Heathrow expansion and your area

Sipson

June 2019
## AIRPORT EXPANSION CONSULTATION DOCUMENT
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Introduction

This document summarises our proposals for building and operating a three-runway airport, managing our impacts as we grow, and investing in the local area.

Our Airport Expansion Consultation is an opportunity for you to have your say on our proposals. This consultation is open until 13 September 2019. At the end of this document, you can find out how you can respond.

We are publishing a lot of information as part of this consultation. This document summarises the key matters for Sipson and tells you where more details are available.

There are some things we cannot change (such as where the runway goes), but there are parts of our proposals which can be influenced, and where we would welcome your views.

What we are consulting on

This consultation is seeking your feedback on:

• Our Preferred Masterplan for expansion
• Plans to operate the future airport
• Assessment of effects of the airport’s growth
• Plans to manage the effects of expansion

From our conversations with you, we know that areas such as property compensation, noise, construction effects, changes to roads and traffic, and the new airport boundary, are all things that matter to you. You will find information on these areas in this document.

Your views are important to us. Once you have read this information, please tell us what you think about our plans.

How we will use your feedback

We will review what you have told us, and use it to help finalise our plans and inform our application for development consent.

You can find out more about our proposals for Sipson at our event: London Heathrow Marriott, Wednesday 31 July, (14:00 –20:00), Bath Road, Harlington, Hayes, UB3 5AN
Listening to you

We have been engaging with local communities about our proposals since 2014.

Thank you for taking the time to talk to us, respond to our previous consultations and tell us what you think about our plans.

Last year we held local events where you gave us your views and we have read all of your responses to our consultations.

We have listened carefully to your concerns, and have developed our proposals with the help of your feedback.

* A Development Consent Order (DCO) application is a special planning process that larger projects like Heathrow expansion need to go through. To find out more please read our “How do we obtain approval to expand Heathrow?” consultation document.

2012

Government launches Airports Commission to consider how to maintain UK’s status as an aviation hub

2019

January - March: Airspace and Future Runway Operations Consultation

TODAY: Airport Expansion Consultation - this is an opportunity for you to have your say on the future of Heathrow.

2020

Application for Development Consent Order submitted by Heathrow

2020/21

Application goes through public examination
Government endorses Airports Commission’s recommendation

February:
Government consultation on draft Airports National Policy Statement

October:
Government consultation on revised draft Airports National Policy Statement

January - March:
Airport Expansion Consultation One

March – May:
Community listening events

July:
Community Information Drop-ins

November:
Community Design Workshops

June:
Parliament votes in favour of Airports National Policy Statement

January:
Heathrow Community Engagement Board established

June: Heathrow holds consultations on our proposals to be submitted to the Airports Commission

Subject to getting Development Consent and the go ahead, we expect construction to begin

Runway operational (estimated)

Construction continues

>2026

2014

2015

2016

2018

2018

2017

2021

2026
What happens in Sipson

The new runway will bring noise and disruption to Sipson but we will work with you to try and minimise its effects. If we get permission we will finish construction as soon as we can. We will also provide noise insulation to all homes that need it.

To make space for the runway and other airport facilities, we need to move the A4 and demolish some buildings, including ten homes on Sipson Close.

As shown on the map, the A4 Bath Road will be diverted round the north of the runway and Harmondsworth and north and east of Sipson. It will include priority for buses and bicycles and will link to new multi-storey car parks (which we call a parkway) on the east of the M4 Spur and then join up with the existing A4 at Sipson Road.

The new parkway will be delivered in phases following the new runway opening. It will provide shuttle access to the terminals and on to central London and other places by bus, coach, tube and train.

We will also be creating a Green Loop around the airport that passes through Sipson (see p.12).

There will be new aircraft noise in Sipson. We will be providing noise insulation and ventilation (where needed) to buildings in the village.

Things we’ve changed after listening to you:

- We think we can reduce the new A4 west of Holloway Lane to a wide single carriageway instead of a dual carriageway
- We have designed the road layout to avoid the Sant Nirankari Bhawan centre
- Sipson Lane will be retained as a key local link
- We are providing more detail on the options for the airport boundary
- The parkway will be built later in the programme and will provide improved access to the terminals
- The Green Loop responds to requests for better walking and cycling routes
Heathrow’s proposals for your local area
Our property policies

To construct and operate an expanded Heathrow we will need to acquire areas of land which currently include residential, commercial and agricultural properties.

Compulsory Purchase Zone

This area will need to be acquired for the expansion of Heathrow and is referred to as the Compulsory Purchase Zone. Properties in Longford, Harmondsworth (excluding Zealand Avenue and Pinglestone Close), Sipson and Elbow Meadow in Poyle will be required in 2022. It is anticipated that Zealand Avenue and Pinglestone Close would be required in 2026 but these will be affected by construction from 2022.

Heathrow has developed a discretionary enhanced compensation offer where we will buy eligible properties for the open market value plus a home loss payment of 25%. For homeowners, this will be available via the Home Purchase Bond Scheme.

Our Property Policies Information Paper provides details of our compensation offers and eligibility for the schemes.

Wider Property Offer Zone

The above offer also applies for eligible residential properties in the Wider Property Offer Zone.

Both zones referred to above are shown in the map opposite.

How we will help

We recognise this could be a difficult time for home owners. Our plan is to provide support through our Home Relocation Support Service, where home owners require additional assistance to move home.

It is our intention to protect the most vulnerable owners. We have introduced an interim Property Hardship Scheme that assists those who have a compelling need to move but who are unable to sell their house on the open market, by selling their property to Heathrow.

Commercial and other property policies

Our interim property policies also include the support that is available for commercial and agricultural land and property owners.

Register your interest

We are keen to hear from residents who are interested in the Home Purchase Bond Scheme and are considering views as to when homes could be sold to Heathrow. We have sent a Contact Request Form to residents and would like to receive responses during consultation.

We will provide more details of the Home Purchase Bond Scheme, including the intended launch date, as soon as we finalise our interim property policies, which will take account of feedback received and once we have clarity on regulatory policy from the Civil Aviation Authority. You can complete the Contact Request Form online at aec.heathrowconsultation.com/compensation or can e-mail us at homepurchasebond@heathrow.com to arrange a follow-up with a member of our team.

You can find further information on our compensation offers in our Property Policies Information Paper. We are seeking feedback on the policies as part of this public consultation. They are available on our website at aec.heathrowconsultation.com/topics/topic-groups/compensation/
Beyond the Compulsory Purchase Zone there are other areas of land which may be needed for associated infrastructure, environmental mitigation and other uses to facilitate the project. The draft Development Consent Order Limits are the extent of land beyond the Compulsory Purchase Zone where we may need to exercise DCO powers for the construction or operation of the project. There are no residential properties beyond the Compulsory Purchase Zone anticipated to be required for acquisition for the project. Further information is available at the Property Policies Information Paper.
Airport infrastructure

Around Sipson we will need to make changes to airport car parks, hotels and some of your public transport routes.

1. The northern parkway – new car park near Sipson

We need to change how we manage car parking. We propose to create multi-storey car parks closer to main roads to free up space and to reduce traffic on local roads.

We propose putting the northern multi-storey car park to the east of the M4 Spur. It will be up to 40m high, about the same as the Holiday Inn near Junction 4 of the M4.

We propose to start building it in phases after the runway opens.

2. New public transport & cycle links

From the northern parkway we will provide fast links to the terminals for passengers and local residents.

We are designing new cycle paths and walking routes as part of the Green Loop.

These will run from West Drayton south into the airport and from Harmondsworth through Sipson and on to Harlington and beyond.

3. New hotels & commercial buildings

We need to move some hotels to make the space for the runway. We also need new hotels for the increase in passengers and airline crews.

We propose putting them in places with good access to the terminals. This means close to the northern parkway and the Emirates Roundabout.
Green space around the village

Improvements to the landscape aim to create a green setting to Sipson that contributes to the area and enhances the village centre.

At the airport boundary 5m high grass bunds and public open space reduce noise and visual effects. The bunds could be used as part of the Green Loop providing views into the airport from the top. ‘Play on the way’ features and the Green Loop connect to Harmondsworth and Harlington on pedestrian/cycle only routes.

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The landscape will help improve the setting of heritage assets and increase the green infrastructure and sports and recreation provision.

To the north of the village the M4 will be screened by trees creating the wildlife corridor.

Boost recreation and healthy living through recreational walking and cycling connecting communities and important green spaces.

Enhance corridors for wildlife and biodiversity and strengthen the network through green infrastructure.

Protection and enhancement of Sipson Recreation Grounds/Parkland and Community Centre.

Increase opportunities for recreation and healthy living, creating open space for walking, cycling and play.

Creation of flood storage areas to prevent flooding, incorporating wetlands and ponds for habitat improvement.

Noise and visual mitigation bunds to reduce effects from airport activity.
Heathrow’s green space proposals for your area

Key

1. Enhanced Sipson open space with upgraded footpaths and links to the wider area
2. Reprovided public open space
3. European Protected Species corridor
4. Additional areas for biodiversity
5. Sipson recreation ground
Airport boundary

We have some options for how we design the new boundary of the airport. It needs to be at least three metres high and have a three-metre security zone on each side but it can be different in places around the airport.

In other places it may be necessary to have a taller boundary to help minimise noise and visual intrusion. Where possible we will incorporate landscape planting to soften its appearance.

Around the airport boundary in the vicinity of Sipson village, it is likely to be up to 5m to 7m in height depending on the position of the new runway and taxiways.

Illustrative sections of the airport boundary
These images show the sort of things we could put between the airport boundary and Sipson at the points marked A, B and C on the map opposite.
Masterplan

Expanding Heathrow is more than building a new runway – we also need to build facilities for passengers, make changes to roads and car parks, and relocate some of the existing airport infrastructure.

Over the past two years we have engaged with and considered the views of over 1,000 stakeholders and our local community to help develop our preferred scheme.

Over time, our new runway will increase our flights from 480,000 to just over 750,000 per year. About 80 million people fly with us each year today. This will increase to about 142 million. We will also double the amount of cargo we can handle.

As part of our application to expand Heathrow, we propose that some of the extra flights, which could be up to 25,000 additional flights per year, are introduced early on our existing two runways prior to our proposed third runway being brought into operation.

The map opposite shows the key features of the new airport when we have finished building. On the following pages we show the steps we will take to get there.

We want to finish the runway as soon as possible.

If we get permission, we are aiming to complete it by the end of 2026.

When the runway is open we will have finished most of the work closest to communities. Most work after that will be inside the new airport boundary. The main works outside the new airport boundary will be to Stanwell Moor Junction, the southern parkway, and the northern parkway.

Further detail is available in the Preferred Masterplan document.
Key

1. New runway
2. New passenger facilities
3. An expanded Terminal 5 and enhanced public transport hub
4. Terminal 2, new passenger facilities and enhanced public transport hub
5. Expanded cargo area
6. New car parking with direct access to Terminal 5 (southern parkway)
7. M25 diverted beneath the new runway
8. New pedestrian and cycling route
9. New car parking with direct access to Terminal 2 (northern parkway)
10. Bath Road
11. New Hatton Cross commercial development
12. Existing north runway
13. Existing south runway
14. New southern road tunnel entrance
How we will build it

Heathrow expansion would be one of the largest infrastructure projects in Europe. A project of this scale will inevitably mean some impacts for local communities during construction, but through mitigation Heathrow can control, reduce and manage many of those impacts.

We want to engage with those affected and commit to listening, understanding and caring.

A Code of Construction Practice (CoCP) will be put in place and a draft is available as part of this Airport Expansion Consultation. This will control, reduce and manage impacts during construction on people, businesses and the environment. It will also set out how we will engage with local communities and deal with complaints.

It will cover things like hours of work, site security and how we will deal with emergency incidents. It also describes how we will manage things like air quality, odour, noise, and water.

Heathrow will be required to comply with the CoCP and we will ensure our contractors adhere to it.

Construction activities will vary across the site, and will include development of roads, tunnels, terminals, rivers and other major infrastructure and the movement of large amounts of earthworks over an extended period.

Low impact techniques will reduce the amount of materials and waste, increase opportunities for off-site manufacturing (moving impacts away from the area) and reduce the time needed to build the project.

The expansion workforce will peak at approximately 14,000 during 2024-2025 and the code of conduct for workers will set out standards of behaviour including how they engage with local residents.

We will provide facilities and services on site for workers, dedicated bus services to transport them to and from site, dedicated temporary car parks and managed areas within the site for workers who bring their own caravans.

Our approach to construction will consider the effect on the community and we are developing solutions to mitigate this including:

- We will ensure our sites are clean and well-managed.
- Our construction sites will be secure and sympathetic to the local environment.
- Before construction starts we’ll complete environmental surveys and measures to identify, relocate and protect wildlife and natural habitats.
- We will bring some material and waste to and from the site by rail, using the Colnbrook rail terminal. This will provide direct access to site and reduce road traffic.
- Construction vehicles used will be low emission.
• The construction site will use grid electricity where possible to avoid mobile generators and reduce carbon emissions.

• We will build utilities channels alongside the new roads to avoid the disruption of roads being dug up twice.

• We will maintain right of way for pedestrians, cyclists and equestrians where safe to do so.

• The new runway needs a lot of earth to level the area and prepare for construction. This will come from local borrow pits to reduce our carbon footprint and minimise truck journeys.

Managing landfill

Much of the area that will be developed was used as landfill in the past. We will need to dig out some of this and place it into new landfill created in borrow pits. These will be constructed to very high standards to protect the environment and residents.

Stockpiles

Where excavated gravel, sand and clay cannot be immediately used on site it will be temporarily stockpiled. This can also be used as a noise, light and visual barrier between construction activities and the community.

Borrow pits

Land where gravel, sand and clay will be dug for use across the site. This means less need to bring materials to site via road. The borrow pits to the south of Harmondsworth will be used for new landfill. The one to the south of Poyning will be used for flood storage. The one east of Saxon Lake will be used for future terminal heating and cooling.

Working hours

Working hours will vary but we will mainly need to work 24 hours a day and seven days a week to open the runway as soon as possible.

We are developing measures to reduce the impact of 24/7 working. These will focus on noise and lighting, and we will stagger shifts to reduce impacts on roads and transport.

We will also consider places and activities where 24/7 working may have unacceptable effects, and propose shorter hours or other restrictions. We will set out our proposals for each location where this applies in our application for development consent.

Further detail is available in the Construction Proposals document.
To runway opening in 2026

The map opposite shows what we expect to have built by the time the runway opens (shown indicatively as the end of 2026).

**Early works**

The first elements of expansion will include:

- Burying power lines. This will allow us to remove the existing overhead power lines and pylons to the west of the new runway and ensure local services are not affected.
- The Grundon recycling and waste facility in Colnbrook will be demolished.
- We’ll also be carrying out archaeological and ecology studies in key areas including Harmondsworth, Colnbrook and Poyle to ensure we’re ready to start the main works from 2022.

**Main works**

As the main works begin, construction activity at this early stage will be across multiple sites and our initial focus will be to establish a secure boundary around these sites and implement measures to create a safe environment for the workforce and the community.

To create the space for expansion it is necessary to demolish some residential properties, existing buildings and community facilities during this phase. We’re working with those impacted residents, communities and local authorities to identify appropriate mitigation measures.

New river corridors will be created to channel the existing rivers and wildlife away from construction sites and the new runway. We’ll maintain the existing river corridors in their current condition until the new river corridors have been sufficiently established.

**Earthworks**

Earthworks is a key component of airfield expansion and will occur during most of this phase across the various sites. Works will include the digging of gravel, sand and clay from borrow pits for use across the site.

We also need to stabilise the existing landfills in order to build the runway.

The proposed borrow pits are located around Harmondsworth and Poyning. We will move in excess of 20million m³ of earthworks. In the peak year it is expected approximately 8million m³ will be moved.

**Building the runway**

Earthworks, construction of the new runway, taxiways and aprons will be complete.

Highways will be diverted with new sections of motorways and spur roads including the M25, A4, A3044, A3113 and surrounding local roads.

The realignment of the M25 will be constructed offline and will not close the existing road until the new one is ready.

As this phase nears completion, we’ll remove temporary construction materials and install new permanent signage and fences around the exterior of the site ready for opening.
The new runway and associated taxiways will be complete.

The Colnbrook rail head will be used to transport construction materials as well as fuel for planes.

The Northern Perimeter Road will remain in use, as will many of the hotels, businesses and car parks along Bath Road.

A green loop and network of active travel routes will be in place.

The A4 diversion will be complete.

The M25 and rivers will be diverted.

A new multi storey car park for taxis and car rental will be open.

Drainage and surface water treatment facilities will be operating.
2026 to 2030

Phase 2 consists of a number of smaller construction sites with their own respective secure boundaries. These sites are supported by construction support sites that will remain from Phase 1.

A major part of this phase is within the airport boundary. This includes the development of new terminal capacity (Terminals 5X and 2A) and other supporting infrastructure including new stands on the northern apron.

We will construct the Southern Road Tunnel connecting the south of the airport with Terminals 2 and 3.

Off airport, we’ll be realigning the A3113 including the Stanwell Moor junction. Once complete, this will improve traffic flow on the roads around Stanwell and Stanwell Moor.

During this phase, the construction support site north of Stanwell will begin to transform into the new southern parkway. The site will be developed in stages and will include colleague and passenger car parking and a new transit system for connection to the airport.

New pedestrian access bridges and underpass links will connect the southern parkway with both Stanwell and Stanwell Moor to ensure the community can use the new transport links.

As works progress through this phase, the requirement for construction support sites around Colnbrook and Poyle will reduce and these will be returned to their original condition.

We’ll continue to use the railhead in Colnbrook to support our construction logistics operation and help reduce road traffic in the local community.
The first phase of a new terminal west of T5 will be open.

A new Southern Road Tunnel will provide access to Terminals 2 and 3.

Half of the new southern parkway parking will be complete.

Works to Stanwell Moor Junction will be complete.

Works to the Southern Perimeter Road will be complete.

New aircraft stands and access taxiways.

A further section of Terminal 2 will be delivered.

A new Southern Road Tunnel will provide access to Terminals 2 and 3.
2030 to 2035

This phase will largely be focused on construction activity within the airport boundary as we continue to develop terminals and the northern apron of the airfield.

Some existing facilities will be demolished to allow the first phase of construction of the northern satellite terminal (see map opposite).

Off airport, new road layouts will be developed around Sipson and Harlington as the northern parkway starts to be built close to the M4 junction.

The northern parkway will include colleague and passenger car parking and will include a new transit system for connection to the airport.

These transit links will be available for passengers, local community and colleagues to use.

The southern parkway construction will complete creating new parking capacity. The new transit systems will be open providing access to the airport for passengers, the local community and colleagues.

We’ll continue to use the railhead terminal in Colnbrook to support our construction logistics operation and help reduce road traffic in the local community.
The first phase of the northern satellite terminal will be open. This will link passengers and planes to T5X.

Terminal 5 expanded.

The southern parkway parking will be complete.

Improvements to Junction 4 of the M4 will be made, alongside new access roads from the diverted A4.

The new northern parkway parking will serve passengers using Terminals 2 and 3.
2035 to 2050

All terminals will be complete along with the northern apron and associated taxiways.

We will demolish Terminal 3 and expand Terminal 2. The northern parkway will complete providing parking and direct terminal connections around Harlington and Sipson for passengers, the local community and colleagues.

We’ll continue to use the rail terminal in Colnbrook to support our airport logistics requirements and help reduce road traffic in the local community as we transition from construction through to airport operations.
As construction activity reduces, the railhead area will be developed to include other airport supporting activities.

Full terminal capacity delivered.

The northern parkway will be completed, serving passengers going to Terminal 2.

Terminal 3 will be replaced by an expanded Terminal 2.

Redeveloped hangar area.
Local construction impacts

Early Construction

• Preparation will begin for the sites north and south of Harmondsworth Lane. These include a borrow pit and a stockpile site linked by a dedicated construction road. The road will have a bridge over Harmondsworth Lane to avoid impacts for local traffic.

• Fencing, landscaping and stockpiles will be installed around all construction sites to reduce the impact on the community.

• A construction support site will be established on Holloway Lane, to the east of Harmondsworth Road. This facility will include workforce welfare facilities, site offices and temporary infrastructure for caravans for some of the workforce.

• Principal access to the site will be off the M4 Junction 4 via Holloway Lane, to avoid the other local roads in and around Harmondsworth and Sipson.

• The borrow pit will be prepared with an engineered lining to contain the waste and isolate it from the surrounding area. We’re developing a strategy for mitigating odours during these works.
Peak Construction (2023-2024)

- Earthworks around Harmondsworth and Sipson will reach their peak in 2023 as work on the main site progresses. This will include excavation of the existing landfill site to the west of Sipson.

- There will be piling in the landfill for the foundations of the new runway and taxiways.

- Construction traffic for the northern section of the main site will arrive via the A3044 and then use internal construction roads within the site boundary. We’ll work with the community to reduce the impact where possible by avoiding peak times and won’t permit HGVs to access village centres and high streets. We’ll schedule working patterns, including the use of roads, to be sympathetic to local residents.

- We’ll start construction on the new A4 which will run to the north and west of Harmondsworth and to the northeast of Sipson. Additional noise and visual boundaries will be installed to reduce the impact on residents and the local community.

- The construction support sites along the existing A4 will be fully operational. These may operate 24/7.

- A new channel will be completed for the Duke of Northumberland’s River to the east of Saxon Way.
(2025-2026)

- Earthworks around Harmondsworth and Sipson will largely be complete by this stage and final construction elements will be within the airport boundary.

- We’ll be in the final stages of construction of the runway, taxiways, other facilities and airside roads.

- Stockpile areas to the north of Harmondsworth Lane will be cleared and reinstated back to their original use.

- The new A4 will be complete and open to the public.

- Around the exterior of the site we’ll remove temporary construction materials and install new permanent landscaping.

- Operational testing of the new runway will commence once airfield construction around Harmondsworth and Sipson is complete.
Construction traffic

We will need to get workers and construction materials to the site and this will create some traffic. We aim to minimise effects by taking steps to reduce the number of trips we need and manage them more effectively.

Construction traffic routes

At the start of construction, we will use the existing road network. We will restrict access for construction traffic through village centres and high streets, but it may occasionally be necessary, for example to allow delivery of local materials.

We will build dedicated construction roads. These will start to open in 2023. The existing A4 and A3044 will remain open at this stage to provide access between construction areas that are not linked by the new construction roads.

In 2025 the sections of the A4 and A3044 within the site will be closed and all major internal construction roads will be separated from the public highway network.

After the runway opens, construction traffic will reduce and access to construction sites will be via public roads including the new A4 and A3044.

Reducing road trips

We will do this in five main ways. We will:

• Try to re-use earth and other material we need to excavate somewhere else on-site. This keeps trips within the site. Some material cannot be re-used and will be sent off-site and some new material will need to be brought in

• Use a new railhead at Colnbrook to move material by train

• Use off-site assembly and construction and bring them to the site in fewer trips

• Encourage workers to use public transport to get to the site

• Use construction support sites to hold materials and bring them to site only when required. This will reduce traffic, queuing and emissions.

Managing road traffic

We have produced draft management plans for both workers and materials that seek to reduce impacts on roads. We are consulting on both of these plans as part of this consultation. They seek to reduce congestion and emissions, and ensure the safety of all road users.

The plans have various measures, including the use of management systems to spread the arrival of deliveries across the day and avoid peak times. The plans will set out designated routes to the site that vehicles will need to use, and we are consulting on which of these should see more traffic than the others. These are shown in different years on the maps opposite.

Further detail is available in the draft Code of Construction Practice document.
Our transport proposals

We recognise that an expanded Heathrow will increase the number of people travelling to, from, and around the airport. We will promote and increase the use of public transport, and encourage people who do drive to use cleaner cars.

As we improve access to the airport, we want to ensure that local residents benefit from these improvements.

We have pledged that overall the expanded airport will not attract more traffic than it does today. Our transport proposals will ensure:

- By 2030 at least half of all passenger journeys to the airport will be made by public transport.
- By 2040 we will have halved the number of car trips made by Heathrow staff, compared to 2013. To do this we need to get more people who work at Heathrow to walk and cycle to the airport, and increase the proportion of trips made by public transport.

**We will encourage people not to drive to the airport**

We will introduce measures to manage traffic, congestion, and emissions. We are proposing to introduce a Heathrow equivalent to the London Ultra Low Emission Zone by 2022: a charge for passengers using more polluting vehicles to get to and from the airport. From the opening of the new runway, an access charge would then apply to all passengers who travel by car to terminals and airport car parks (with some exceptions). The charge would not apply to cars travelling outside of the airport. This charge would further deter people from making private vehicle trips on local roads when coming to and from the airport.

**We will improve public transport links**

We will introduce faster, more frequent bus services that start earlier and finish later. We will also introduce new services and provide direct, easy connections to coach, rail and underground services. This will give people in the local area better access to the airport, and to London and destinations in the wider south-east.

You can read more in the Surface Access Proposals document which forms part of this consultation.
New walking and cycling routes

We want to make it easier for people to walk and cycle to, from, and around the airport.

We know that the roads around the airport can be unattractive to pedestrians and cyclists. We are proposing a “Green Loop” around the airport, which will be:

- A leisure network: connecting communities and offering opportunities for running, cycling and walking.

- A green network: making connections between existing and new green spaces around the edge of the airport.

- A living network: linking different outdoor spaces surrounding the airport, such as rivers, grassland, woodland and wetlands.

To create the Green Loop, we will build new footpaths and cycle routes, and we will upgrade existing ones.

We also want to provide direct cycle links to local communities, to make it easier to commute to the airport by bike. These links would connect to new cycle lanes that we are proposing to build on airport roads.
Changes to roads

To make space for the runway we will need to divert the A4 and close Hatch Lane. We are doing lots of analysis to plan new or diverted routes and to minimise disruption in the local area.

The new A4 will come from Colnbrook, over the M25, past Saxon Way and to the north of Harmondsworth. It will then head round the north of Sipson and across the M4 spur where it meets the new northern parkway. It is then routed southwards, running to the east of the M4 spur. The southern end of Sipson Road will link to the new A4 via a new junction. The new A4 will then re-join its old route to the east of the Emirates Roundabout.

Our proposals allow for it to be a dual carriageway, but we currently believe a single carriageway will be sufficient for the section west of Sipson. North and east of Sipson it is likely to be a dual carriageway. We will carry out further analysis before we decide this. Bus and cycle priority will be provided along this route.
M4 spur

M4

M4

Harmondsworth

Diverted A4

Sipson

Northern Parkway

Harrington

Northern Runway

Bath Road

Indicative airport boundary

The new runway

Proposed route for the diverted A4

See illustrated sections opposite

See illustrated sections opposite
Changes to traffic

While we do not expect the expanded airport to attract more traffic, there may still be localised increases and decreases. While the airport is being built there will also be construction traffic on some roads connecting the airport to the strategic road network.

The maps opposite give a preliminary indication of the possible changes to traffic levels in 2022 (during the construction phase), and in 2035 (nine years after we expect the runway to open). These forecasts will be reviewed and updated before we formally apply for consent to expand the airport.

Your responses to this consultation will help us to understand how these potential changes would affect you. There are a range of measures we could use to address any specific concerns. These range from improved signage or changes to junction layouts to measures to promote the use of public transport and encourage the more efficient use of cars.
Construction traffic supporting the expansion of Heathrow is expected to be highest in late 2022/early 2023, just prior to the expected opening of the proposed construction rail link. Traffic flows on Holloway Lane (A3044) would be expected to increase in 2022, as this is being considered as one of the main access routes for the construction site. We do not expect any substantial increases in traffic on other local roads through and around Sipson as a result of expansion in 2022.

Results of preliminary transport modelling indicate that in 2035, once the expanded airport is fully operational, daily traffic levels could be higher on the M4 spur and Holloway Lane as a result of expansion. Daily traffic flows could be lower on roads through and around Sipson, including Harmondsworth Lane, Sipson Way and Ashby Way.
Air quality

Expanding Heathrow could mean changes in local air quality and odour. We are committed to managing and mitigating effects.

Aircraft flying into and out of the airport do not have a significant effect on air quality in the local area. This is because aircraft are so high that emissions are dispersed before reaching the air on the ground.

Emissions from non-airport related road traffic are the main source of pollutants outside the airport which affect the quality of the air in local communities.

We have been working to improve air quality for many years with other companies that use the airport.

The expanded airport will be designed to reduce emissions and our plans include ways to manage:

- The way that people travel to the airport by increasing the use of public transport.
- The use of cleaner, more sustainable vehicles
- Emissions from older, more polluting cars by introducing a Heathrow Ultra Low Emission Zone to charge these vehicles to access the airport.

Sipson

During construction, air quality in Sipson may be affected by dust and vehicle emissions.

There may also be odours (smells) when historic landfill sites are dug up. This will be managed to stop odours being given off.

There will be increases in pollutant levels associated with expanding the airport, but these are not considered to be significant. Levels of all pollutants will be within the levels set by the Government to protect health.

The smell of aviation fuel may be noticeable at locations closest to the airport during certain weather conditions.

Due to Sipson’s close proximity to the new runway, there is likely to be a moderate increase in one pollutant (known as nitrogen dioxide) in the village, but this will be within the levels set by the Government to protect health.

For more detailed information on air quality see the main consultation document and the Preliminary Environmental Information Report, Volume 1, Chapter 7: Air quality and odour.
What we need to do

We are carrying out an Environmental Impact Assessment (EIA). This assesses the likely significant effects of expanding Heathrow, including those relating to air quality and odour. It will also identify measures that will be put in place to avoid, reduce or mitigate effects.

Potential effect

- Dust and odour from construction activity may affect people living or working nearby
- Odour from the operation of the airport may affect people living or working nearby
- There may be changes in air quality experienced by people living near the airport and the nearby roads

Proposed mitigation

- We will reduce the risk of dust and odour during construction. We will do this through measures which are written into a Code of Construction Practice (CoCP).
- Activities which create odour will be located away from communities where possible.
- Our detailed surface access proposals will ensure that we effectively manage airport-related traffic. We will do this by encouraging the use of sustainable transport such as public transport and cycling and reducing car trips by staff, as required by the Airports National Policy Statement (ANPS). We are also looking to introduce a road user charge to incentivise public transport use, this is known as the Heathrow Ultra-Low Emissions Zone.
- Our proposals include measures to encourage the use of low emission technologies. These include electric vehicle charging points in the new car parks we will build. We will also provide electric power for aircraft to use when stood still.
- It is our aim for the airport to operate as efficiently as possible in order to reduce pollution. We aim to do this by reducing the distances aircraft need to travel on the ground.
- We will manage emissions from construction vehicles and other construction machinery. These activities will be written into the Code of Construction Practice (CoCP).
Noise in Sipson

A larger Heathrow may mean some local communities will hear more noise from construction activities, from aircraft on the ground and in the air, and from local roads.

We will implement a range of measures to reduce the effects on the local community.

Construction noise

Construction noise will be most noticeable for homes closest to the areas where the major work on roads and construction for the new runway will take place. These are described in the “How we will build it” section.

This noise may be noticed at any time of day or night affecting homes and community buildings such as Heathrow Primary School.

As described earlier in the document, all our construction activities will follow a ‘Code of Construction Practice’ to help manage noise.

We will provide insulation to reduce noise impacts for homes and community buildings where it is needed. In some instances, Heathrow will also introduce a Temporary Home Relocation Scheme for those most impacted by short term construction noise.

More information on insulation and temporary re-housing is available in the Noise Insulation Policy.

Aircraft noise

Sipson does not currently have flights overhead but noise from the airport can be heard in the village.

The new runway will mean much more noise from planes landing and taking off directly over the community of Sipson. Because the eastern end of the new runway will be within metres of Sipson, some homes closest to it will experience very high levels of aircraft noise. We will reduce this inside houses by providing noise insulation.

Ground noise

There will also be noise on the ground from aircraft moving around the airport. Noise may also be noticeable when aircraft are serviced.

To reduce this noise, we are proposing to build noise barriers around the airport (see airport boundary section).

Sipson will benefit from lower road noise as a result of forecast reduced traffic level on Sipson Road, Harmondsworth Lane, Bath Road and the Northern Perimeter Road.

Further information

For more detailed information on noise see the main consultation document and the Preliminary Environmental Information Report, Volume 1, Chapter 17: Noise and Vibration, Section 17.11.
Reducing noise effects

Reducing noise from planes

We will:

• Introduce and enforce a ban on scheduled night flights of 6.5hrs

• Alternate the use of the runways to provide predictable periods of respite from aircraft noise

• Encourage airlines to use quieter aircraft

• Make aircraft come into land and fly out at steeper angles

• Make aircraft land further down the runway so they remain higher for longer

Noise insulation for homes

We will offer noise insulation to eligible local residents. Insulation will include things like improved double or secondary glazing, ceiling over-boarding, external doors and where needed roof ventilation.

Without proper insulation around 65 homes in Sipson (closest to the end of the new runway) would experience levels of aircraft noise at night which are considered unacceptable because of the impact on sleep and health.

To prevent this, we are proposing that Heathrow insulates these properties. Where permission is not given, homes could still be protected by noise insulation through compulsory powers.

Temporary re-housing

Heathrow will also introduce a Temporary Home Relocation Scheme for those most impacted by short term construction noise.

Reducing noise impact on community buildings

We will provide noise insulation for eligible community buildings that are likely to be affected by noise in Sipson.

Further information

More information is available in the Noise Insulation Policy.
Runway use to control noise

How we run our three-runway airport in the future will be key to controlling aircraft noise in local communities. Alternating runways will provide respite from aircraft noise.

Choosing which runway is being used for take off and landing and when aircraft arrive and depart during the night are the main ways we can control noise:

Runway alternation

We are proposing that we change how we use the runways at either 2pm or 3pm everyday.

The runway alternation patterns will repeat every four days (so day five will have the same pattern as day one). See image opposite.

Night flights

We propose to introduce a ban on scheduled night flights of 6.5 hours between 11pm and 5:30am.

Our proposals ensure that, in normal operations, Sipson can expect at least 7 hours when aircraft will not be flying overhead between 10pm and 7am every night.

Also, if you are overflown in the late evening (after 11pm) you will not be overflown in the morning (before 6am).

What will this be like in Sipson?

The illustration on the opposite page shows what this would mean in the future, compared to today, for daytime and night-time respite in Sipson over a 4 day period. The green colours show periods of respite, and the orange colours show periods of direct overflight.

When will Sipson have noise overhead?

Whether Sipson gets noise from planes overhead will depend on the direction of the aircraft (heading east or west) and which “mode” the runway is being used in. The modes are landings only, departures only or “mixed-mode” (both landings and departures).

For example, when aircraft are taking off to the west, Sipson will not get noise overhead when the new runway is being used for departures but will get noise overhead when it is being used for landings or in mixed mode.

When aircraft are taking off to the east, Sipson will not get noise overhead when the new runway is being used for arrivals, but will get noise overhead when it is being used for departures or in mixed mode.

When there is no noise overhead, there will still be noise from aircraft on the ground and from aircraft using the existing runways. The Sipson community will hear noise from aircraft engines as they move from the terminals to the runway for departure. The engine noise will increase as the pilot accelerates away down the runway to take off but there would be no planes overhead.

For more information on our proposals, please see section 5 of the Airport Expansion Consultation Document and the Future Runway Operations document.
Comparison of overflight and respite for current and proposed future operations:
Communities D – Sipson, Harlington and North Heston

Future Operations (Westerly or Easterly)

Current Easterly Operations

Current Westerly Operations

Key:
- Westerly operations
- Easterly operations
- Easterly or westerly operations
- Planned respite (no overflight of aircraft)
- Planned respite but chance of overflight by arrivals operating out of alternation
- Planned overflight by arrivals or departures
- Early Morning Arrivals or Recovery Period
  - 14:00 is shown to simplify the illustration. We are asking a question about whether we should switch runways at 14:00 or 15:00
Local benefits and community fund

We want to maximise the significant benefits and opportunities of the project to ensure that local people can share in the opportunities that an expanded airport creates.

Maximising benefits

The expansion of Heathrow will bring economic benefits to the whole of the UK and local communities.

Expansion will:

• Connect the UK to more countries
• Boost trade and tourism
• Double cargo capacity

Locally, expansion will:

• Create 40,000 new jobs for local communities
• Increase the number of apprenticeships by 5,000
• Boost local business with more regional and international trade
• Employ just under 14,000 construction workers at the peak of the build

For more information please see our PEIR, Volume 1, Chapter 18: Socio-Economics and Employment and the more detailed document called Economic Development Framework.

As shown in this document we are also investing in the local area – to improve transport connections, green space around the airport, and community facilities.

The community fund and minimising impacts

We are proposing a Community Fund to compensate for some of the effects of expansion on our communities.

We want our communities to be great places to live and through the community fund we will invest to improve the quality of life for local residents.

For more information see our Proposals for Mitigation and Compensation document that is part of this consultation.

We would like your views on these ideas and other aspects of our proposals on how you think the Fund should work.
Have your say

You can find more information about this consultation on our website, at consultation events and at our document inspection locations.

Your feedback is important and will help us determine our final proposals for expansion. You can provide us with your comments in several ways:

- Online using the feedback form at our website aec.heathrowconsultation.com
- Email us at feedback@heathrowconsultation.com
- Complete a feedback form, available at events or on request using the contact details provided in this leaflet
- Write to us at Freepost LHR AIRPORT EXPANSION CONSULTATION

We cannot respond individually to any questions sent via the website, freepost address or consultation email address. Feedback will be set out in a consultation feedback report that we will publish on our website.

This consultation will run for twelve weeks from 18 June until 11:55pm on 13 September 2019. Feedback received after the deadline may not be taken into consideration.

Document inspection locations

You can also visit any of our document inspection locations to view information on the consultation.

These inspection locations are not staffed so if you do have a query you will need to contact us so that we can help you.

Documents at these locations are for reference only, if you need hard copies of the documents to take away, please contact us on 0800 307 7996 or email info@heathrowconsultation.com

Consultation events

A list of our planned consultation events, including venues, dates, and times, can be found on our website or by contacting us using the details mentioned previously.

Come along to any event to speak to a member of the Heathrow team and find out more about the consultation. You can also pick up copies of the consultation documents, watch our videos and animations and view our model of the expanded airport.
There are lots of ways you can contact us or find out more

- Find all the consultation information on our website [aec.heathrowconsultation.com](mailto:aec.heathrowconsultation.com)
- Email any questions about the consultation to [info@heathrowconsultation.com](mailto:info@heathrowconsultation.com)
- Follow @LHRconsultation to stay up to date on event details
- Call our freephone number 0800 307 7996 (open Monday to Friday, 9am-6pm)

If you would like a large text or alternative format of this document, please contact 0800 307 7996 or email info@heathrowconsultation.com