INFORMATION FOR STANWELL MOOR AND STANWELL COMMUNITIES

JANUARY 2018
Expanding Heathrow airport will require building a new runway, new taxiways for aircraft to access and move between the runways, new terminal space and aircraft stands (known as aprons). It will also require changes and development within and around the airport, including changes to roads and rivers, and to airport supporting and related development such as fuel storage, offices, car parks and temporary construction sites.

This consultation is the first of two public consultations that Heathrow will hold on our options and proposals to expand by building a new north west runway. It is an opportunity for you to tell us what you think about the options we are considering and our proposals and to tell us what we should be prioritising going forward. There will be a second public consultation next year where we will publish and consult on our preferred scheme, having considered feedback from this consultation.

### Stanwell Moor and Stanwell

This summary document has been prepared to give residents and businesses, in and around these neighbouring communities, information about the options we are considering that will impact upon the areas you live and work in. To fully understand all our options and options and to see the questions that we are asking, you would encourage you to read and respond to the full range of consultation materials, in particular:

1. Airport Expansion Consultation Document – this provides an overview of the proposals we are consulting on, the questions we are asking and the full details on how you can respond;
2. Our Emerging Plans – this provides more detail on the options we are considering for the main elements of expansion;
3. Property Policies – these set out our approach to acquiring the land and property needed to expand the airport or those affected by it, and
4. Scheme Development Report – this provides more detailed information about how we developed and evaluated the options that we are now consulting on.

All our consultation documents are available online at [www.heathrowconsultation.com](http://www.heathrowconsultation.com) or copies can be provided by emailing us at info@heathrowconsultation.com or calling 0800 307 7996.

### Why we are consulting

In October 2016, the Government announced that a north west runway at Heathrow is its preferred option to deliver new airport capacity in the south-east of England, based on the illustrative scheme proposals we put forward to the Airports Commission in 2014. Since the Government’s announcement we have been doing further work to evolve and refine our initial proposals.

A key part of the process to develop our preferred scheme is early engagement and consultation with the public and those businesses and communities who will be affected by our plans. This consultation is an opportunity for you to find out more about our proposals and have your say to help shape our emerging plans. We will use the feedback we receive to develop a preferred scheme that we expect to consult on in 2019.

### What we are consulting on – Stanwell Moor and Stanwell

At this early stage in the planning process we are consulting on a number of different options to deliver an expanded airport, including potential options for areas that may be developed in addition to the illustrative scheme we put forward to the Airports Commission in 2014. It is important to note that the proposals we are putting forward at this stage are just options – nothing has been decided. Therefore, it’s crucial that you have your say now on how we build a future Heathrow so that we can take these views into consideration.

The key elements of our proposals which could affect the areas in and around Stanwell and Stanwell Moor are:

1. Expansion of the airport boundary
2. Compulsory Purchase Zone and effects on land and property
3. Potential airport supporting and related development, and construction sites
4. Changes to roads
5. Changes to rivers
6. Changes to the landscape and the natural environment

### Fixed elements of our proposals

We explain in our consultation documents that following extensive consultation during the Airports Commission (AC) process and through the requirements set out in the Government’s resulting draft Airports National Policy Statement, some aspects of our expansion plans are fixed. These are mainly:

1. Community commitments – through the AC process we agreed to meet or exceed the significant package of measures recommended by the Airports Commission, which included measures on noise, air quality, property and community compensation. These commitments remain in place. More information about this can be found in Section 1 of the Airport Expansion Consultation Document.
2. A north west runway – the principle of a north west runway was settled during the AC process and is fixed in the Government’s draft Airports National Policy Statement. However, the precise length and position of the runway are subject to further design work, assessment and consultation. More information about this can be found in Chapter 7 of Our Emerging Plans.

Airspace Principles Consultation

From 17 January to 28 March 2018

Expanding Heathrow will also lead to changes to where and how planes fly in the future. These changes are subject to a separate airspace change process which is overseen by the Civil Aviation Authority (CAA). Our Airspace Principles Consultation, which is running alongside this Airport Expansion Consultation, is seeking your views on the principles, or ‘rules’, that will be used to help redesign airspace. We will use the feedback we receive to help us develop our proposals.

More information on our Airspace Principles Consultation and how you can take part is available at [www.heathrowconsultation.com](http://www.heathrowconsultation.com) or by emailing us at info@heathrowconsultation.com or calling 0800 307 7996.
1 Expansion of the airport boundary

As well as a new runway, the proposed expansion will require new taxways for the aircraft to access and move between the runways, terminal space and stands and aprons (where aircraft are parked, unloaded or loaded, refuelled, or boarded).

There is a range of areas we think we will need, depending on the length and position of the new runway, and the options for how we develop the airfield to provide terminals, aprons, stands and taxiways.

Figure 2 shows the areas we think we are likely to need, and the areas that we think we may potentially need, for the expanded airfield.

Just north of Stanwell Moor and Stanwell, the extent of the airfield expansion differs depending on the options for providing new terminal space in the west of the airport.

More detailed information about these options and the alternatives can be found at chapter 7 of Our Emerging Plans. The details on how we developed and evaluated the options can be found at Chapter 4 of the Scheme Development Report.

2 Compulsory Purchase Zone and effects on land and property

Changing the airport’s boundary will affect life for people living and working in neighbouring communities, particularly because of the resulting loss of residential and commercial properties. Figure 2 shows the area (as it is currently understood) where we will need to extend the airfield. In that area, properties will need to be purchased by agreement or compulsorily. This is known as the Compulsory Purchase Zone (CPZ), and includes some homes and businesses near Stanwell Moor, north of the A3113.

Other land and property may need to be purchased by agreement or compulsorily depending on which options for changes to roads and airport supporting and related development are taken forward. Please see pages 5 and 6 of this document to see the options. We are consulting on a variety of options which may impact on the boundaries of the CPZ. This consultation exercise may change the extent of the CPZ; possible options include an additional residential property located in Stanwell Moor.

Further information about our intended approach to land and property that will need to be purchased by agreement or compulsorily, or which may be affected by expansion is set out in our draft Property Policies and in Chapters 14 and 17 of Our Emerging Plans.

3 Potential airport supporting and related development, and construction

Some land is likely to be required for facilities that directly support the airport’s operation like water treatment and fuel storage, and airport related development like car parking, cargo/warehousing, hotels and offices. We will also need some temporary construction sites. Figure 3 shows sites within and beyond the expanded airport boundary, within the Stanwell Moor and Stanwell area, which have the potential to be used for this type of development.

These are just options at this stage. Nothing has been decided yet, therefore it is crucial you make your views known at this early stage so we can take them into consideration.

We recognise that any development will need to be sensitive to residents, homes, and businesses. We will aim to avoid disruption of sensitive areas such as community facilities like Stanwell Moor Village Hall and public open spaces like Stanwell Recreation Ground.

Where land is required Heathrow would seek to buy it through agreements with landowners, or if necessary through compulsory purchase. There is more information about this in our Property Policies documents.

More information about how and why we have identified these sites, and our overall proposed approach to airport supporting facilities and airport related development can be found in chapters 11-15 of the Our Emerging Plans document, and sections 13 and 15-17 of our Scheme Development Report.
4 Changes to roads

To expand, there would need to be changes to the layout of some roads and junctions in the Stanwell Moor and Stanwell area. The overall area that could be required to make these changes is shown in Figure 4. Within the areas or ‘envelopes’ identified, we are considering several options for how the proposed changes could be accommodated.

The key changes proposed are:

- **M25** – the preferred scheme is for the M25 to be moved 150m to the west, and to run in a tunnel below the new runway. Changes would also be required to the layout of Junctions 14 and 14a, and the width and alignment of the stretch of the M25 between Junctions 14 and 15 where the new runway will be.
- **A4 Bath Road** – this would have to be moved from its current route to run around or under the new runway.
- **Stanwell Moor Junction** – this links the Southern Perimeter Road and the A3113 with Stanwell Moor Road (the A3044) and would need to be improved as a result of changes to other roads affecting the distribution of traffic around the airport.
- **A3044 (Stanwell Moor Road)** – this would need to be diverted around the expanded airport.
- **Southern Perimeter Road** – this road runs along the southern boundary of the airport. Changes could mean the potential for more lanes on this road.

Details about those options can be found in Chapter 8 (for the M25) and Chapter 9 (for local roads) of Our Emerging Plans and Chapter 6 (for the M25) and Chapter 7 (for local roads) of the Scheme Development Report.

5 Changes to rivers

Expanding the airport will also require diversions of rivers. Part of the area that could be required to make these changes is shown in Figure 5. Within the areas or ‘envelopes’ identified, there are several options for how those changes could be accommodated, including a covered river corridor under the expanded airport.

More details about those options and how we developed them can be found in Chapter 10 of the Our Emerging Plans and Chapter 8 of the Scheme Development Report.

6 Changes to the landscape and the natural environment

We are in the process of identifying areas around the airport that could contribute to an enhanced, high quality and well-connected network of green spaces, helping to integrate the airport with its surroundings. Figure 6 shows an illustrative idea of the potential areas and type of green space that we are considering. Our approach to landscape and the natural environment will be an integral part of our masterplan, and needs to respond to the impacts created by the expanded airport’s operation once they have been through design work, environmental assessment and we have considered the feedback from this consultation. We are still therefore in the early stages of our design process.

More information about our approach to the landscape and the natural environment can be found in Our Design Approach to the Natural Environment.
INFORMATION FOR CRANFORD, HESTON, HATTON, FELTHAM AND BEDFONT COMMUNITIES

JANUARY 2018

Proposed north west runway
Existing northern runway
Bedfont
Existing southern runway
Feltham
Hatton
Cranford
Heston

This document is available in other languages and formats on request.

There are lots of ways you can contact us and find out more:

- online via our project website
  www.heathrowconsultation.com
- call our freephone number:
  0800 307 7996 (open Monday to Friday, 9am-6pm)
- send an email to us at:
  info@heathrowconsultation.com
- Follow us on Twitter
  @LHRConsultation