

KEY BENEFITS AND ISSUES – HEATHROW EXPANSION

Key Benefits of expansion

Heathrow generates significant job opportunities in the locality. There is an opportunity to maximise this and ensure that our residents are able to access future careers. There are 72,000 jobs at the airport and 114,000 in the supply chain. Around 3,500 of our residents work there (7% of the boroughs total workforce which increases to 25% in Stanwell North). The expectation is that the number of jobs will increase by around 26,800 post expansion to 98,800.

An expanded Heathrow will provide careers with progression opportunities, and not just jobs. They will require different skill sets. Heathrow and their direct supply chain are London Living Wage employers (£10.55 per hour). Heathrow have committed to ensuring the supply chain recruits local talent. They have established a Skills Partnership with local colleges including Brooklands to create a future pipeline and enhance access to higher skills training.

Expansion offers opportunities to access the increased number of apprenticeships that will be on offer. With expansion, Heathrow would double the number of apprentices across the airport to 10,000 by 2030 and support wider programmes to champion employability skills training. Many of the 10,000 apprentices would be brand new posts, whilst others would include existing staff who would be able to access training for new skills and qualifications which would upskill the workforce (including our residents). Heathrow now offer degree apprenticeships and Technical (T) level courses in construction.

Expansion of Heathrow will help the UK to retain its place as the 5th largest economy as other nations compete for markets to increase trading opportunities. Heathrow is a hub airport, and is also the UK's biggest 'port' by value (not volume). In 2017 £106bn of UK goods travelled through Heathrow which is more than Felixstowe and Southampton combined (£96m).

An expanded Heathrow will be a business airport with connections to emerging global markets which will be increasingly important post Brexit. Up to 40 new long haul routes will be created. 33% of all UK long-haul goods by value travel via Heathrow; Gatwick by comparison is 0.23%.

An expanded Heathrow is essential for future growth in exports. Currently one in five small or medium sized businesses export, but it is estimated by the Federation of Small Businesses that this could be doubled with expansion if Heathrow can get the infrastructure and package of support right. There is a need to increase Heathrow's constrained airport capacity to ensure the UK's future growth. An expanded airport will further increase cargo opportunities (both in terms of employment and more critically in terms of associated companies dealing with logistics and 'just in time' deliveries).

Expansion will help the local business economy grow further as there will be a substantial number of procurement opportunities for companies to benefit from the local supply chain. These local businesses will benefit from the Heathrow Annual Business Summit which provides an opportunity for businesses to obtain face-to-face meetings with the procurement officers from companies linked to the goods / services which they supply. Heathrow run a workshop that is only currently available to businesses situated in the five boroughs that surround the airport which gives our businesses a competitive advantage.

Key Issues with HAL's proposals

Significant areas where the information required for the Council to be able to form a view on the impact on our residents and the Borough is deficient or completely lacking (for example transport modelling and Code of Construction Practice). Heathrow cannot move straight to the Development Consent Order DCO submission. It must consult again with all the relevant information to avoid the Council raising a fundamental objection to the Planning Inspectorate about not allowing for proper consultation and engagement.

The cost of the proposed expansion is escalating rapidly and does not represent value for money. The scheme is currently estimated to cost £32.5bn and the Development Consent Order works are now over £500m (having nearly doubled). No business plan has yet been submitted to the Civil Aviation Authority to demonstrate the proposal is efficient, affordable and deliverable. There is an alternative proposal being put forward (Heathrow West) which would significantly reduce the overall cost.

The impact of carbon emissions has not been fully considered, and the future air transport emissions are not in keeping with the Climate Change Committees Further Ambitions scenario. This recommends that the UK meet a Net Zero emissions target by 2050. Heathrow either needs to maintain the cap imposed on UK aviation emissions in line with the Committee on Climate Change's planning assumption of 37.5 million tonnes of CO₂ in 2050 or apply the international trading mechanism cap.

Heathrow is proposing an additional 25,000 air traffic moments per year before the third runway. There should be no early growth. This would be prior to the implementation of noise mitigation measures and proposals include newly overflowed communities as a result of introducing Independent Parallel Approaches (IPA) for early arrivals. These plans are therefore likely to cause additional disturbance to residents and communities without sufficient time to appropriately identify and implement noise mitigation to properties.

Heathrows proposed night flight ban is not the full 6.5 hour ban required by the Airports National Policy Statement (ANPS). The proposal put forward by Heathrow means that the time for which the runway can be expected to be out of use is only 5 hours and 55 minutes (23:15 to 05:10). The World Health Organisation's Guidelines refer to a noise limit (40 dB) which should apply over a night time period of 8 hours. No Health Impact Assessments have been undertaken to demonstrate the effects.

The scale of expansion is focused in the south western corner (our borough) and is far more than required. The prime example of this is the Southern Parkway (22,000 spaces 9 storeys high) right on the back doors of Stanwell residents. Spelthorne does not believe it is needed. As an alternative, Heathrow could choose to retain and significantly expand existing car parks south of the Bath Road to the north of the airport significantly reducing the impact on local residents. This is currently proposed by the Heathrow West scheme.

Expansion will not be finally complete until 2050 (31 years away) and communities will suffer a generation of construction noise and disruption. Heathrow have now admitted that the late 2026 date is for completion of the runway and not all the associated works. Works will require 24/7 operation 365

days year (including public holidays). It is unacceptable for construction traffic to be routed through our communities (especially Stanwell Moor) for several decades. This makes the construction site at CS11 (Stanwell Moor) even more objectionable. Heathrow have provided no concrete details on how it is going to manage this process and mitigate the effects on local residents.

There is no positive legacy for local communities. Whilst a Community Compensation Fund will be put in place this is not proposed to be shared out so that those most affected get the lions share. Significant areas of open space and about 220 Ha of green belt will be lost (c.4.3% of green belt in the borough). The replacement 'green loop' is insufficient to compensate. No community facilities are proposed to recompense local residents.

The compensation package for residents falls well short of 'world class' standards and there is no Wider Property Offer Zone proposed to cover Stanwell Moor and Stanwell Village. Heathrow does not accept that these communities are newly impacted by the expansion proposals, despite the significant encroachment of new development and traffic into these areas, and is therefore not willing to compensate those residents by buying their properties (at the current value plus 25% uplift).

The Surface Access Strategy (SAS) is fundamentally flawed, is not scientifically sound and does not justify Heathrows masterplan proposals. Heathrow's transport improvements are too weak to provide a realistic non-car alternative. Southern Rail access (via Southern Light Rail), along with effective first and last mile modes of transport is required to ensure the shift to public transport can be met. The push factors are so poorly constructed so that they are unlikely to be effective (for example the Ultra Low Emission Zone could push airport-related and through traffic towards the fringes of Heathrow into local roads with consequent traffic and air quality impacts).

Unclear what the extent of traffic 'short cutting' through the borough will be. There is concern that air passengers will try and access the Southern Parkway through the borough rather than using the M25 (especially when congested). They may also park 'long stay' on local roads rather than using the Parkway. We have no indication as to whether Heathrow plan to implement and pay for a CPZ.

Insufficient evidence is presented on the traffic forecast assumptions and inputs for roads through Spelthorne to enable critical review of the air quality modelling outputs. If surface access ANPS targets are not met, air quality targets will also not be met. Even where no breaches of National Air Quality Objectives are predicted there will be a worsening of air quality that will impact on the health of Spelthorne residents.

Early growth (+25,000 ATMs/year) is highly likely to result in significantly more disturbance to residents if the Compton Route is not adequately redesigned to prevent excessive noise disturbance. Detailed information about the changes to the Route is currently unavailable, likewise no information or assessment details have been provided about the noise impacts of the new route or whether mitigation to residents will be required