

**NOTES OF EXTRAORDINARY MEETING OF LOCAL FOCUS FORUM  
BRIEFING ON HEATHROW'S PUBLIC CONSULTATION – Wednesday 10 January 2018**

**Attendees:**

**Residents**

Christine Taylor  
Wendy Matthews  
Graham Young  
Phil Rumsey  
Veronica Rumsey  
Jane Taylor  
Kathleen Croft  
Cllr Viridi  
Peter Hood  
Sean Kelly  
Stan Woods  
Mike Rayner  
Peter Hood  
Marian Rough  
Cllr Nelson  
Philip Purcell

**Organisation**

HASRA  
Richings Park Residents Association  
Richings Park Residents Association  
Friends of the Great Barn  
Friends of the Great Barn  
HASRA  
Stanwell Moor Residents Association  
London Borough of Hounslow  
Colnbrook Parish Council  
Colnbrook Parish Council  
Colnbrook Parish Council  
Colnbrook resident  
Colnbrook resident  
Stanwell Community Group  
London Borough of Hillingdon  
Longford Village

**Heathrow**

Rob Gray	Director of Community and Stakeholder Relations
Nigel Milton	Director of Communications
Cheryl Monk	Head of Community Relations
Ian Frost	Head of Planning
Beverly Savage	Community Relations Manager
Shanzida Chowdhury	Community Relations Manager
Laura Jones	Senior Community Relations Manager
Glenn Tobin	Community Relations Manager
Elizabeth Gwilt	Public Affairs Manager
Alex Connor	Public Affairs Manager

**Apologies**

David Blackett	Heston Residents Association
Armelle Thomas	HASRA
Eilish Stone	HASRA

**1. Welcome & apologies**

1.1. Rob welcomed members and ran through the agenda of the briefing.

**2. Heathrow's Consultation Overview, Rob Gray**

2.1. Rob Gray (RG) provided an overview of both the government's consultation process and Heathrow's consultation process.

2.2. RG explained that there are two parts to this consultation: the first relates to the physical changes on the ground needed to build a new north west runway and operate an expanded airport. The second

relates to potential principles we could apply when designing the new airspace required for an expanded airport. At this early stage, he explained we are not consulting on future flight path options.

2.3 RG provided an overview about the geographical area that Heathrow will be consulting in and that the area that has been leafletted is similar to the area that the DfT were consulting on for the draft NPS last year. He explained that a Consultation website will be available and a number of public exhibitions will be held over the 10 weeks where members of the team will be available for questions. The dates of these sessions have been shared with the LFF members.

2.4 Consultation documents will be available on the website and also at these exhibitions. There is also a dedicated community phonenumber.

2.5 RG explained the consultation will introduce information on scheme design options, including:

- Runway
- Terminals and Aprons
- Taxiways
- M25 alignment and junctions
- Local roads
- River diversions, Flood storage
- Airport supporting facilities (Cargo, maintenance and car parking)
- Airport related development (Hotels, offices, industrial and warehousing)
- Displaced uses
- Construction sites
- Mitigation land

2.6 He also explained that the consultation will introduce new information on our proposed approaches to important topics, including:

- Noise
- Air quality
- Carbon and climate change
- Surface access
- Fuel facilities
- Property compensation

2.7 RG explained that responses to these areas would feed into Heathrow's next consultation on preferred scheme, expected in 2019.

### **3. Airspace Principles Consultation, Cheryl Monk**

3.1 CM explained that the expansion of the airport is not just about the physical changes required on the ground and that building a new runway will also lead to changes to where and how planes fly in the future. She explained that an airspace modernisation programme is already underway across the UK and Heathrow airspace would need to be modernised regardless of whether the airport expands or not.

3.2 CM explained that as a result there will be changes to where the aircraft are and the way they are flown. Technology means aircraft are going to follow more concentrated flight paths – this provides opportunities to provide respite from noise by alternating departure routes – something that isn't possible today. She said that Heathrow is working closely with the other airports in the south-east of England to develop an integrated approach to airspace modernisation. CM explained that changes to

flight paths will be confirmed through the airspace change process which is determined by the Civil Aviation Authority (CAA).

3.3. In this first consultation, there will not be in any draft flight paths. Heathrow will begin with consulting on a set of design principles which will help shape and underpin the design and structure of Heathrow's future airspace. In stage 2 next year when we plan to consult on our preferred master plan for expansion will also be consulting on design envelopes. This stage will seek to understand what local factors (within the defined envelopes) should be taken into consideration when designing where the future flight routes should go. If Heathrow should be given permission to expand then the third stage would be to consult on the actual design the flight path options, beyond 2021.

3.4 Principles to consult on include whether we should concentrate noise on fewer people or whether we should be providing respite by sharing the noise and also whether we should prioritise rural over urban areas. Heathrow will be consulting on all these factors and drawing up feedback for the next stage of consultation.

#### 4. Q&A

4.1 Christine Taylor (CT) asked whether the list of exhibitions is in the public domain. RG confirmed that these were in the public domain and can be shared with members of residents' associations, etc and they have also been posted out to local areas.

4.2. Veronica Rumsey (VR) enquired where the feedback to the consultations goes. Other members added to this asking about the variety and sheer scale of questions and how this could all be responded to.

Ian Frost (IF) responded that every response to the consultation will be analysed by Wood and Ipsos MORI (industry leaders in research and analysis) and the issues presented back to Heathrow. How Heathrow responds to these issues will be recorded and summarised in a comprehensive Consultation Feedback Report that will be produced and published not later than our second consultation. This will help consultees to identify how the issues that they have raised have been considered in the development of our proposals.

4.3. Graham Young (GY) asked about Richings Park and Iver and the potential displaced hotels from Heathrow that need relocating. He said that given the area has some empty land is Heathrow going to be specific where these hotels would be relocated?

IF responded that in the consultation there will be options provided of potential land that could be used for these facilities. With commercial development such as hotels, he said we have identified a number of sites across the area where these might go and we are asking what people to provide feedback on these options. He explained that some of this commercial development may not be part of formal DCO application as developers might wish to take these forward separately.

4.4. VR asked about the quantity of greenbelt land that the airport would require to build the new runway.

IF explained that Heathrow's plans for expansion involve building on the Green Belt given that the majority of land around the airport is designated as such. He explained that building on the GB is only allowed in 'very special circumstances' and our DCO application will need to demonstrate that such circumstances exist for expansion. He said that the plans currently indicate approximately 350ha of Green Belt land may be needed, but we cannot be certain on this until our proposals are more fully developed.

4.5. There were questions about whether Heathrow will use existing water treatment facilities e.g. in Stanwell Moor.

IF responded we would need more capacity for treating run-off from the airport and options are detailed in the consultation documents.

4.6. Mike Raynor (MR) raised that he is very unhappy with what has been shared at this briefing and felt that there was no consideration for residents and things have not changed to make the area a nicer place to live. He said he does not think expansion will deliver the economic benefits for the local area that Heathrow says it will

NM said that Heathrow had changed significantly in its approach to local communities in the 8 years that he had worked there He acknowledged that the proposals to expand the airport will cause distress to some people but he said that this time we had developed a scheme that tackles the environmental and community impacts while still delivering significant economic benefits.

4.7. VR asked that new members of Heathrow staff should be briefed on local issues when commencing employment to understand what the communities have been through the last 70 years. Philip Rumsey added that more and more land has been taken by Heathrow and that money and the compensation offered does not cover the friends lost by having to move.

4.8. WM asked whether the sites proposed in the consultation are within Heathrow's red line.

IF responded that the ones Heathrow chooses to take forward following feedback from the first consultation will be within the red line and these would be set out in the second consultation next year.

4.9. WM asked whether mitigation areas be provided for greenbelt land that is taken by the expansion of Heathrow.

IF said that Heathrow is providing mitigation and enhancing the area around the airport.

4.10. WM asked if the principles Heathrow is consulting on through its airspace change consultation would apply to changes to the two runway operation as well as in the future.

CM responded that the principles would apply to any future airspace change – now or in the future. She explained that any change to the current operations would be subject to a separate consultation.

4.11. There were wider questions about whether other airports e.g. Gatwick have to consult on their airspace.

CM responded that every airport will be required to modernise its airspace under the Government's Future Airspace Strategy. NM said that regardless of whether Heathrow receives the go-ahead for the third runway, the airspace would have to change for the two runways.

4.12. Residents wanted to understand what Heathrow's position would be if we did not get planning consent for expansion.

NM said if we are unsuccessful with this proposal we have to review our position and discuss with the Government and local communities.

4.13. CT asked about compensation for businesses and staff and also about the proposal for new car parks.

RG stated the Head of Surface Access Areas is not present to answer in depth but an update is provided below:

**Compensation for businesses:** Subject to satisfying the eligibility criteria, owner-occupiers of small commercial properties (with a rateable value that does not exceed £44,200) within the Compulsory Purchase Zone will be offered:

- the unaffected open market value of their property; plus
- a loss payment calculated at 25% of the unaffected market value; plus
- ~~costs for purchase of replacement premises of an equivalent value; plus~~
- reimbursement of reasonable legal fees and relocation or other disturbance costs incurred.

Please see the Commercial Property Policy for full details.

**Additional Parking:** With expansion, a lot of the car parking along the north side of Heathrow will be demolished. This will have to be replaced elsewhere at the airport. To ensure we efficiently use all land available today and minimise the need to acquire land, it is likely that we will re-provide car parking by creating multi-storey car parks. Managing our car parking is part of how we will meet our commitment to no more airport related road traffic with a third runway and how we will manage air quality around the airport. In addition to the re-provision of demolished car parking, our current thinking is to vacate some of our existing surface level passenger and colleague car parks and use a smaller number of multi-level car parking sites which are located near main local access routes and have dedicated access to the front door of terminals. This will reduce traffic circulating around the airport and improves way-finding but requires more land closer to communities near the airport boundary.

The above sentence has been retracted from the meeting notes after a question raised by AT. This sentence is not correct, business owners will not be entitled to the costs of purchase of replacement premises.

Please note that the 'unaffected open market value' excludes 'development value'. And that, business owners will also be entitled to 'Stamp Duty costs relating to the purchase of replacement property of an equivalent value'.