the enhanced offer would still be entitled to compensation in accordance with the Compensation Code.

6.3.8 Those owner-occupiers outside the CPZ but inside the DCO limits would be entitled to compensation in accordance with the Compensation Code.

6.3.9 Owner-occupiers of commercial premises outside the DCO limits but close to the boundary of the expanded airport may be entitled to apply for discretionary compensation. For further information, see **Section 9** below.

## 6.4 Inherited property

6.4.1 A person who inherits an owner-occupier's interest (as defined in **paragraph 6.3.2**) in an eligible property after 17 December 2013, would be entitled to receive the enhanced compensation offer if they enter into an agreement to sell the property to us, and choose to trigger that agreement after Heathrow has been granted development consent and decided to proceed with the Project.

6.4.2 A person who inherits an owner-occupier's interest in an eligible property after 17 December 2013 and subsequently sells the property on the open market, would be entitled to sell the property with the benefit of eligibility to apply for the enhanced compensation offer (such eligibility would transfer with the sale).

## 6.5 Valuation process

6.5.1 If the small commercial property is purchased by us under the terms of this draft policy, the property value would be assessed by two independent qualified members of the Royal Institution of Chartered Surveyors (RICS) who have suitable experience valuing the relevant type of commercial property, one appointed by us and the other appointed by the business owner. The valuers would be chosen from a panel of RICS-registered independent property agents drawn up by Heathrow. The valuations would be paid for by us. The average of the two valuations would then form the sale price. If these differ by more than 10%, a third valuer would be appointed from the


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panel by the business owner and the sale price would be the average of the closest two valuations.

6.5.2 As an alternative to using the panel, owners can choose to commission an independent valuation of their own (by a suitably qualified RICS surveyor). This must be carried out on the same basis as our own valuations and must consider Heathrow's Draft Professional Fees Policy. We will take this as the owner's valuation. If an owner chooses to commission their own valuation, we will contribute £1500 towards the cost of this valuation. As before, in the event the two valuations differ by more than 10%, the third valuation from the panel would be chosen by the business owner.

6.5.3 Each commercial property would be valued individually to establish its unaffected market value as a lawful commercial property. This means the market value ignoring any effect from the Project as defined in the DCO and also ignoring any development value. The commercial property to be valued is the legal interest in the land and premises; it does not include plant or other equipment.

6.5.4 The valuations would be carried out with reference to the value of the commercial property on the date the application for this compensation offer is accepted by us. This would become the valuation date. The valuation generated by the process will then be index-linked until the date the property is sold to us pursuant to the legal agreement.


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# 7. Compensation offer for larger commercial properties

## 7.1 Overview

7.1.1 This section of the draft policy applies to large commercial properties within the area required for the Project, defined by the Development Consent Order limits. For the purposes of this draft policy, a large commercial property is one that contains business premises with an annual rateable value exceeding the level set by Government for the service of a blight notice (which is currently £44,200 (as at September 2026) within the Greater London area as of 27 October 2026). The relevant rateable value is the one applicable on the date we accept the application for this compensation offer.

7.1.2 Affected owners and occupiers of large commercial properties whose land or property is purchased by us, would be compensated in accordance with the Compensation Code. We would work with owners and occupiers to agree terms of acquisition as soon as possible and in any event before the start of the examination into the DCO application.

7.1.3 It is anticipated that compensation payments under the Compensation Code may in some cases fund the relocation of operations. On acquisition, owners and occupiers can request payment of the agreed compensation figure or, if the figure has not been agreed, 90% of our provisional estimate of compensation (in accordance with the principles of the statutory regime).

7.1.4 As a discretionary measure, we may agree terms to offer financial support in advance of purchasing the commercial property to assist with the relocation of a business. This could comprise forward funding of reasonable and properly incurred expenditure that we consider is essential for relocation at the time. This may include costs of finding and securing new premises and funding relocation expenditure while supporting cash flow to maintain the existing ongoing business. The availability of such financial support would be dependent on the circumstances of each individual case and subject to the negotiation of terms.

7.1.5 It is important that affected businesses continue to be able to plan for relocation with sufficient notice to enable the smooth transition of operations from one location to another. The statutory minimum notice period is three months prior to entering and taking possession of a property where compulsory acquisition powers are implemented. Occupiers of commercial properties would be provided with as long a period of notice as reasonably practicable, having regard to the programme for construction of the Project, but always at least the statutory minimum notice period.

7.1.6 Heathrow would provide an agency service to monitor the property market and identify current and anticipated availability to assist those businesses that will be affected by the compulsory acquisition. During ongoing engagement, we are seeking to identify the future property requirements of businesses that are looking to relocate.


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We will work with property agents, landowners, developers and local authorities to identify and encourage opportunities being brought forward to meet anticipated demand.

7.1.7 We will retain a property agent active in the local market to work with landlords and occupiers to proactively introduce opportunities either immediately available or due to become available. Through engagement, requirements will be collated and efforts made to align landlords with potential new tenants ahead of properties being marketed more widely. The agent will identify existing and new stock under development or land where planning allocations and/or consent has been secured.

7.1.8 Through engagement, Heathrow will invite owners and occupiers of commercial property to be included on a distribution list, so regular market updates can be made available.

7.1.9 The agency would not act as adviser or negotiator to affected businesses in agreeing terms for relocation and should not be used as a substitution for affected parties taking independent professional advice.

7.1.10 Owners, tenants and occupiers may be able to recover reasonable professional costs of appointing their own agents for such purposes (please see further information in our separate Draft Professional Fees Policy).


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# 8. Statutory compensation

## 8.1 Statutory compensation explained

8.1.1 Statutory compensation is payable to a commercial property owner based on the Compensation Code. The Compensation Code is the collective term for the rules, statute (Acts of Parliament), and case law governing compensation for the compulsory purchase of land in the UK.

8.1.2 Further information on statutory compensation is available in the Government's compulsory purchase guidance on the Ministry of Housing, Communities and Local Government website.

8.1.3 Where agreement cannot be reached for the acquisition of a commercial property required for the Project, in line with this discretionary policy, owners would be eligible to apply for compensation in accordance with the Compensation Code where property is compulsorily purchased.

8.1.4 Owners would have six years (from the date the property is purchased) to submit a claim. If the claim is not agreed within the six-year period, it would time expire unless formally referred within that period to the Upper Tribunal (Lands Chamber) for determination.

8.1.5 It is not the purpose of this draft policy to provide information in relation to statutory compensation and business owners are encouraged to obtain independent professional advice. In this respect, we have published a Professional Fees Policy, which explains how those costs might be reimbursed provided the appropriate action is taken from the outset.


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# 9. Businesses in the Wider Property Offer Zone

## 9.1 Discretionary support for independent small businesses in the Wider Property Offer Zone

9.1.1 Heathrow recognises that until the runway opens, disruption may be experienced by businesses who operate locally due to the impacts of construction and the acquisition of residential properties by Heathrow.

9.1.2 We have therefore established a policy so that eligible small businesses can apply for compensation to cover financial loss or damage that is demonstrated to have been suffered as a direct consequence of the construction of the Project.

## 9.2 Eligibility

9.2.1 To be eligible for this policy, you would need to be an independent small business located in the area known as the Wider Property Offer Zone (WPOZ). The area included in the WPOZ is shown by a purple line on the plan in Appendix A.

9.2.2 This is a discretionary policy. It will apply to businesses that are not proposed to be compulsorily purchased and which would not therefore ordinarily have a claim for compensation under the Compensation Code but are in such close proximity that disruption from activity associated with the construction of the Project may at times affect business.

## 9.3 Process

9.3.1 To take advantage of this policy, independent small business owners will need to apply to us by contacting the Property Team or calling the helpline, details for which are available on our website.

9.3.2 Where the potential for a loss to be suffered is recognised by us in advance, the business owner and Heathrow may enter into an agreement that captures agreed actions to be taken and mechanisms to provide support before or during any period of disruption leading to a financial loss. This may include monitoring and sharing of weekly or monthly takings and agreeing trigger points for action to be taken, whether that be business decisions to mitigate anticipated future financial losses or financial support payments to help maintain cash flow in the business.

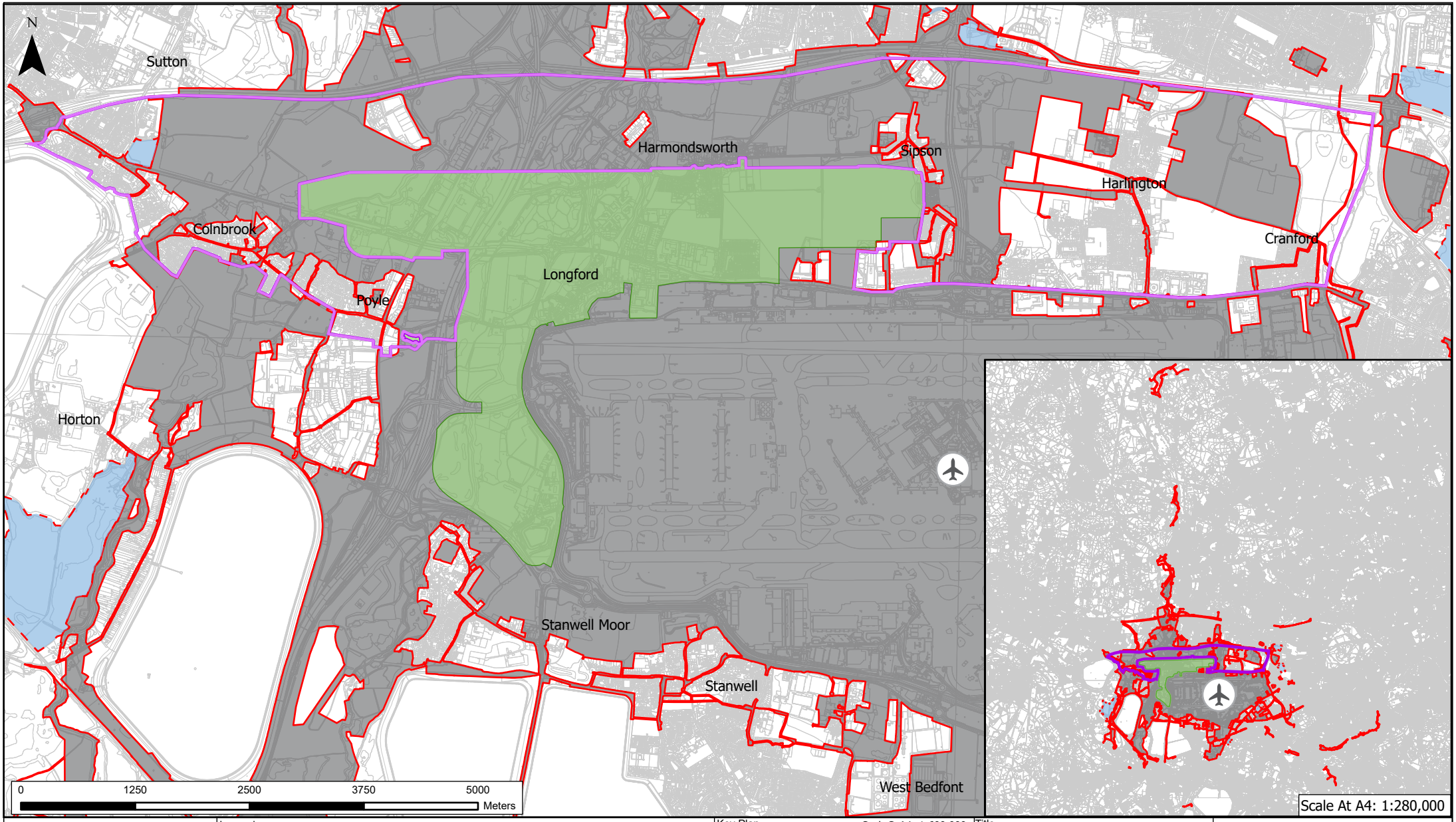
9.3.3 This approach is being adopted to seek to mitigate financial impacts upon independent small businesses, so that support measures can be implemented before they suffer a loss. Such conditional agreements will enable independent small business owners to be reimbursed promptly should they subsequently incur any direct loss.

9.3.4 Small business owners will be able to apply online for this support. An application will trigger the appointment of an adviser by us who will contact the business owner to further consider the circumstances of the case and the appropriate steps required to support it.


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# Appendix A Map of areas covered by draft policy


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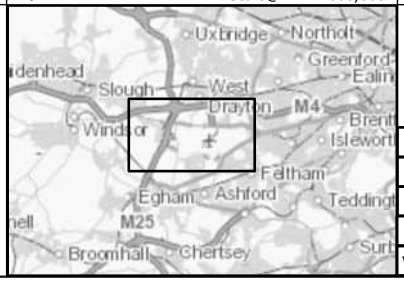
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Legend

- London Heathrow Airport
- Compulsory Purchase Zone (CPZ)
- Wider Property Offer Zone (WPOZ)
- Draft Development Consent Order Limits
- Draft Development Consent Order Limits - Optionality

Key Plan

Scale@ A4: 1:600,000




Title

Compulsory Purchase Zone, Wider Property Offer Zone and Draft Development Consent Order Limits

| Version | Date | Description Of Change | Drawn By |
|---|---|---|---|
| 1 | 25/09/26 | Updated CPZ | TB |
| 0.1 | 20/07/26 | Draft Issue | TB |

| | | | | |
|---|---|---|---|---|
| © Heathrow Airport Limited 202X | | | Scale at A4: | 1:55,000 |
| Project Name | | | Heathrow Project No. | |
| Heathrow Expansion - DCO Directorate | | | PRJ-002086 | |
| Programme No | | | Originator Project No. | |
| PRG-000079 | | | PRJ-002085 | |
| WSP | TB | MF/SW | 30/09/2026 | Review |
| Company | Drawn By | Chk/Approved | Drawn Date | Status |
| Location-Level_Sub Series/System-Identifier | | | | Version |
| xxxxxxx-xxxxx-xxxxxx-xxxxxx-xxxxx | | | | V1.0 |

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