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.

Longford, Harmondsworth, Sipson, Harlington and Cranford Cross

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 proposals and options and to see the questions that we are asking, we would encourage you to read and respond to the full range of consultation materials, in particular:

**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 develop 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 – Longford, Harmondsworth, Sipson, Harlington and Cranford Cross**

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 Longford, Harmondsworth, Sipson, Harlington and Cranford Cross are:

1. A new north west runway
2. Changes to the airport boundary
3. Expansion of the airport boundary
4. Compulsory Purchase Zone and Wider Property Offer Zone
5. Potential airport supporting and related development, and construction sites
6. Changes to roads
7. Changes to rivers
8. 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:

**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.

**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;

**Our Emerging Plans** – this provides more detail on the options we are considering for the main elements of expansion;

**Property Policies** – these set out our approach to acquiring the land and property needed to expand the airport or those affected by it; and

**Scheme Development Report** – this provides more detailed information about how we developed and evaluated the options that we are now consulting on.

**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 or by emailing us at info@heathrowconsultation.com or calling 0800 307 7996.
1 A new north west runway

Expansion will require a new runway, new taxiways for the aircraft to access and move between the runways, new terminal space, new stands and aprons (where aircraft are parked, unloaded or loaded, refuelled, or boarded). Figure 2 shows the options we are considering for the new runway.

The Airports Commission process and the Government’s draft Airports NPS have fixed the principle for the broad location of the proposed new runway. It will be located to the north west of our two existing runways, between Sipson in the east, Colnbrook and Brands Hill in the west and Harmondsworth in the north.

Within this fixed area, we are considering three options for the length and precise location of the new runway. The three options are between 3,200 and 3,500 metres in length and they are shown in Figure 2.

Option A2 – This option is 3,200 metres long. Its eastern end starts closer to Sipson and means that some properties in the village would be affected.

Option A3 – This option is 3,200 metres long, but starts further from Sipson in the east, so properties in Sipson would not be affected. However, more properties in Harmondsworth would be affected.

Option A4 – This option is 3,500 metres long. It is broadly the same as the runway that was consulted upon for the Airports Commission process. Its eastern end is in the same place as Option A2, but its western end is longer. It has the same effect on property as Option A2, so some properties in Sipson would be affected.

No decisions have been made on these options, which is why it is crucial that you have a say now in how we should build a future Heathrow so that we can take these views into consideration.

The final length and detailed positioning of the runway will lie within the range of these options – set out in full in Chapter 6 of Our Emerging Plans and Chapter 3 of the Scheme Development Report. The option that we finally select will be based on further detailed operational analysis, environmental information and the responses to this consultation.

2 Changes to the airport boundary

The options for the design of the new runway and its boundary with neighbouring villages will have an impact on the number of properties that would be affected in Sipson and Harmondsworth, as shown in Figure 3. The Grade I listed Harmondsworth Great Barn and Grade II* listed St. Mary’s Church in Harmondsworth would not be directly affected by any runway option.

The three options for the position / length of the new runway, as set out on the previous page, would lead to two different scenarios for how the eastern end of the runway affects Sipson and Harmondsworth:

1 A runway starting closer to Sipson (Options A2 and A4, which differ in the overall length but have the same effects on Harmondsworth and Sipson). The expansion boundary could maintain Harmondsworth High Street with its listed buildings and a ‘buffer zone’, but would affect some homes in Sipson.

2 A runway starting further from Sipson (Option A3 – a 3,200 metres runway starting further west from Sipson). The expansion boundary could affect more properties including a listed building in Harmondsworth, but is further away from Sipson.

No decisions have been made on these options. That’s why it is crucial you have a say now in how we should build a future Heathrow so that we can take these views into consideration. The final length and detailed positioning of the runway will lie within the range of these options – set out in full in Chapter 6 of Our Emerging Plans and Chapter 3 of the Scheme Development Report. The option that we finally select will be based on further detailed operational analysis, environmental information and the responses to this consultation.
3 Expansion of the airport boundary

As well as a new runway, the proposed expansion will require new taxiways 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 4 shows the areas we think we are likely to need, and the areas that we think we may potentially need, for the expanded airfield.

To the west of Sipson, the extent of the airfield expansion differs depending on the options for providing new terminal space between the existing northern runway and the proposed new north west runway.

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.

Figure 4 shows the potential extent of the expanded airfield.

4 Compulsory Purchase Zone and Wider Property Offer Zone

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 5 shows the areas where properties will need to be purchased by agreement or compulsorily to expand the airport. This is known as the Compulsory Purchase Zone (CPZ) and is shown (as it is currently understood) in orange in Figure 5. Figure 5 also highlights homes, businesses and community facilities within the Compulsory Purchase Zone that would be affected.

It also shows the area within which Heathrow is offering to give owner-occupiers the choice to remain in their own home or (provided certain eligibility criteria are met) to sell their home to Heathrow because of the very close proximity to the expanded airport. This is known as the Wider Property Offer Zone (WPOZ) and is shown (as it is currently understood) in purple in Figure 5.

The areas and community facilities affected in Longford, Harmondsworth and Sipson include:

- All homes and buildings in Longford and some in Harmondsworth and potentially Sipson;
- Harmondsworth Primary School, Harmondsworth Community Hall and Wonderland Day Nursery;
- Harmondsworth Recreation Ground, which has two tennis courts, a football pitch and a children’s play area;
- Heathrow Special Needs Centre and Littlebrook Day Nursery in Longford;
- A number of small businesses, and larger, airport related businesses in and around Longford, Harmondsworth and on the Bath Road including pubs, hotels, office buildings, local shops and industrial units; and

- The Home Office Immigration Removal Centre and IAG’s offices on Harmondsworth Moor.

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 8 and 9 of this document to see the options. We are consulting on a variety of options which may impact on or change the boundaries of the CPZ. Therefore, this consultation exercise may change the extent of the CPZ in this area; possible options include additional residential properties located in Poyle and Harmondsworth. 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.
5 Potential airport supporting and related development, and construction

Some land is likely to be required for facilities that directly support the airport’s operation and potential airport related development such as fuel storage, car parking, cargo/warehousing, hotels and offices. We will also need some temporary construction sites. Figure 6 shows sites beyond the expanded airport boundary, within the Longford, Harmondsworth, Sipson, Harlington and Cranford Cross area, which have the potential to be used for this type of development.

There are a number of options for how the proposed changes could be accommodated.

We are committed to helping ensure the areas around the airport are great places to live now and in the future. Anything we do will need to be sensitive to existing homes, people and businesses, and we will avoid unnecessary disruption of important community facilities outside the expansion area such as schools, parks, play areas, and sensitive public spaces in the Crane Valley, Colne Valley and Harmondsworth Moor.

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

Details about these sites and our approach to airport supporting and related development can be found in Chapters 11, 13 and 15 of Our Emerging Plans, and our Scheme Development Report.

1. There may be a possibility for more industrial/warehousing uses at this site.
2. The part of this site that is closest to the new airport boundary could be used for airport supporting facilities.

These sites could include airport operations such as storage or airport supporting facilities.

3. These sites could be part of the expanded airfield or be used for airport supporting facilities.
4. These sites could include airport operations such as storage or parking, or airport related development such as offices or hotels.

The part of this site that is closest to the new airport boundary could be used for airport supporting facilities. It could also be used for water treatment. Part of this area could be used for construction temporarily.

This site could also accommodate the relocation of the Immigration Removal Centre. It could also be used for water treatment. Part of this area could be used for construction temporarily.

This site could be part of the expanded airfield or be used for airport supporting facilities.

This site could be used for office or hotel use.

This site could be used for offices or hotels.

This site is one of two locations being considered for a potential Waste Water Treatment Works.

6 Changes to roads

To expand, there would need to be changes to the layout of some roads and junctions in the area to the west of the airport. The overall area that could be required to make these changes is shown in Figure 7. Within the areas or ‘envelopes’ identified, we are considering several options for how the proposed changes could be accommodated.

The key changes proposed are:

A 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.
B A4 Bath Road – this would have to be moved from its current route to run around or under the new runway.
C 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.
D A3044 (Stanwell Moor Road) – this would need to be diverted around the expanded airport.
E 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.
7 Changes to rivers

Expanding the airport will also require the diversion of rivers. The areas within which changes could be made are shown in Figure 8. Within the areas or 'envelopes' identified, there are several options for how the 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 Our Emerging Plans and Chapter 8 of the Scheme Development Report.

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8 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 9 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 understood 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

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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
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