Heathrow

EXPANSION
CONSULTATION 2026

Land and property acquisition and compensation policies

Draft Neighbouring Property Support Schemes

OCTOBER 2026

© Heathrow Airport Limited 2026

Contents

1. Definitions 2
2. Introduction 5
2.1 Purpose and scope of this policy 5
3. Noise insulation 7
3.1 Introduction 7
3.2 Noise insulation schemes 7
4. Wider Property Offer Zone Scheme 12
4.1 Introduction 12
4.2 General approach 12
4.3 Owners within the zone who are covered by this draft policy 13
4.4 Home Purchase Scheme 15
5. Statutory compensation 21
5.1 Statutory compensation explained 21
Appendix A Map of Areas Covered by the Wider Property Offer Zone 22

Tables

Table 1.1: Summary of Measures 6
Table 3.1: Fixed disturbance payment rates by number of bedrooms 19

Figures

Figure 2.1: Summary of discretionary noise schemes 11

© Heathrow Airport Limited 2026

1. Definitions

Term	Definition
Action levels	Action levels are the noise levels that can trigger the actions in the Noise Insulation Schemes.
Community building	A community building is a shared physical space open to the public and run for local benefit. It acts as a neighbourhood hub for social, recreational, cultural and educational activities. These spaces are frequently used for public gatherings, volunteering, youth groups and wellbeing services.
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 acquired 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. 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, or CPZ, comprises the area within which all properties are required for the Project, and for which we will seek consent under the Development Consent Order to purchase compulsorily, if necessary.
Development Consent Order (DCO)	The legal instrument under which we are seeking planning permission, and the compulsory purchase powers that may be required to purchase the land needed to construct the Project.
DCO limits	DCO limits (also referred to as Order limits) means the full extent of land included within the DCO application. These represent 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.
Discretionary policy	Compensation or other support offered to property owners or occupiers that is beyond the statutory requirement in the Compensation Code.
Discretionary scheme	A scheme under which we offer compensation or other support to property owners or occupiers on a discretionary basis, beyond the statutory requirements of the Compensation Code.
Disturbance compensation	Costs and losses that may be reasonably incurred as a direct consequence of a compulsory purchase and are reimbursed to the homeowner by us.
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.
Home Purchase Scheme	The discretionary scheme under which we will offer to purchase single residential dwellings from owners within the Wider Property Offer Zone. It will

© Heathrow Airport Limited 2026

Term	Definition
	allow owner-occupiers to sell their property to us either via bond or direct purchase.
House Price Index (HPI)	The official House Price Index published by HM Land Registry for the type of property (flats and maisonettes, terraced, semi-detached, detached) based on accredited official statistics.
Interim policy	A policy that is already in operation as a temporary measure, pending the adoption of a final policy.
Loss payment	A payment to dispossessed owners and tenants to compensate for the inconvenience and disruption caused by the compulsory purchase of their property. The loss payment may be as per the entitlement under the Compensation Code or, subject to eligibility, may be enhanced under the terms of the policy.
Main residence	A person's true home where they ordinarily and permanently live.
Owner-occupier	A person who owns and lives in their home as their main residence.
The Project	The development of a new Northwest Runway and associated infrastructure to expand Heathrow Airport, which is currently being prepared for an application for a Development Consent Order under the Planning Act 2008.
Red Book valuation	A Red Book valuation 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[1].
Sale price	The sale price paid to the owner will be the unaffected market value, adjusted by the percentage change in the last published official House Price Index for the relevant property type between the date of valuation and the date notice is served to proceed with the sale.
Statutory compensation	A person's legal entitlement to compensation in accordance with the Compensation Code.
Unacceptable Adverse Effect Level (UAEL)	Planning practice guidance – noise was first published in 2014 and includes the concept of the Unacceptable Adverse Effect Level (UAEL). This is the level of noise exposure that would be perceived as 'intrusive and very disruptive' and that 'at the highest extreme, noise exposure would cause extensive and sustained changes in behaviour without an ability to mitigate the effect of noise. The impacts on health and quality of life are such that regardless of the benefits of activity causing noise, this situation should be prevented from occurring.'
Unaffected market value	The price the property would sell for on the open market, between a willing buyer and seller, ignoring any positive or negative impact of the Project.
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 homes purchased under the Home Purchase Scheme will be the date the owner's application is accepted by us.

[1] https://www.rics.org/content/dam/ricsglobal/documents/standards/Red-Book-Global-Standards-incorporating-IVS.pdf

© Heathrow Airport Limited 2026

Term	Definition
Valuation panel	A group of valuers and firms registered with the Royal Institution of Chartered Surveyors, who are engaged to provide Red Book valuations that will be used to calculate the unaffected market value of homes purchased by us.
Valuation process	The process used to determine the agreed unaffected market value of all properties purchased by us under the Home Purchase Scheme.
Vortex impact	A circulating current of air generated by planes that may strike and damage the roofs of houses located under a flight path.
Wider Property Offer Zone	The Wider Property Offer Zone, or WPOZ, comprises the area within which properties are not required for the Project, but Heathrow acknowledges they may be adversely impacted by the construction, operation and maintenance of the Project. This incorporates the area known as Heathrow Villages.

© Heathrow Airport Limited 2026

2. Introduction

2.1 Purpose and scope of this policy

2.1.1 This document sets out the policy for residential properties and community buildings that are not located within the Compulsory Purchase Zone (CPZ), but which lie in the vicinity of the proposed development of the new Northwest Runway and associated infrastructure at Heathrow Airport (the Project). The development is currently being prepared as part of an application for a Development Consent Order (DCO) under the Planning Act 2008.

2.1.2 This policy applies to properties that are not required to be purchased by us for the Project and will not be subject to compulsory purchase.

2.1.3 Our other interim and draft compensation policies cover properties within the CPZ and those that are outside the CPZ but included in the DCO limits that will be required to deliver an expanded airport. These policies have been further developed for the 2026 public consultation following consideration of feedback received during the 2019 consultation, as well as updated environmental and community impact information. The updated policies can be found here:

- Draft Residential Owner-Occupier Policy
- Draft Residential Landlord Policy
- Draft Residential Tenant Policy
- Draft Agricultural Land and Property Policy
- Draft Commercial Property Policy
- Interim Property Hardship Scheme Policy
- Draft Professional Fees Policy

2.1.4 We recognise the impact that our proposals for the Project may have on owner-occupiers of residential properties, community organisers and occupiers of community buildings close to and around the expanded airport. This document sets out the various discretionary and statutory compensation measures to support those impacted by the Project, but whose property is not required for it. This includes impacts from the construction of the Project and from the operation of the expanded airport, such as noise.

2.1.5 The noise insulation compensation measures in this draft policy require the property to fall within a specific noise contour area predicted from the use of an expanded airport. Projected noise contours will be updated periodically in conjunction with the noise envelope and Noise Action Plan processes. This will mean that future eligibility for noise insulation schemes will be continually reviewed.

2.1.6 This policy brings together:

© Heathrow Airport Limited 2026

Table 2.1: Summary of Measures

Section	Measure	Eligible recipients
3	Noise insulation schemes	Residential property owners and certain community buildings
4	Enhanced compensation	Eligible owner-occupiers of residential properties in the Wider Property Offer Zone
5	Statutory compensation	Qualifying owners of properties where market value would be negatively affected during construction or following the opening of the new runway

2.1.7 Each measure has its own eligibility criteria. Being eligible for one measure does not necessarily mean that a person or property will be eligible for another.

© Heathrow Airport Limited 2026

3. Noise insulation

3.1 Introduction

3.1.1 This section summarises the discretionary measures that we propose to make available to help address certain effects of the Project. These measures are intended to sit alongside and, where relevant, supplement any statutory compensation entitlements. The availability of each measure will depend on the location of the property, the nature of the impact and the relevant eligibility criteria.

3.2 Noise insulation schemes

3.2.1 Heathrow currently operates its Quieter Neighbourhood Support Programme, which comprises a package of residential and community building noise insulation schemes, along with vortex protection and home relocation support schemes. These schemes aim to have a positive impact on the communities around the airport and are intended to improve the wellbeing of those living in areas most affected.

3.2.2 For the Project, we are extending and updating the residential and community buildings insulation schemes, along with the Quieter Relocation Scheme (QRS) and Vortex Impact and Prevention Scheme to include the impacts of the Heathrow expansion. In addition, new schemes for the Project include the Road and Rail Noise Insulation Schemes and Construction Noise Insulation Scheme. These are being offered in recognition that even after applying best practice in the design of the Project and introducing necessary mitigation measures, it is likely that some local people would still be affected by noise.

3.2.3 The overall package of proposed noise and vortex schemes aim to provide measures that mitigate noise and vortex impacts for communities surrounding the airport. For details of these, please refer to the **Noise Insulation Scheme Policy**[2]. The document provides information about each scheme's eligibility, what is provided under each one and how each scheme would be delivered. It also sets out how the proposed approach aligns with the requirements of Government policy and sets out the criteria used to determine eligibility. However, it does not identify specific noise contours or the eligibility of individual properties. Further information on the predicted noise contours and the identification of eligible properties, will be provided in the Environmental Statement.

3.2.4 The schemes covered in the **Noise Insulation Scheme Policy** are as follows:

- Residential Insulation Schemes (RIS)
  - Fully funded
  - Contribution
- QRS

[2] https://www.heathrow.com/company/local-community/noise/what-you-can-do/quieter-neighbourhood-support/residential-insulation

© Heathrow Airport Limited 2026

- Community Building Scheme
- Vortex Impact and Prevention Scheme
- Road and Rail Noise Insulation Schemes
- Construction Noise Insulation Schemes
- Residential Insulation Schemes (RIS)

Residential Insulation Schemes

3.2.5 The RIS will provide noise insulation within residential properties that are exposed, or likely to be exposed, to noise above the action levels defined in the Noise Insulation Policy. In this context, residential properties include nursing homes and care homes.

3.2.6 Provision of insulation aims to improve the internal acoustic amenity of the property. The schemes are not intended to improve the noise environment outside of the property or building, for example, in gardens.

3.2.7 The schemes will provide like-for-like replacement of fittings such as existing windows and doors, where reasonably practicable. This means that existing PVC windows will be replaced with PVC, aluminium with aluminium, and white with white. Approved contractors may be able to offer upgrades, for example, timber effect or painted frames as an extra cost option to the applicant. Cat flaps cannot normally be fitted to acoustic doors and windows but may be moved to doors or walls of non-habitable rooms.

3.2.8 The schemes will not apply to properties that already have what is being offered, because there would be no benefit. Insulation will therefore only be offered where it can be demonstrated that it would provide a material improvement in the noise insulation performance of the building.

3.2.9 Roofs are not replaced in the Noise Insulation Schemes. Due to complications associated with existing roof conditions, it is also not practical to replace roof windows or skylights. Generally, roof windows are replaced when a vortex protection roof is installed under the Vortex Protection Scheme.

3.2.10 Residential insulation schemes will comprise two types: fully funded insulation or a financial contribution towards insulation, depending on noise exposure levels of the property.

3.2.11 For the very few properties that will be newly exposed to very high noise levels above the Unacceptable Adverse Effect Level (UAEL) of 71 dB LAeq,16hr, an enhanced noise insulation package may be required where standard insulation measures may not provide sufficient mitigation. Once these properties have been identified by our Noise team, the owners will be contacted with a view to agreeing the scope of work required and access to the property to complete the installations.

3.2.12 Where an application is not received or an offer accepted, we may need to obtain compulsory rights to provide bespoke treatments to prevent exposure above the UAEL. This package of measures may also need to include temporary rehousing to allow the work to be done to those homes.

© Heathrow Airport Limited 2026

3.2.13 Further information will be provided within the Environmental Statement to identify these locations and affected residents will be contacted through the DCO process.

Quieter Relocation Scheme

3.2.14 While the residential insulation schemes are intended to help people remain in their homes by reducing internal noise levels, the QRS is intended to provide financial assistance to support eligible homeowners who choose to relocate away from areas exposed to higher levels of aircraft noise.

3.2.15 The scheme applies to residential properties around Heathrow that are exposed to a high level of noise (within the 69 dB LAeq noise contour) as per the current scheme. With expansion, the intention is that the QRS will be based on an updated QRS noise contour, which will be produced by the airport on a periodic basis to identify updated eligibility.

3.2.16 As with the Noise Insulation Schemes, QRS eligibility will require that some part of a property lies within the relevant, calculated noise contour.

3.2.17 Where a property was previously eligible for the QRS but falls outside a revised QRS contour, following publication of updated noise contours, eligibility will continue for 12 months from the date of publication.

Community Building Scheme

3.2.18 The measures described above relate primarily to residential properties. We also recognise that some community buildings provide important local services and may be sensitive to aircraft noise. The Community Building Scheme is therefore intended to support eligible noise-sensitive community buildings where insulation would provide a meaningful benefit.

3.2.19 The current Community Buildings Scheme, which includes the Quieter Schools Programme, will be extended to cover noise-sensitive community buildings impacted by the Heathrow expansion proposals.

3.2.20 Noise-sensitive community buildings include schools and colleges, hospitals, hospices, libraries, community halls and places of worship.

3.2.21 Prioritisation for provision of noise insulation within this scheme will focus on community buildings where noise has the greatest potential to result in adverse effects based on best available evidence and research. For schools and educational facilities, this will consider the listening need associated with each type of facility, the socio-economic data (level of deprivation) associated with the local area, along with the noise level exposure for each site.

Vortex Impact and Prevention Scheme

3.2.22 Heathrow will continue and extend the current Vortex Impact and Prevention Scheme, which includes repairs for vortex strikes and the provision of proactive protection for homes in high-impact areas. Every house, school, church or hospital

© Heathrow Airport Limited 2026

affected by a vortex strike is eligible for the scheme. This includes homes situated above commercial properties. The scheme does not cover damage to other property, such as cars, from roof tiles dislodged by a vortex.

Road and Rail Noise Insulation Schemes

3.2.23 In accordance with the requirements and eligibility criteria of the Noise Insulation Regulations, we would provide insulation measures to reduce the impact of changes in rail or road traffic noise as a result of the Project. Existing windows may be upgraded with replacement acoustic double-glazed units with 'acoustic ventilation', or by adding secondary glazing. External doors to habitable rooms may be replaced.

Construction Noise Insulation Schemes

3.2.24 To comply with the requirements of the Code of Construction Practice, we would provide insulation measures to reduce noise from construction activities. Existing windows may be upgraded with replacement acoustic double-glazed units with 'acoustic ventilation' or by adding secondary glazing. External doors to habitable rooms may be replaced.

3.2.25 For those properties most impacted by construction noise, we are proposing to provide a Temporary Home Relocation Scheme.

Summary of discretionary schemes

3.2.26 Table 2.1 summarises the main noise insulation and support schemes. It is intended as a high-level guide only and should be read in conjunction with our **Noise Insulation Scheme**[3]. Full eligibility will depend on the detailed criteria for each scheme, including the relevant noise contour, property type, occupation requirements and any other scheme-specific conditions.

[3] https://www.heathrow.com/company/local-community/noise/what-you-can-do/quieter-neighbourhood-support/residential-insulation

© Heathrow Airport Limited 2026

Figure 3.1: Summary of discretionary noise schemes

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

© Heathrow Airport Limited 2026

4. Wider Property Offer Zone Scheme

4.1 Introduction

4.1.1 The schemes described in this document are intended to help mitigate specific noise impacts of the Project. Separately, we have developed the Wider Property Offer Zone (WPOZ) policy. This provides a discretionary property purchase offer for eligible residential properties in the areas outside the Compulsory Purchase Zone (CPZ) that are expected to be most affected by the Project.

4.1.2 This scheme relates to the purchase of residential properties located within the WPOZ (identified in **Appendix A: Map of areas covered by the Wider Property Offer Zone**). This is in connection with the development of a new Northwest Runway and associated infrastructure to expand Heathrow Airport, which is currently being prepared for an application for a Development Consent Order (DCO) under the Planning Act 2008.

4.1.3 No properties located within the WPOZ will need to be purchased for the Project. Nor do we intend to seek powers of compulsory purchase to buy residential properties within the WPOZ as part of the DCO application.

4.1.4 However, we recognise the impact that our proposals for the Project may have on owners who live close to the new boundary of the expanded airport, and who had no knowledge of the Project when they purchased their home. We have therefore developed this draft policy so that our compensation offer extends to owner-occupiers of residential properties within the most affected areas outside the CPZ.

4.1.5 Our discretionary policies are intended to supplement, and operate in parallel with, the existing statutory regime governing compensation for the compulsory purchase of land, which is known as the Compensation Code. This policy should be read in conjunction with our Home Purchase Scheme guidance and FAQs[4].

4.2 General approach

4.2.1 We have developed a discretionary enhanced compensation offer, where we will buy eligible homes for the unaffected open market value plus an enhanced loss payment of 25% of the unaffected market value. This applies to eligible properties for qualifying homeowners in the WPOZ.

4.2.2 We recognise the uncertainty and impact that our proposals may have on local communities, particularly on those whose properties are affected. While this is a voluntary scheme, we will work with eligible owner-occupiers to purchase their properties by negotiated agreement where they wish to sell. We will do this through a home purchase bond, which will set out the specific terms on which we would purchase the property. The bond will reflect the compensation for the individual property.

4.2.3 We do not expect to purchase residential properties within the WPOZ unless, and until, development consent for the Project has been granted and we have decided to

[4] https://www.heathrow.com/company/local-community/property-compensation-schemes

© Heathrow Airport Limited 2026

proceed with the Project. If development consent is granted, we anticipate this will occur in 2029.

4.2.4 This policy aims to give flexibility, certainty and support to owner-occupiers of residential properties within the WPOZ who wish to sell their homes to us and relocate to a new home away from the area.

4.3 Owners within the zone who are covered by this draft policy

An eligible residential property

4.3.1 A residential property will be eligible for purchase by us under the enhanced compensation offer if it was owned and occupied on 17 December 2013 by someone with an 'owner's interest' (see **paragraph 4.3.3**).

4.3.2 We have adopted this approach to eligibility for the enhanced compensation offer for people who may have purchased their residential property without knowing that they might potentially be affected by the new north-west runway. The Airports Commission short-listed the Northwest Runway scheme on 17 December 2013. From then, prospective purchasers 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. For example, if an owner bought a residential property on or before 17 December 2013 and were in occupation on that date, the property will be eligible for the enhanced compensation offer.

A qualifying owner

Owner-occupiers

4.3.3 An owner-occupier is a person who owns and lives in their home as their main residence. This draft policy applies to owner-occupiers of residential properties within the WPOZ who, at the date they apply for the enhanced compensation offer:

- Have an 'owner's interest' in the residential property, namely a freehold interest or a leasehold interest granted or extended for a fixed number of years, with no fewer than three years remaining unexpired at the date of any application; and
- Have either:
  - Occupied the residential property for at least the six months immediately before 17 December 2013; or
  - If the residential property was unoccupied on 17 December 2013, occupied it for at least six consecutive months between 17 December 2012 and 17 December 2013 before it became unoccupied; and
- Be in occupation of the property, subject to **paragraphs 4.3.4** to **4.3.11**.

© Heathrow Airport Limited 2026

Change of ownership

4.3.4 If an owner's interest (as defined in **paragraph 4.3.3**) in an eligible property (as defined in **paragraph 4.3.1**) is sold after 17 December 2013 to someone other than us, eligibility for the enhanced compensation offer would transfer with that transaction. This means that a new owner of that property interest (evidenced by change of ownership registered with HM Land Registry) would be entitled to apply for the enhanced compensation offer, even if they do not occupy the property at the date of their application to us.

4.3.5 We have adopted this approach to ensure the property market continues to function without distortion, and so owner-occupiers can continue to buy and sell property interests as usual, regardless of our proposals for the Project.

Inherited property

4.3.6 A person who inherits an owner-occupier's interest (as defined in **paragraph 4.3.3**) in an eligible property within the WPOZ after 17 December 2013, on the death of a previous owner, will be entitled to apply for the enhanced compensation offer if they enter into a home purchase bond to sell the property to us.

4.3.7 A person who inherits an owner occupier's interest in an eligible property within the WPOZ after 17 December 2013, and subsequently sells the property on the open market, will be entitled to sell with the benefit of eligibility for the enhanced compensation offer set out in this draft policy (such eligibility would transfer with the sale).

Shared ownership

4.3.8 Owner-occupiers of an eligible property that is in shared ownership are entitled to the same compensation offer as other owner-occupiers. However, they will receive the proportion of the 25% enhanced loss payment that reflects their proportion of ownership of the property. For example, if their share of the freehold is 60%, their home loss payment will be calculated in line with 60% of the unaffected market value of the property they own.

4.3.9 Owner-occupiers of a property in shared ownership will need to seek the necessary consents from the Housing Association (or relevant provider) to determine whether they can sell their interest to us under the Home Purchase Scheme, or a negotiated agreement, just as they would if they were planning to sell on the open market.

Landlords

4.3.10 Landlords will not generally be eligible under this policy.

4.3.11 A private landlord who has purchased an owner-occupier's interest in an eligible property within the WPOZ since 17 December 2013, may be entitled to receive the enhanced compensation offer and enter into a home purchase bond with us, in accordance with **paragraph 4.3.1**.

© Heathrow Airport Limited 2026

4.4 Home Purchase Scheme

Overview

4.4.1 Eligible owner-occupiers within the WPOZ will be offered the opportunity to sell their property to us by making an application to the Home Purchase Scheme.

4.4.2 Under this discretionary scheme, they can nominate to have their property purchased by us via a home purchase bond, agree the terms of a sale and complete the sale to us at a later date, once development consent for the Project has been granted (anticipated in 2029) and once we have written to all bondholders to confirm our decision to proceed with the Project and start construction. At this time, we will write to all bondholders confirming the position.

4.4.3 The Home Purchase Scheme will be opened for applications after the consultation in 2026 and once we have reviewed any feedback received.

4.4.4 We are offering a compensation package that includes enhanced loss payments for eligible owners. It also includes the flexibility to decide between a fixed, up-front disturbance payment to cover the costs of relocating, or submitting a claim for the reimbursement of reasonable disturbance costs once they have been incurred.

4.4.5 Only single residential dwellings will be purchased under the Home Purchase Scheme. This policy does not apply to non-residential uses.

Home purchase bond

4.4.6 A home purchase bond is a type of agreement under which the terms of the sale of the property are agreed between the owner and us, in advance.

4.4.7 If the DCO application is refused, or a decision is made by us to not proceed with the Project:

- Home purchase bonds not yet redeemed, by service of notice on us, will be cancelled.
- Negotiations in relation to any unsigned home purchase bonds will stop.
- A decision by us not to proceed will be given in writing to the bond holder(s) in accordance with the bond agreement.

Compensation under the Home Purchase Scheme

Market value

4.4.8 All eligible owner-occupiers within the WPOZ who choose to sell to us will receive the unaffected market value of their home (ignoring any positive or negative impact on the value due to the Project) as a single residential dwelling.

4.4.9 The unaffected market value of homes purchased under the scheme will be determined using the valuation process set out below.

© Heathrow Airport Limited 2026

Appointment of valuers

- We will provide the owner with details of a valuation panel of firms registered with the Royal Institution of Chartered Surveyors (RICS). We will nominate a firm from the panel to carry out a valuation to determine the unaffected market value of the property.
- The owner can nominate a firm from the panel or choose to nominate their own RICS-registered valuer to complete a valuation.
- To ensure valuations are carried out consistently and correctly, all valuers will be provided with the same instructions to undertake a Red Book valuation.
- If the owner chooses a firm that is on the panel, we will pay the valuation fee direct to the firm.
- If the owner chooses a firm not on the panel, they will need to make the payment to the valuation firm and provide a copy of the invoice and receipt to us. We will then pay the owner a contribution towards the valuation fee of up to £1,000 (including VAT). Only one fee will be reimbursed per property. Fees in excess of £1,000 would be the responsibility of the owner-occupier.

Calculation of the unaffected market value

- If the valuations are within 10% of each other, the unaffected market value is calculated by taking the average of the two valuations.
- If the valuations are more than 10% apart, the owner will select another valuer from the panel to carry out a third valuation. This will also be at our cost.
- The unaffected market value will be calculated from the average of the two closest valuations.

Indexation of unaffected market value

4.4.10 House prices in the wider market may change between the valuation date and the date that an owner completes the sale of their property to us via a home purchase bond.

4.4.11 Using the official UK House Price index data published by HM Land Registry, the unaffected market value is adjusted from the valuation date to the sale date based on percentage changes in average house prices for the property type in both the local authority (where the home is located) and Greater London areas. The higher of the two adjusted values becomes the final sale price. This may be above or below the original valuation depending on market movements.

4.4.12 For example, for a semi-detached house in the WPOZ in the London Borough of Hillingdon local authority area, the unaffected market value at the value date will be adjusted by the percentage change in the average price of semi-detached houses in Hillingdon and Greater London. If the Greater London index produces a higher adjusted valuation, this will be adopted.

© Heathrow Airport Limited 2026

Re-valuation

4.4.13 Either we or the owner can require the property to be re-valued in accordance with this procedure if:

- The condition of the property materially changes (for example due to fire or structural damage) between the valuation date and the date on which either party serves notice to redeem the bond.
- The sale of the property to us does not occur until more than five years after the valuation date.

Mitigated properties

4.4.14 If, prior to an application under this section of the policy, a property within the WPOZ has had any noise insulation or other mitigation measures funded or delivered by us under other sections of the policy, we reserve the right, when assessing the value of the property for purchase or compensation, to make such reasonable and justifiable adjustments as may be appropriate.

4.4.15 These adjustments will be limited to value or costs that arise solely as a consequence of the installation of measures that we have funded or provided.

Enhanced home loss payment

4.4.16 Eligible owner-occupiers who choose to sell to us via the Home Purchase Scheme will be entitled to an enhanced loss payment.

4.4.17 Further information on the eligibility criteria and the payment amount is provided in **paragraphs 3.4.18 to 3.4.21**.

Eligibility

4.4.18 An owner-occupier's interest in a residential property must be a freehold interest or a leasehold interest granted or extended for a fixed number of years, with no fewer than three years left unexpired at the date of any application.

4.4.19 Owner-occupiers will receive an enhanced loss payment if they purchased and lived in their home:

- Before 17 December 2013, (the date the Airports Commission short-listed our Northwest Runway scheme) and;
- At least 12 months prior to the date on which the owner sells their home to us under the Home Purchase Scheme and;
- The property was not rented to tenants at any time during the period after 17 December 2013 .

4.4.20 Owner-occupiers who purchased their home after 17 December 2013 from an owner-occupier who would have been eligible for an enhanced home loss payment, can apply for the payment, subject to providing documentary evidence that the previous owner was in occupation. We have adopted this approach to encourage the property market to continue functioning within the WPOZ.

© Heathrow Airport Limited 2026

Amount

4.4.21 The enhanced loss payment will be calculated at 25% (uncapped) of the unaffected market value determined through the valuation process outlined in **paragraphs 4.4.9** to **4.4.10**. For example, if the unaffected market value of an eligible owner's property is calculated at £400,000, they will receive an enhanced loss payment of £100,000 in addition to the unaffected market value, when the property is purchased by us.

Disturbance compensation

4.4.22 Disturbance compensation refers to reasonable costs and expenses incurred as a direct consequence of being forced to move. It is separate to the entitlement to home loss payments.

4.4.23 Claims for disturbance compensation will need to be made within six years of the sale of the property to us.

4.4.24 There are two types of disturbance compensation:

- Replacement property purchase costs
- Disturbance costs

4.4.25 Replacement property purchase costs relate to buying a new home and include Stamp Duty Land Tax (SDLT) up to the amount of SDLT payable on a property of equivalent value to the one purchased by us. They also cover reasonable legal fees and disbursements, survey and valuation fees and mortgage-related costs.

4.4.26 Typical disturbance costs include those associated with purchasing a new home (other than the purchase price), for example, removals, the cost of disconnecting and reconnecting services such as telephone, broadband and electricity, mail redirection and altering soft furnishings and moveable items to fit a new property.

4.4.27 If the home has been adapted for a tenant or someone else living at the property who is disabled or has a medical condition, disturbance costs may be payable to cover adaptations to a new home to provide the same facilities.

Entitlement to disturbance compensation under the Home Purchase Scheme

4.4.28 Owners who sell to us under the scheme are entitled to:

- Replacement property purchase costs (other than the purchase price, which is accounted for in the unaffected market value)
- Disturbance costs, for which they may either:
  - Receive a fixed disturbance payment
  - Make a claim for the actual disturbance costs incurred

4.4.29 Replacement property costs and disturbance costs (which may be a fixed payment or an evidence-based claim for actual costs) are explained further below.

© Heathrow Airport Limited 2026

Replacement property purchase costs

These costs typically include SDLT (up to the amount payable on a property of equivalent value to the one purchased by us) and legal fees. They may also include the reasonable cost of items such as a valuation and condition survey of the replacement home.

Claims for replacement property purchase costs will require full documentary evidence of the expenditure, including invoices and completion statements from the owner's solicitor.

Disturbance costs

Fixed disturbance payment

4.4.30 Instead of making an evidence-based claim for disturbance costs, owner-occupiers can apply to receive a fixed disturbance payment to compensate for costs associated with having to move home.

4.4.31 Owner-occupiers will be able to apply to us online for the fixed disturbance payment which, if requested no later than two months before the date of possession, could be paid on completion of the purchase. The option to take a fixed disturbance payment will otherwise remain open for the duration of the entitlement to make a claim.

4.4.32 If an owner opts for a fixed disturbance payment instead of making a disturbance claim, no evidence or details of costs incurred need to be supplied.

4.4.33 The fixed disturbance payment rate will be based on the number of bedrooms in the home. This amount does not include replacement property purchase costs, which are payable in addition to a fixed disturbance payment.

Table 4.1: Fixed disturbance payment rates by number of bedrooms

Number of bedrooms in property	Fixed disturbance payment
Studio	£2,500
1 bedroom	£3,000
2 bedrooms	£3,750
3 bedrooms	£4,500
4 bedrooms	£5,500
5+ bedrooms	£6,500

Evidence-based disturbance costs claim

4.4.34 Owner-occupiers may prefer to make an evidence-based disturbance costs claim if their costs are likely to be higher than the fixed disturbance rate outlined in **Table 3.1: Fixed disturbance payment rates by number of bedrooms**. Unlike a fixed disturbance payment, these claims will need to be supported with full details and documentary evidence. The claim will be assessed based on the statutory entitlement to disturbance costs incurred as a direct result of moving from the property.

© Heathrow Airport Limited 2026

4.4.35 An evidence-based disturbance costs claim is payable in addition to a claim for replacement property purchase costs.

Professional advice

4.4.36 We recommend that owners who are intending to make a disturbance costs claim and/or a replacement property purchase costs claim consult with a compulsory purchase surveyor, who can advise and assist in preparing the claim.

4.4.37 The RICS operates a helpline[5] and can put those affected by compulsory purchase in touch with a compulsory purchase surveyor in their area, who can provide a free 30-minute initial consultation.

4.4.38 Compulsory purchase surveyors must comply with the RICS Professional Standard – Surveyors advising in respect of compulsory purchase and statutory compensation[6].

4.4.39 Reasonable surveyors' fees will be reimbursed by us. However, surveyors acting on behalf of owner-occupiers are recommended to first contact us to discuss their fee arrangement and also to refer to our Professional Fees Policy.

[5] https://www.ricsfirms.com/helplines/compulsory-purchase/
[6] https://www.rics.org/content/dam/ricsglobal/documents/standards/Surveyors-advising-in-respect-of-compulsory-purchase_sept2024.pdf

© Heathrow Airport Limited 2026

5. Statutory compensation

5.1 Statutory compensation explained

5.1.1 This section explains how the discretionary measures described in this policy sit alongside existing statutory compensation rights. The discretionary policies are intended to provide additional support in certain circumstances, but they do not limit or remove any entitlement a person may have to claim statutory compensation in accordance with the Compensation Code. This may include:

- A diminution in property value due to physical factors under Part 1 of the Land Compensation Act 1973 (noise, vibration, smell, fumes, smoke, artificial light and the discharge of a solid or liquid substance on to land).
- Loss of property value caused by construction works under section 10 of the Compulsory Purchase Act 1965.

Right to claim compensation from an acquiring authority for damage caused by entry on to their land as a result of relying on the powers of entry in either section 172 of the Housing and Planning Act 2016 or Section 53 of the Planning Act 2008.

5.1.2 It is recommended that specialist advice is taken in respect of any compensation claim under the Compensation Code.

5.1.3 For further information on compensation, please see the Government guidance documents on compulsory purchase available online[7].

5.1.4 The Royal Institution of Chartered Surveyors (RICS) operates a helpline and can put those affected by compulsory purchase in touch with a compulsory purchase surveyor in their area, who can provide a free 30-minute initial consultation.

5.1.5 Compulsory purchase surveyors must comply with the RICS Professional Standard – Surveyors advising in respect of compulsory purchase and statutory compensation[8].

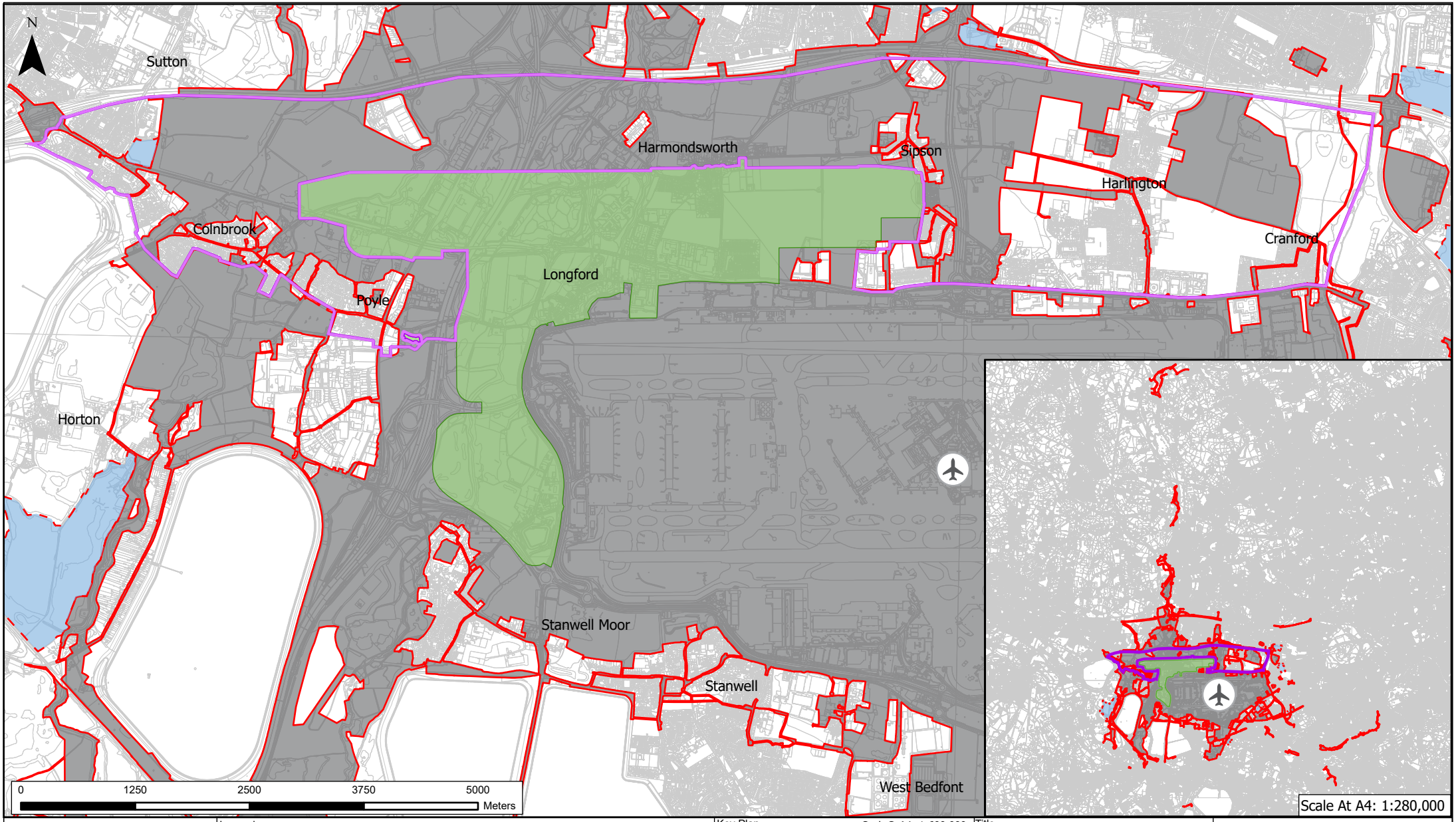
[7] https://www.rics.org/profession-standards/rics-standards-and-guidance/sector-standards/land-standards/surveyors-advising-in-respect-of-compulsory-purchase-and-statutory-compensation-uk
[8] https://www.rics.org/content/dam/ricsglobal/documents/standards/Surveyors-advising-in-respect-of-compulsory-purchase_sept2024.pdf

© Heathrow Airport Limited 2026

Appendix A Map of Areas Covered by the Wider Property Offer Zone

Figure A.1: Map of areas covered by this draft policy

© Heathrow Airport Limited 2026



This drawing may contain Ordnance Mastermap and Raster data.

OS Copyright Acknowledgement.
Reproduced by permission of Ordnance Survey on behalf of HMSO. © Crown Copyright and database right. All rights reserved. Heathrow Airport Limited, O.S. Licence Number AC0000808122.

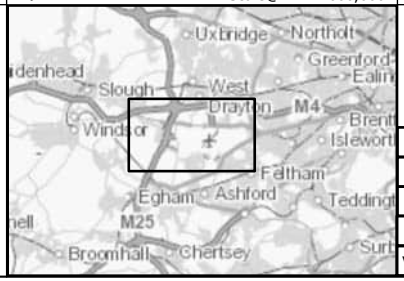
Heathrow

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

INFORMATION_SECURITY_CLASSIFICATION

Heathrow

EXPANSION
CONSULTATION 2026