

HEATHROW EXPANSION

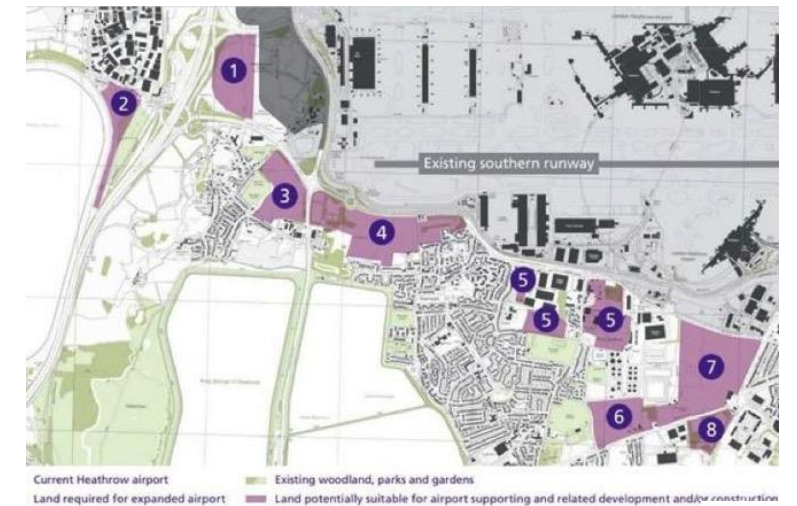
Presentation to Overview and Scrutiny

3 September 2019

Our position on Heathrow 2016

“Mindful of the massive, positive, economic impact that a vibrant and viable Heathrow has on the economy of Spelthorne, and in particular the 3,600 families who rely directly upon it for their income, this Council warmly welcomes the recent Government announcement of the third runway. We are of course mindful of environmental and noise concerns and will work with Heathrow and other stakeholders to ensure those are mitigated.”

22 December 2016 Council



10 requirements at CON1 – March 2018

- ☐ WPOZ - whole of Stanwell Moor and large parts of Stanwell ?
- ☐ CPZ – whole of Stanwell Moor & large parts of Stanwell ?
- ☐ Enhanced community for Stanwell Moor and Stanwell Village ?
- ☐ No Immigration Removal Centres in the borough ✓
- ☐ Support for surface access and transport measures (SLR) and new bus routes to Heathrow ?
- ☐ Air quality must be no worse for residents ?
- ☐ Noise experienced by residents must be no worse ?
- ☐ No changes to the borough boundary ?
- ☐ Night flights should be banned, reduce number overflown ?
- ☐ Staines Moor should remain undisturbed ✓

Employment benefits



Current jobs at Heathrow

- **72,000** jobs at airport
- **114,000** in the supply chain



Current borough workforce employed at Heathrow

- **3,525** residents, 7% of Borough, 25% in northern wards
- **22% (1 in 5) jobs** connected to airport



Proposed Third Runway

- Additional **26,800 jobs** by 2035
- Different skills sets, careers not jobs

Heathrow
Employment & Skills Academy



Cargo benefits



Runway competition

- 6 runways - Schiphol Airport, Amsterdam
- 4 runways - Frankfurt Airport, Germany
- 4 runways - Madrid-Barajas Airport, Madrid
- 4 runways - Charles de Gaulle, Paris
- 3 runways - Orly, Paris
- 4 runways - Leonardo Da Vinci Airport, Rome



Cargo Capacity at Heathrow

- **33%** of all UK long-haul goods (exports)
- Opportunity to link to new emerging global markets



Value of UK goods

- **£106B** goods travel Heathrow (exports and imports)



Local Supply Chain Benefits

Opportunities at Heathrow

- ✓ **Company Headquarters in close proximity**
- ✓ **Opportunities for procurement**
(e.g. Annual Heathrow Business Summit)
- ✓ **Competitive advantage over other businesses**
- ✓ **£32Bn spend will generate opportunities at all levels**



Social Value Benefits



Independent
grant-making
charity



£800K funding
pot for
communities in
boroughs
around
Heathrow



Spelthorne
communities
bid
successfully for
£61,422 = 7.7%
(2018)



Proposed full
work
experience
programme for
16 - 18 year
olds to be
launched (2020)

Apprenticeship Benefits

- Skills upgrade
- Career Progression
- Up to 5,000 apprenticeships by 2030
- Apprenticeships will be spread across all the boroughs surrounding Heathrow
- No information on mix of existing and new employees



Potential Regeneration and Growth



- Hillingdon receives £130m pa in business rates from Heathrow
- Southern Parkway – business rates anticipated to be £1m. SBC would receive £200k



- No hotels or offices in the borough as part of the expansion
- Catalyst for regeneration of Staines-upon-Thames (retail, high quality hotels, residential)

Potential - Southern Light Rail to Heathrow

HAL's CURRENT POSITION

No agreement as yet on alignment, technology, exclusion of heavy rail as an alternative, funding

SCHEME HIGHLIGHTS

- ☐ Staines-upon-Thames to Heathrow
- ☐ Every 6 minutes
- ☐ 7 minute journey time to LHR
- ☐ Connecting communities
- ☐ Environmentally friendly
- ☐ Value for money
- ☐ Globally competitive
- ☐ Innovation Partner with HAL

Information vacuum and escalating costs

- Information is deficient or completely absent– not able to form a view
- Lack of proper engagement with communities
- Heathrow need to re-consult
- Escalating costs - £32.5bn with £500m spend on DCO (doubled)
- No efficient, affordable and deliverable business plan



Expansion development

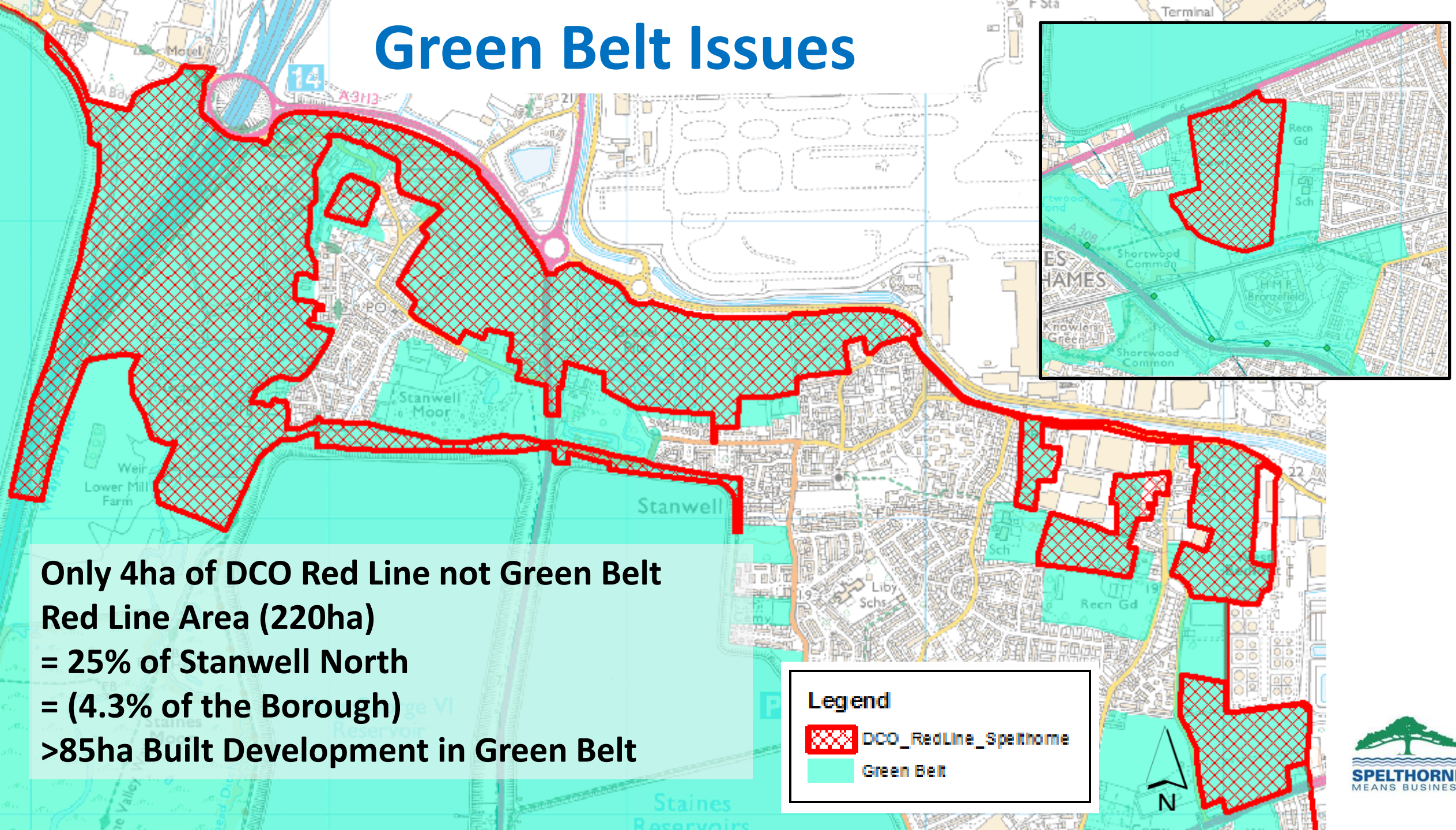


Legend

- Allotments
- Enhanced Area
- New Industrial Area
- Existing Industrial Area
- Green Loop
- Green Space
- Mitigation
- New Cargo
- Petrol Station
- Reedbeds
- Site safeguarded for other uses
- Southern Parkway
- Truck Park



Green Belt Issues

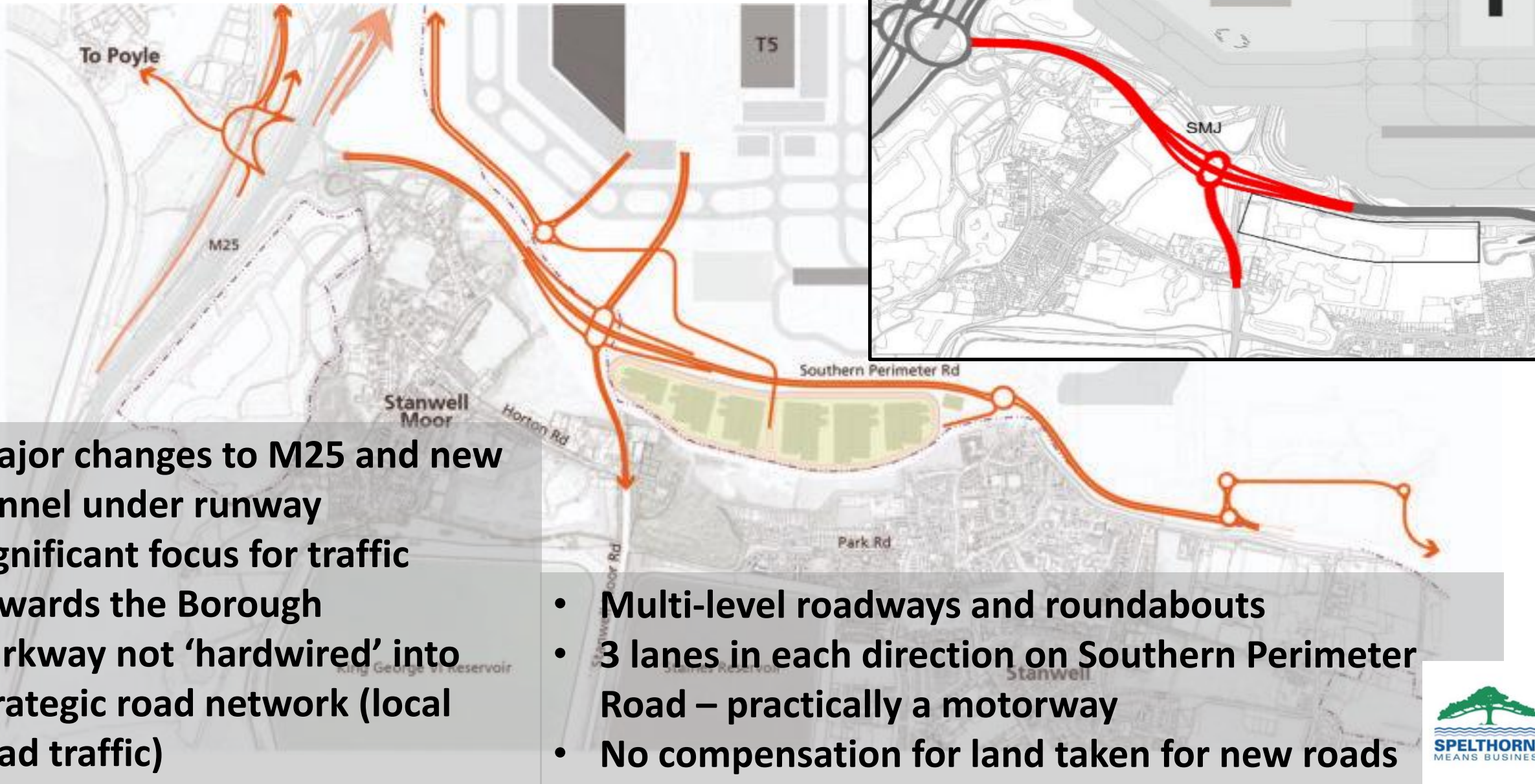


Southern Parkway



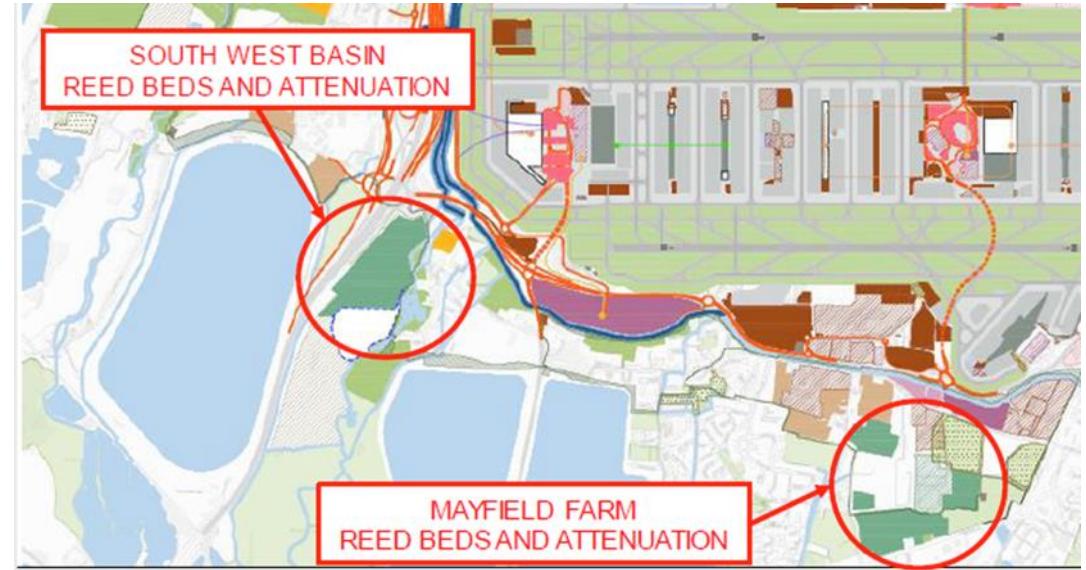
- 22,000 car parking spaces
- Up to 9 storeys spread over multiple blocks
- Up to 60 metres high which is 8 metres higher than Nelson's Column
- Near residential properties
- Situated on about 18 hectares of Green Belt
- Loss of the Oaks Road Biodiversity site

Strategic & local road network



- Major changes to M25 and new tunnel under runway
- Significant focus for traffic towards the Borough
- Parkway not 'hardwired' into strategic road network (local road traffic)
- Multi-level roadways and roundabouts
- 3 lanes in each direction on Southern Perimeter Road – practically a motorway
- No compensation for land taken for new roads

Surface water drainage

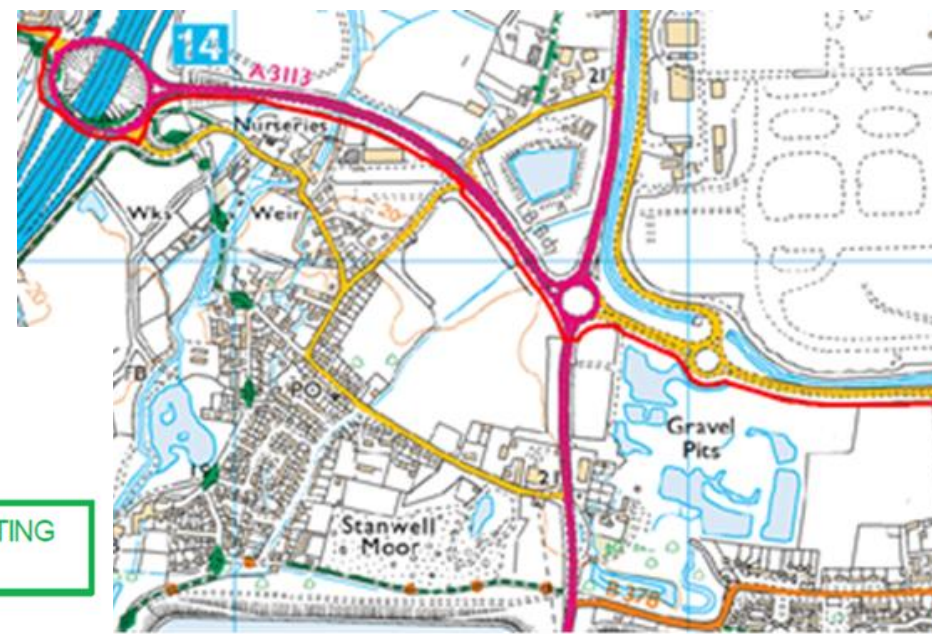


- Not just reed beds
- No public access
- 2m high bund + security fence
- Netted



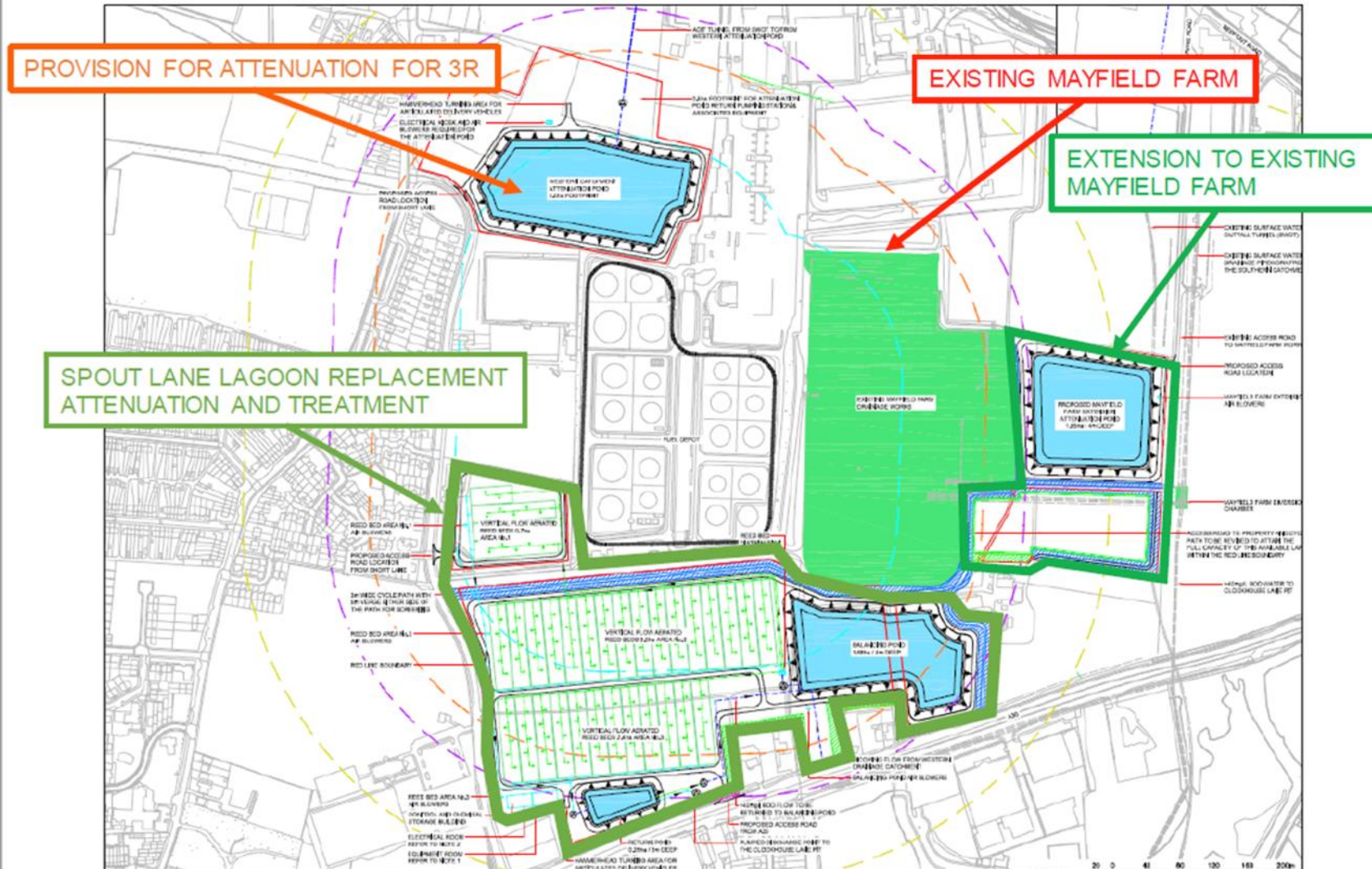
16 : 30 August 2019

Lagoons and balancing ponds



Spout Lane lagoon to be replaced with treatment at Homers Farm

Balancing pond north of Ashford Town FC may not be needed



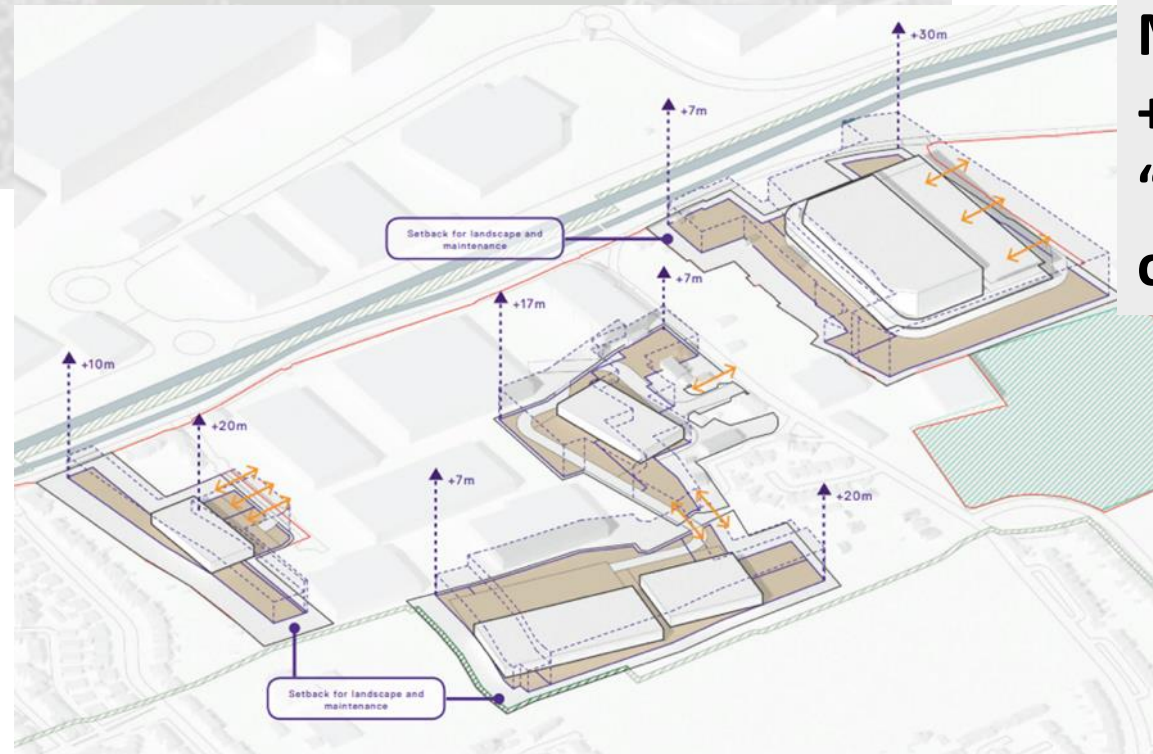
Cargo and Industrial

Truck Park

Petrol Station



**Massing
+7 to + 30m
“Multi-storey”
cargo**



Construction



M40 Stokenchurch cutting = 3.0 Mm³

Scale of Earthworks ~ 25 Million m³



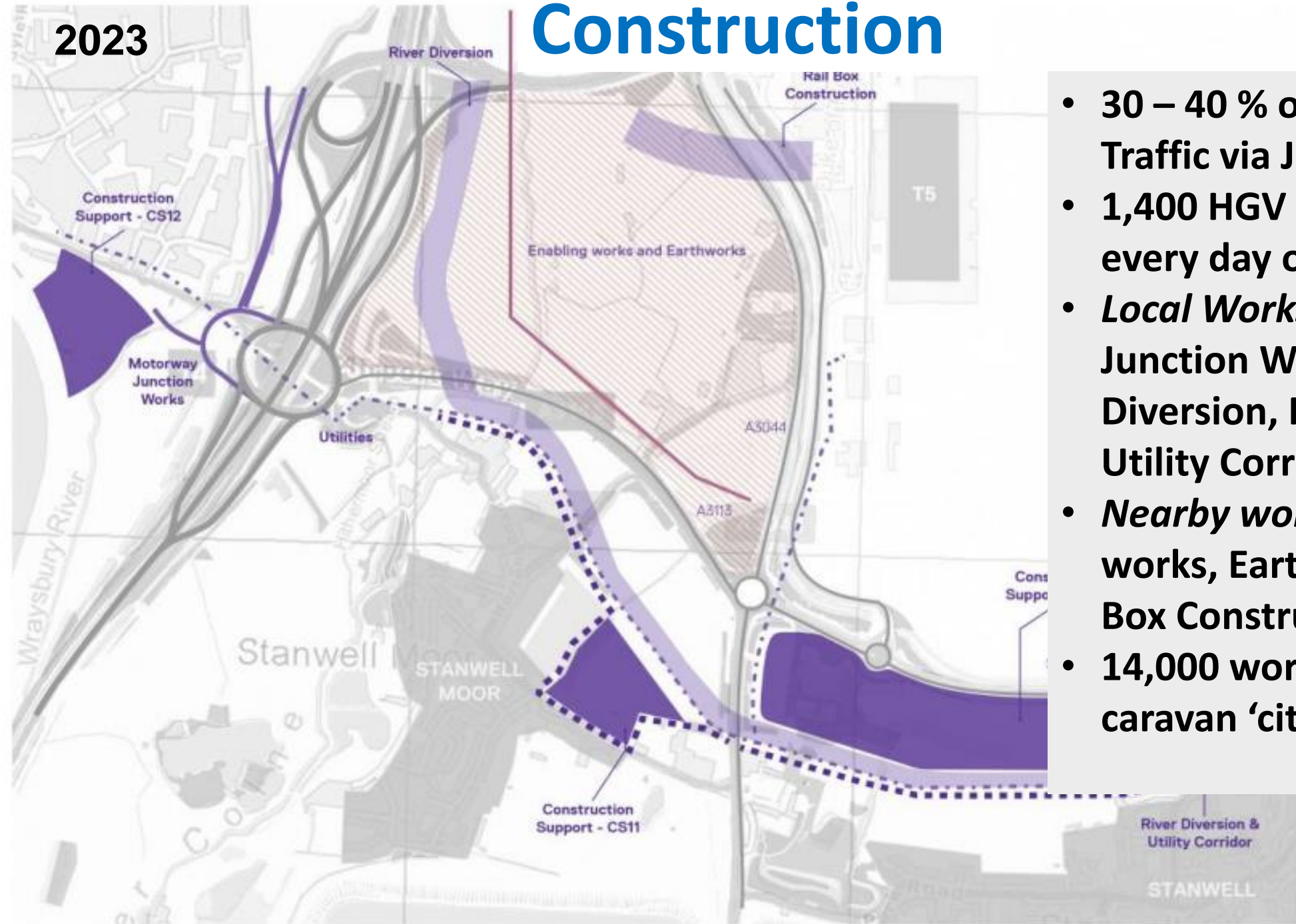
Cubic metre bag



Approx. 13-14 m³

2023

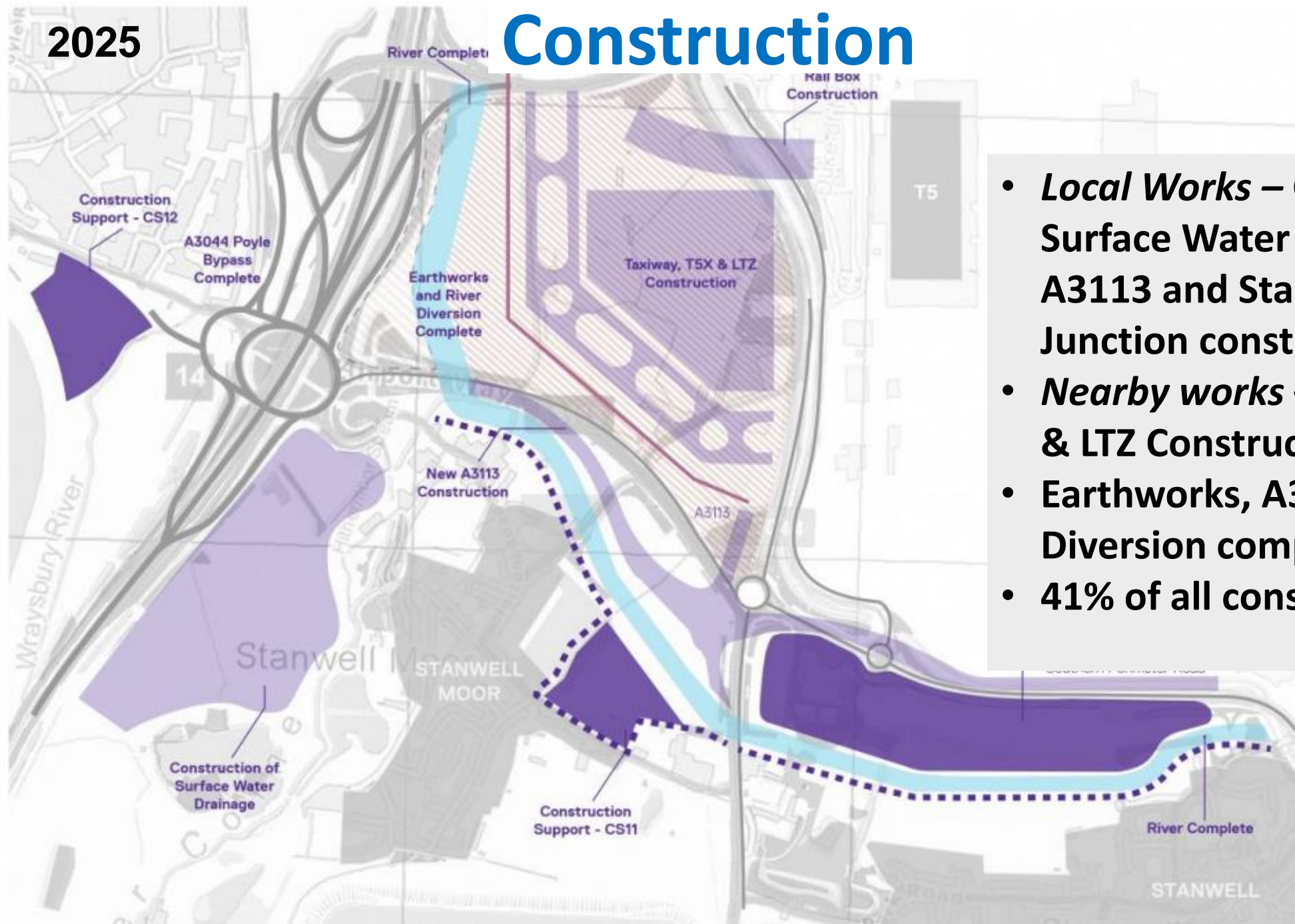
Construction



- 30 – 40 % of all Construction Traffic via J14
- 1,400 HGV movements every day of the year
- *Local Works* - Motorway Junction Works, A3044 Diversion, River Diversion & Utility Corridor
- *Nearby works* - Enabling works, Earthworks and Rail Box Construction
- 14,000 workforce and 500 caravan 'city'

2025

Construction



- **Local Works** – Construction of Surface Water Drainage, A3113 and Stanwell Moor Junction constructions
- **Nearby works** – Taxiway, T5X & LTZ Construction
- Earthworks, A3044 and River Diversion complete
- 41% of all construction traffic

2026 - 2033

Construction

CS11

Construction Support Site

Southern Section of
Parkway Complete

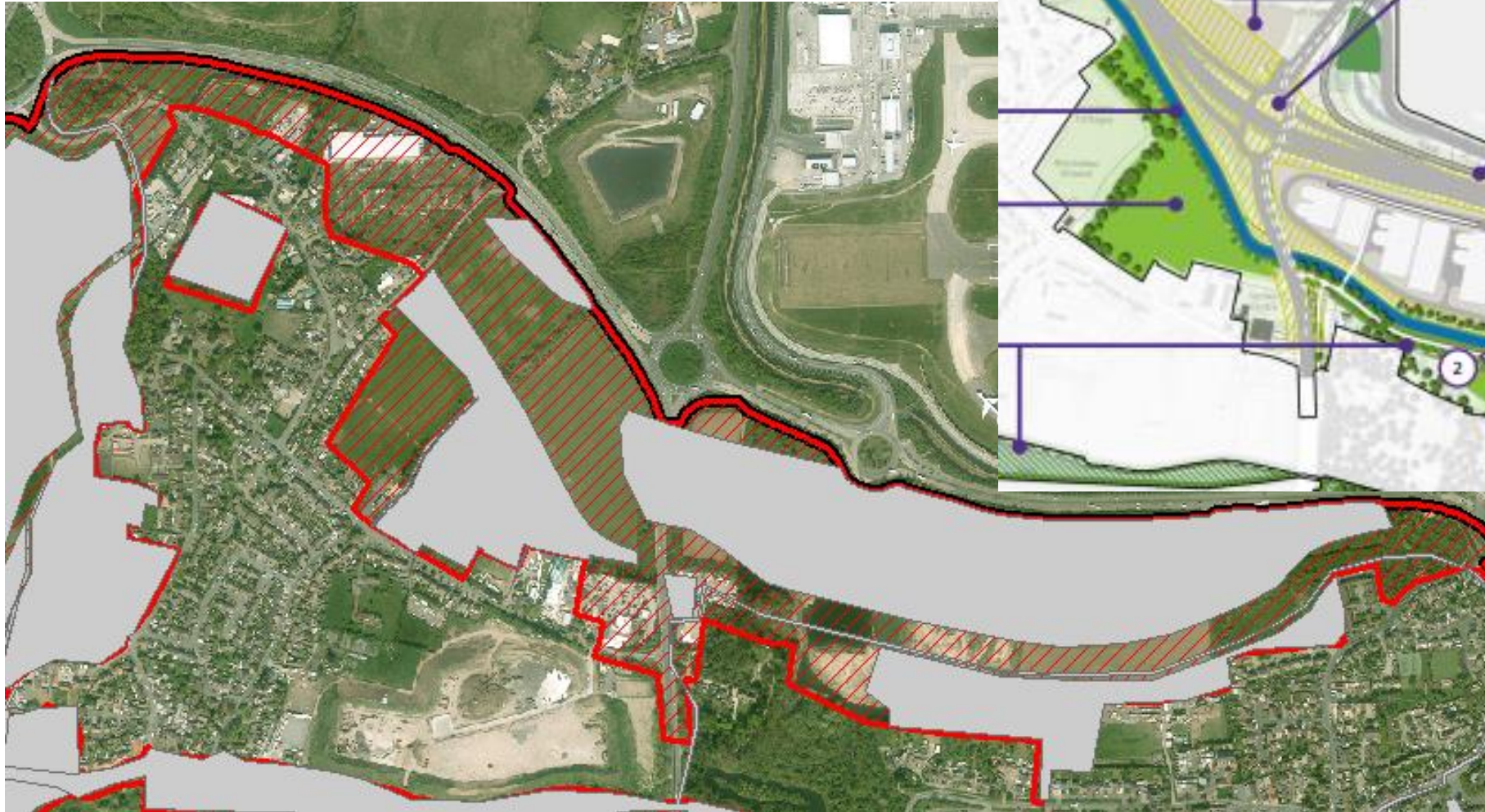
2034 - 2050

CS11

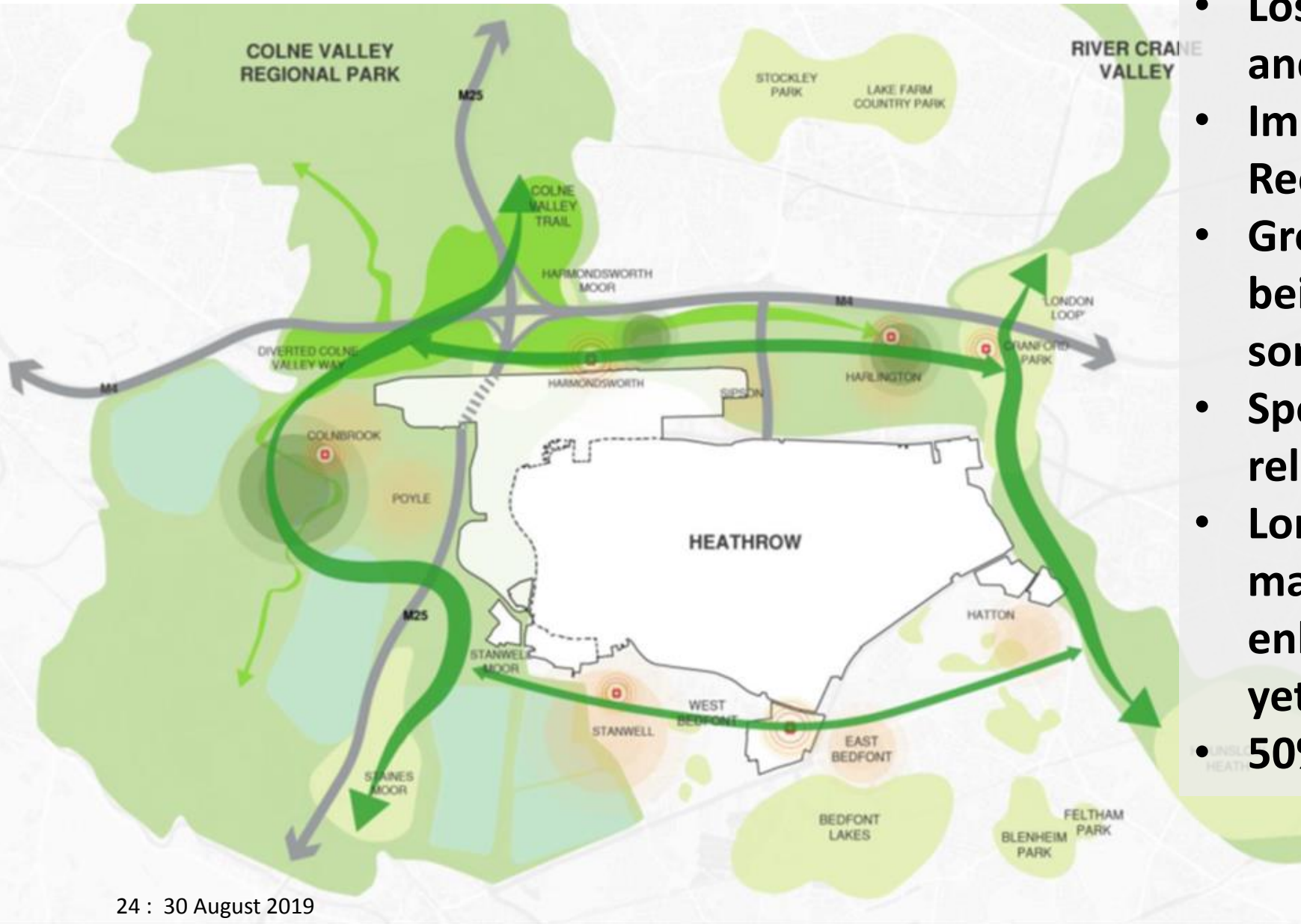
Southern Parkway
Complete

- Parkway developed 2026 - 2035
- CS10 2021 - 2033
- **CS11 2021 – 2050?**
- CS12 (J14) 2021 –2027
- 24 hours a day, 7 days a week working
- Access to CS11?
- **CS11 & CS12 remain to 130 mppa?**

Land take - road and river diversions



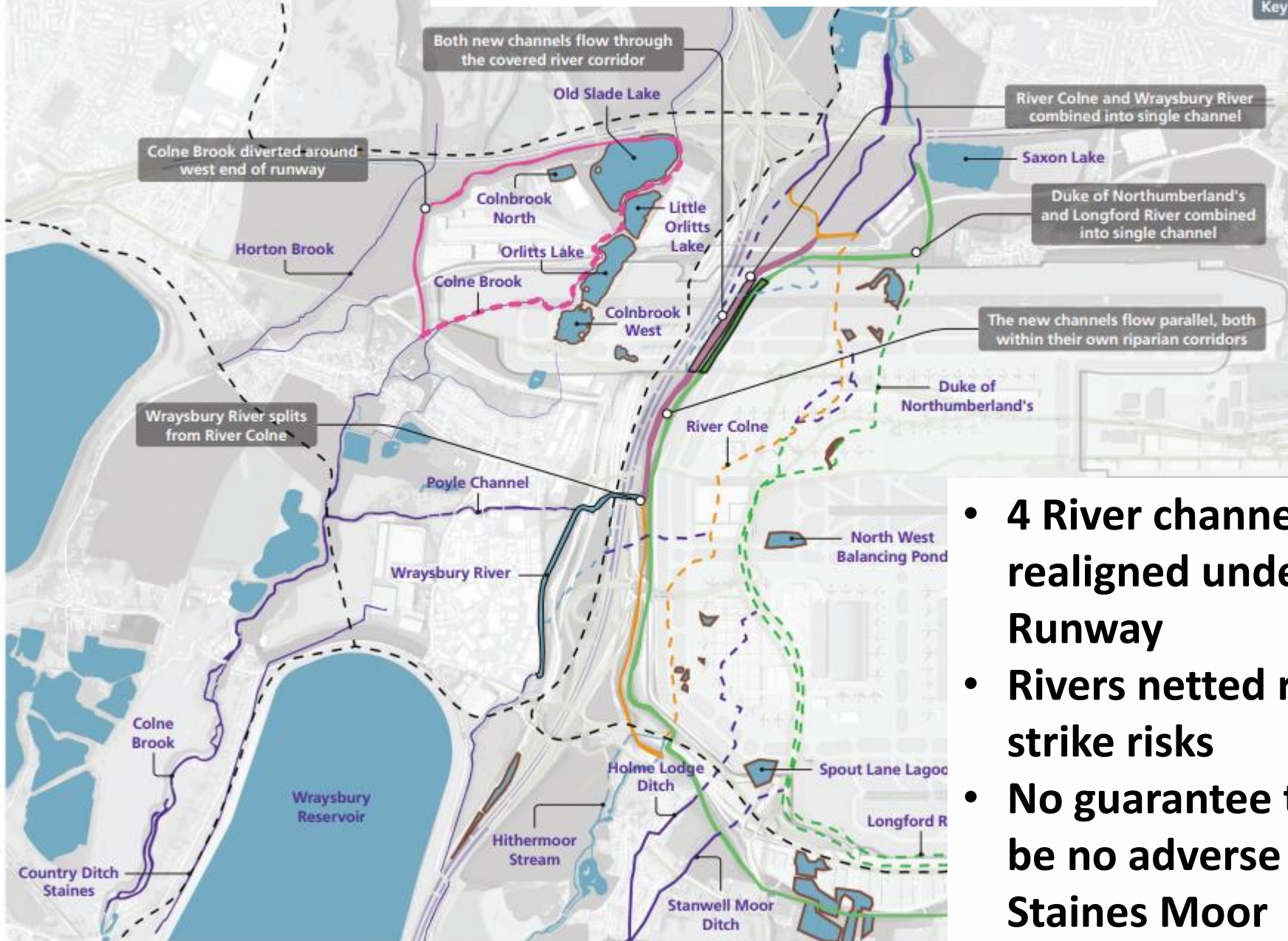
Open space



- Loss of existing open space and biodiversity sites
- Impact on Stanwell Moor Recreation Ground
- Green loop connectivity still being developed – poor in some areas
- Spout Lane allotments relocation
- Long term maintenance and management of new or enhanced open space not yet certain
- 50% not in HAL ownership

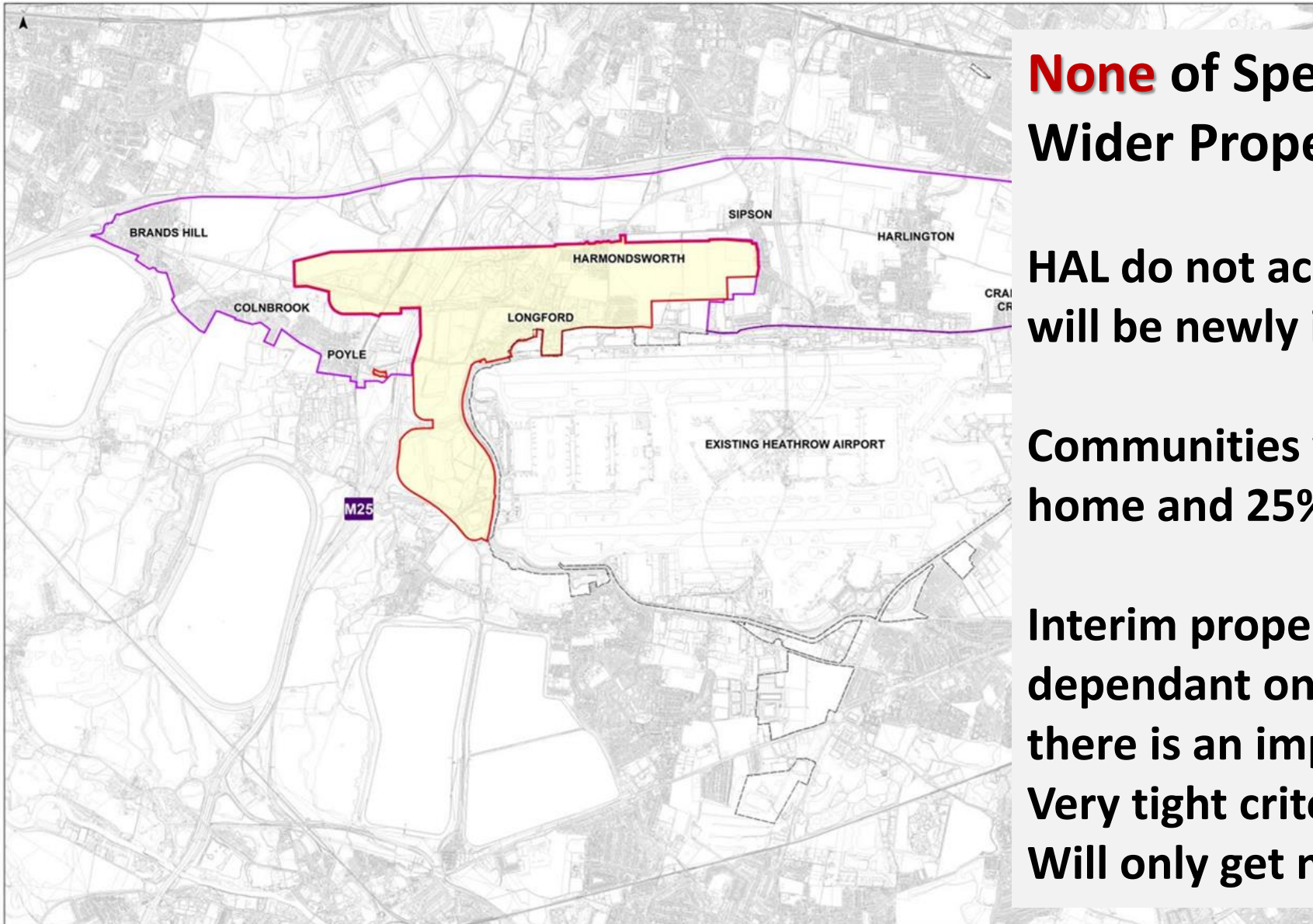
Fig 4.5 – River realignment

River Realignment



- 4 River channels realigned under 3rd Runway
- Rivers netted re bird-strike risks
- No guarantee there will be no adverse impacts on Staines Moor

Interim residential property (discretionary)



None of Spelthorne is in the Wider Property Offer Zone

HAL do not accept that communities will be newly impacted by expansion

Communities will not get value of home and 25% uplift

Interim property hardship scheme – dependant on whether Panel agree there is an impact

Very tight criteria

Will only get market value

Community compensation fund



Designed to mitigate and not to compensate ...

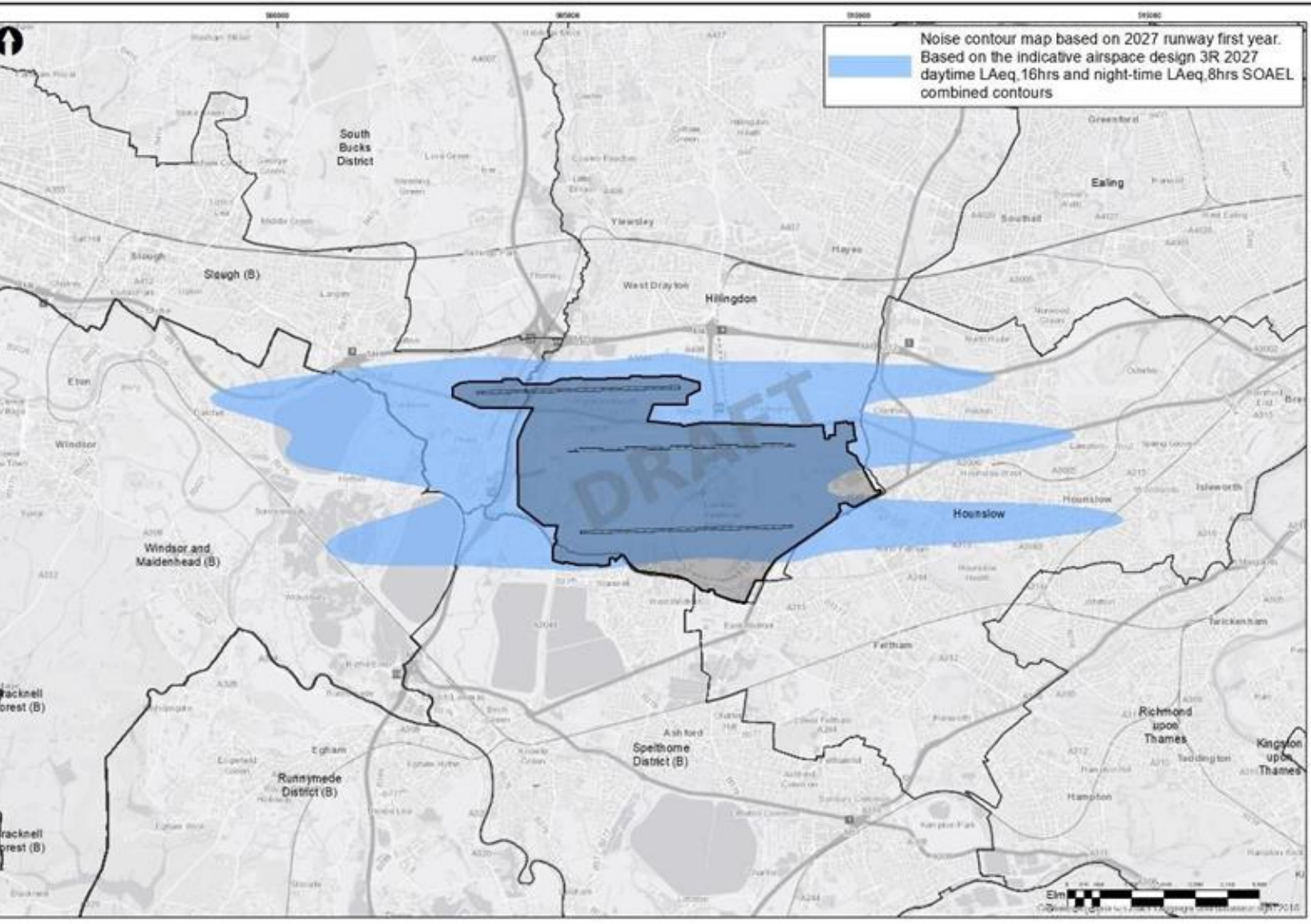
Possible £50m per year for the next 15 years

During construction or after completion

Does NOT say it will be allocated proportionately to those areas most impacted

No positive legacy for communities in terms of new and improved community facilities

Noise insulation scheme



Not identified any community buildings where noise insulation is required

Temporary home relocation scheme – most impacted by *short term* construction noise...

Noise insulation to eligible residents

10% value uplift

Very complex

Health and Wellbeing

Environmental causes of ill-health ...

Air Quality is **highest** ... noise is **2nd**

Cardiovascular & respiratory disease

Sleep disturbance

Quality of life, well-being and
mental health

Cognitive impairment

- WHO Guidelines refer to a noise limit of **40 dB** which should apply over a night time period of **8 hours**



Air traffic movements (ATM) per annum

Early Growth - 25,000 before expansion

480,000
now

505,000 before
third runway
No noise mitigation
Newly overflowed
communities (IPA)
Compton Route

740,000 by 2040
after third runway



Night Flight Ban...



Current

- UK policy on night period **23.00 – 07.00**
- **Night quota period 23.30 – 06.00**
- Airports Commission Proposal 23.30 – 06.30



Current exceptions

- Exceptional recovery. **137 flights between 23.30 - 01.00 (2017)**
- Early scheduled arrivals (**365 flights between 04.45 – 06.00 in 2017**)



HAL proposal - 23.00 – 05.30 for scheduled flights

- In reality its between **23.45 – 05.10 = 5 hours and 55 minutes**
- Exceptions as above will still apply

Respite – runway & airspace alternation



Changes to runway operation

Alternate east and west



Current respite

14 hours on west

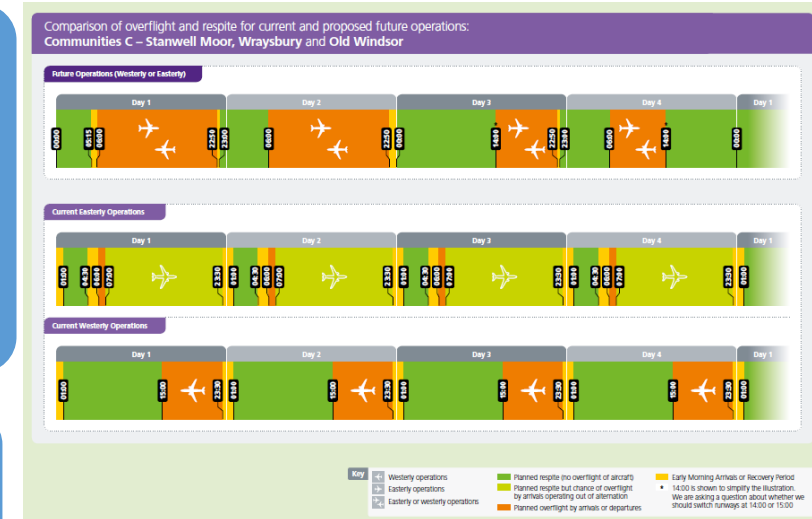
5.5 hours on east (caveated)



Proposed 4 day rotation respite

Day 1 = 15 hours Day 2 = 8 hours

Day 3 = 14 hours Day 4 = 7 hours



HAL position over time

BAA - "Our position could not be clearer, nor could it be more formally placed upon the record. T5 will not lead to a 'third' runway." - **1999**

Inspector says - third runway could have "unacceptable environmental consequences". He recommends a cap on the number of flights at 480,000 a year - **2001**

HAL said they will 'seek to lift cap' - **2004**

Cap put on parking spaces with T5 permission - 42,000 for both the public and staff at the airport



Heathrow

