

HEATHROW HUB

COMMUNITY ENGAGEMENT REPORT

Prepared by

QUATRO

May 2014

HEATHROW HUB

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1. Introduction

The Heathrow Hub proposals have been the subject of a wide-ranging community engagement programme. In particular, Heathrow Hub Ltd has engaged directly with local Councils (Councillors and Officers), Members of Parliament, Members of the London Assembly and local groups and other stakeholders to both inform them of the proposals and to seek their views on the key issues of concerns and how these concerns might be overcome.

In addition, the community engagement programme has sought to explain the benefits of the Heathrow Hub proposal and how these might improve the current situation for many people living in the Heathrow area.

2. The Heathrow Hub Community Engagement Programme

The key elements of the Heathrow Hub Community Engagement programme to date have been;

- **A programme of Face-to-Face meetings** with local Councils (Members and Officers), Members of Parliament, Members of the London Assembly and local groups and other stakeholders, the majority of which were led by Captain Jock Lowe, Director of Heathrow Hub Ltd. The details of these meetings are set out below in Section 3 of this report with the key issues raised at the meetings included in Appendix 1.
- **The publication of a Factsheet**, including details of the Heathrow Hub proposals, together with further details in the form of 'Questions and Answers' responding to the key issues raised during the community engagement programme. The Factsheet has been available in hard copy format and electronically and is attached as Appendix 2
- **An interactive website** <http://www.heathrowhub.com/>. The website includes details of the **dedicated phone number** [+44 \(0\) 845 262 0159](tel:+44208452620159) and **Email address**, heathrowhub@quatro-pr.co.uk

3. The Programme of Face-to-Face meetings

A Programme of Face-to-Face meetings has been arranged with the following Councils (Councillors and Officers), Members of Parliament. Members of the London Assembly, local groups and other stakeholders;

- 17th October 2013 - Meeting with Kwasi Kwarteng MP (Conservative, Spelthorne)
- 14th January – Presentation to Spelthorne Borough Council
- 22nd January - Meeting with Alok Sharma MP (Conservative, Reading West)
- 3rd March – Meeting with John Stewart of HACAN
- 4th March – Meeting with Stanwell Moor Residents Association
- 5th March – Meeting with Bucks County Council
- 6th March – Meeting with Richings Park Residents' Association
- 12th March – Meeting with Mary Creagh MP, Shadow Transport Secretary
- 13th March – Presentation South Bucks District Council
- 24th March – Meeting with Hounslow Council
- 24th March – Presentation to Mole Valley District Council
- 25th March – Presentation to Surrey County Council
- 7th April - Meeting with Mary Macleod MP (Conservative, Brentford and Isleworth)
- 8th April – Meeting with Andy Slaughter MP (Labour, Hammersmith)
- 10th April - Meeting with Dr. Onkar Sahota MLA (Labour, Ealing and Hillingdon)
- 14th April – Meeting with Seema Malhotra MP (Labour, Feltham and Heston)
- 16th April – Meeting with South Bucks District Council (Meeting with Officers)
- 22nd April – Meeting with Slough Borough Council (Meeting with Officers)
- 1st May - Meeting with Adrian Sanders MP (Lib Dem, Torbay), Member, Transport Select Committee
- 2nd May - Meeting with Robert Atkinson, Chief of Staff to Karen Buck MP (Lab, Regents Park and Kensington North) and PPS to Ed Miliband MP
- 6th May – Meeting with Hounslow Council (Meeting with Officers)
- 8th May – Meeting with Ealing Council
- 12th May – Presentation to Place West London Conference

In addition, further meetings have been arranged with the following;

- 19th May – Meeting with Greg Hands MP (Conservative, Chelsea and Fulham) and Deputy Government Chief Whip
- June - Presentation to Colnbrook with Poyle Parish Council (date to be arranged)
- 11th June - Presentation to Windsor & Maidenhead Council Aviation Forum
- 29th July - Presentation to all Members of South Bucks District Council
- 15th September - Seminar for Surrey County Councillors

Unfortunately, a number of local authorities declined to meet members of the Heathrow Hub team because of their 'in-principle' opposition to Heathrow expansion, as follows;

- **London Borough of Hammersmith & Fulham**

"Thank you for your e-mail below. The borough is opposed to Heathrow's expansion and at present I do not think that a meeting would be worthwhile.

I am sorry to offer a disappointing reply.

Nicholas Holgate, Chief Executive"

- **London Borough of Hillingdon – Declined to meet**

"Thank you for your email of 14/2/14 regarding Stakeholder Consultation for the Heathrow Hub. Please accept my apologies for the delay in my response.

As I'm sure you are aware, the stated position of the Administration and the Council is opposition to any expansion at Heathrow airport. Indeed a local referendum was held, polling every household in the Borough, where the clear majority supported this stance.

I do appreciate that the Heathrow Hub is under consideration by the Commission but I am not in a position to facilitate discussion on this option within the Council.

It is not for me, however, to deny Elected Members the potential opportunity to engage with you directly and for this reason, I suggest that you contact the Leader of the Council (Cllr Ray Puddifoot) and the Leader of the Labour Group (Cllr Peter Curling) to see if this is a matter they wish their respective groups to engage in. It is only only fair to point out though that there is cross-party support for the opposition to Heathrow expansion - so it is possible that they may choose not to avail themselves of this opportunity.

I am sorry that I am not able to facilitate your request

Fran Beasley, Chief Executive"

- **Reading Borough Council – Declined to meet**

"Thank you for your enquiry that has been passed to me. Firstly I must apologise for the time taken to respond to your enquiry. Having now had the opportunity to review your request, and having discussed with our Lead Member for Environment, Planning and Transport, we feel that at this stage we are not in a position to meet you in relation to the expansion opportunities (or indeed any other organisations) involved in future Heathrow proposals. We feel that this would be premature as the Davies Commission has not yet fully reported on the Airport expansion options. We are happy to consider a meeting in the fullness of time once the Aviation Commission report is published.

Ruth Leuillet, Deputy Head of Highways & Transport"

4. The key issues raised during the Community Engagement

The key issues raised during the Community Engagement programme were;

4.1. Noise, particularly in respect of night flights and early morning landings and the need to maintain the current ability to provide respite for residents living in the area

“Early morning noise is the key problem for Hounslow residents. Reducing night flights would help considerably. Respite from noise is a very important issue and the HH proposal would need to demonstrate adequate respite”

Hounslow Council

“Hounslow’s priorities are to have less noise and for more to be invested in noise attenuation. Hounslow want ‘Rolls Royce mitigation’ as ‘it only has to be spent once’. If there are to be savings through the HH proposals the savings should be used to improve mitigation measures locally”

Hounslow Council

“HACAN is concerned that an increase in the number of aircraft using Heathrow will make the current situation worse. They are particularly concerned about landing noise which they believe is the main problem.”

John Stewart, HACAN

“Keen to put an end to night quota flights – suggesting that more flights could go into the 5.00 am – 6.00 am slot. She has recently surveyed her constituents about night noise, asking whether they would be happy to have more flights later in the morning if that puts an end to the earlier flights that cause most of the disturbance. Her constituents are not against Heathrow expansion but they do have concerns about congestion and noise.”

Mary Macleod MP

“Keen to understand how noise will be reduced with the Heathrow Hub proposal”

Alok Sharma MP (Con, Reading West)

“She asked questions about the extent of noise reduction”

Mary Creagh MP, Shadow Transport Secretary

“The major issue for Ealing residents are the easterly take-offs and the Council would welcome further information, including the 90dbL noise contour maps, on how the area would be affected by the HH proposals”

Ealing Council

4.2. Surface access - more passengers should be arriving by train, there should be less congestion on the roads

“Bucks CC is keen to see a major improvement in local rail links to ‘connect up Buckinghamshire’. A key aspiration is to achieve a rail link to Old Oak Common from Aylesbury so that residents do not have to travel to London in order to go to Heathrow. “

Bucks County Council

“Mary Macleod asked a number of questions about the size of the proposed road into the airport. She was concerned about the weight of traffic coming from the M25 and M4. She is keen to reduce road congestion and encourage more people to travel to the airport by rail”

Mary Macleod MP

“What would be the impact of the proposed gateway station on the Great Western railway and Crossrail lines on the proposed Western Access to Heathrow line that has recently been approved?”

Slough Council

4.3. Safeguarding existing jobs and businesses in the Heathrow area

“In favour of Heathrow expansion, not least because it provides considerable employment for residents in his constituency”

Kwasi Kwarteng MP (Con, Spelthorne)

“Heathrow is a valuable site to the residents and businesses of Buckinghamshire, not only for the transport access it provides, but for the many jobs, employment and business opportunities that this creates and enables.”

Bucks County Council

“Protecting jobs is vital with 1 in 4 of the borough’s jobs at risk if Heathrow were to go”

Hounslow Council

“He understands that local livelihoods depend on the airport. He has some concerns about noise but is more concerned about the West London economy - he does not want Heathrow to close”

Dr Onkar Sahota

4.4. Minimising the impact on local communities

“Concerns were expressed on the impact of the Heathrow Hub proposals on flooding in the Stanwell Moor area as residents have experienced flooding three times over the past decade or so. Concerns were expressed about the impact of the proposals on the two industrial estates that would be affected. “

Stanwell Moor Residents' Association

“The inclusion of a shopping centre in the proposed Heathrow Gateway would not be welcomed or supported by the County Council (“the last thing we want”) because of the increased traffic that would be generated in the area and the increased competition for existing retail centres in the area.”

Bucks County Council

“The cost of parking at the proposed Gateway is considered very important so that it is ‘convenient and competitive’. The impact on local traffic is also considered very important with 10% of the Heathrow workforce coming from Slough.”

Slough Council

“The proposed transport interchange would affect two areas Thorney and Richings Park, with Richings Park likely to be of greater concern to the Council than Thorney. Richings Park was currently affected by noise and HGV traffic particularly linked to the business parks located north of the Richings Park estate. Road improvements were slowly reducing the adverse impacts from the HGVs. Council believe the transport interchange will greatly increase issues with noise, light, air quality and HGVs for Richings Park residents. There is also the issue of blight – some people had pulled out of purchasing properties as a result of the scheme. In terms of Thorney Village and the surrounding areas, these were areas of sensitive green belt a lot of which was in flood plain areas.”

South Bucks Council

4.5. Concern that local disruption should be kept to a minimum, particularly around the M25

“Residents asked about the impact of construction work, including the M25”

Stanwell Moor Residents' Association

“RPRA’s main concern about the Heathrow Hub proposal is the impact of increased traffic to and from the proposed Gateway on local roads, particularly given the current problems with HGVs which the area currently suffers from. Residents say that HGVs traffic from Langley to the M40 via Sutton Lane, North Park, Thorney Lane, Iver Village and Iver Heath needs to be re-routed and that an upgrading of the

wider road infrastructure should be part of the proposals. Residents also want to know how new slip roads off the M25 would impact on the area."

Richings Park Residents' Association

"RPRA asked how the village of Thorney might be affected by a passenger/baggage rail link from the Gateway to the Airport."

Richings Park Residents' Association

"Hounslow would like further details of the M25 tunnel and bridge proposal"

Hounslow Council

"How will the proposals impact on M25 traffic?"

Mole Valley District Council

Appendix 1 - Summary of the key points made during the Community Engagement programme

Meeting with Kwasi Kwarteng MP (Con, Spelthorne) - 17 October 2013

- He is in favour of Heathrow expansion, not least because it provides considerable employment for residents in his constituency
- This is “an attractive proposal”, and “as good as”, “if not the best” of any Heathrow proposal he has seen, especially if it can be achieved for £12 bn
- Noise reduction is an important consideration

Meeting with Alok Sharma MP (Con, Reading West) - 22 January 2014

- He supports Heathrow and likes the HH plan
- He was keen to understand how noise will be reduced with the Heathrow Hub proposal
- He asked about the relationship with HAL and how HH will work with them if HH is the recommended proposal

Meeting with Mary Creagh MP, Shadow Transport Secretary - 12 March 2014

- She asked a number of questions - about the cost of the development; about the link to Old Oak Common; on the level of increased capacity at Heathrow that would result; whether the safety zone was sufficient
- She asked questions about the extent of noise reduction

Meeting with John Stewart, HACAN - on Monday 3rd March

- HACAN's priorities are (1) no further expansion of flights at Heathrow (2) end of night flights before 6am and (3) mitigation of noise now
- HACAN is concerned that an increase in the number of aircraft using Heathrow will make the current situation worse. They are particularly concerned about landing noise which they believe is the main problem.
- John Stewart found the explanation of the Heathrow Hub proposal “genuinely interesting” as he could see a number of potential benefits for local communities around the airport.
- In particular, John was pleased to learn that (1) no new communities would be affected (2) approach sequencing would mean that existing communities would have fewer planes overhead and more respite and (3) there would be no night flights before 6am and that early morning flights could land 2 miles further to the west.
- John believes that no flights before 6am would be a ‘key selling point’.
- John was also pleased to hear that NOX levels would be reduced
- John Stewart agreed to discuss matters further with his Management Committee colleagues with a view to inviting Heathrow Hub to present the proposal to meet of HACAN representatives from the various communities around the airport.

Meeting with members of the Stanwell Moor Residents' Association - 4th March 2014

- Concerns were expressed on the impact of the Heathrow Hub proposals on flooding in the Stanwell Moor area as residents have experienced flooding three times over the past decade or so. Residents were assured that this is the very start of the planning process and a full technical assessment would be undertaken and mitigation actions would be included in the proposals.
- Concerns were expressed about the impact of the proposals on the two industrial estates that would be affected. Residents were assured that, as 70% of the tenants were involved in cargo storage for the airport it was important, and in our interests, for alternative premises to be found elsewhere.
- Residents pointed out that emissions affect the area, particularly as a result of easterly and north-west winds. Also, on very hot days, the air is very still and emissions affect the area badly.
- Concerns were expressed about the increase in flights and the impact on the mental health of residents.
- Residents were interested to hear that the Heathrow Hub proposal would reduce the need for early morning arrivals by creating additional 'slots'.
- There was a discussion about the future of Heathrow being driven by 'status' or 'demand' and Jock Lowe argued that demand is driving the need for more airport capacity and not a requirement to be 'top of the league'.
- Residents asked about the effect of the proposals on Longford Village and residents were assured that the village would not be affected and could benefit as because of the proposed 600m safety zone nearby.
- Residents asked about the impact of construction work, including the M25, and were assured that a full Construction Management Plan would be prepared as part of any planning application.

The following local press report was published on 6th March

<http://www.getsurrey.co.uk/news/surrey-news/concorde-pilots-runway-plan-save-6778445>

Meeting with Buckinghamshire County Council – on 5th March

- The inclusion of a shopping centre in the proposed Heathrow Gateway would not be welcomed or supported by the County Council ("the last thing we want") because of the increased traffic that would be generated in the area and the increased competition for existing retail centres in the area. Bucks CC were assured that a shopping centre was not an essential element of the gateway and that it could be financed on the basis of other revenue streams.
- A key issue for Bucks CC will be the traffic implications of the proposed gateway. Bucks CC was assured that the necessary highways investigations will be undertaken and that the aim is to achieve 50% of passengers arriving by train.
- Bucks CC is keen to see a major improvement in local rail links to 'connect up Buckinghamshire'. A key aspiration is to achieve a rail link to Old Oak Common from Aylesbury so that residents do not have to travel to London in order to go to Heathrow.

- Bucks CC is a supporter of Heathrow because of its economic importance to the county. The Council opposes 'Boris Island'. The Council sees the key issue for them as solving the ground transport issues and would want to see improvements 'upfront'

Following the meeting the Council confirmed their key issues

"The county council would have a number of concerns about such a scheme that we would wish to see considered within any further development of the proposal:

- *The key to the success of the scheme would be the new station. Access to it, not least via Chiltern Railways link that would see direct access from Aylesbury (and Oxford etc once East West Rail is built), since this would remove the need to travel into London and back out to Heathrow.*
- *Retail propositions at the hub would be of concern, given the additional trip (vehicular) generation but also the likely competition with existing retail centres in the south of the county.*
- *I note that URS is doing some work for you on the road plans, and I would be interested in seeing these in due course, but at this point we would obviously stress the importance of a functioning M25 and the need to minimise the stresses placed on road surface access via additional vehicular trips.*
- *The issues of noise remains of key concern to our residents that are thus afflicted, and while your noise plots look encouraging, it would be necessary to see tighter controls placed on aircraft manoeuvres (lane/path discipline) to achieve the proposed reduction. This would be something the county council would be strongly advocating within any advancement of the proposal.*

In summary, Heathrow is a valuable site to the residents and businesses of Buckinghamshire, not only for the transport access it provides, but for the many jobs, employment and business opportunities that this creates and enables. In any expansion proposition we would be looking to establish what benefits could be secured for our residents, and the direct rail link on the Aylesbury line would be something to explore with Chiltern Railways, as I believe they have already done some work on a related proposal."

Meeting with members of the Richings Park Residents' Association - 6th March 2014

- RPRA is not convinced by the Heathrow Business case and is opposed to the third runway proposal because of the noise impact. RPRA would prefer the airport to move to the east of the country.
- RPRA's main concern about the Heathrow Hub proposal is the impact of increased traffic to and from the proposed Gateway on local roads, particularly given the current problems with HGVs which the area currently suffers from. Residents say that HGVs traffic from Langley to the M40 via Sutton Lane, North Park, Thorney Lane, Iver Village and Iver Heath needs to be re-routed and that an upgrading of the wider road infrastructure should be

part of the proposals. Residents also want to know how new slip roads off the M25 would impact on the area.

- RPRA raised the issue of the status of the Green Belt land and asked how this would be overcome to enable the Gateway to be constructed.
- RPRA asked if Heathrow Hub runway extension is dependent on the building of the Gateway.
- The issue of a potential HS2 rail link to the airport from Denham was raised by residents and how this would impact on the proposals.
- RPRA asked how the village of Thorney might be affected by a passenger/baggage rail link from the Gateway to the Airport.

Meeting with South Bucks District Council - Thursday 13th March

- The Council made it clear that they are opposed to Heathrow expansion
- The key issues are noise and traffic congestion
- They took on board the potential benefits of a possible link from Chiltern Railway

Meeting with London Borough of Hounslow - Monday 24th March

- Early morning noise is the key problem for Hounslow residents. Reducing night flights would help considerably
- Respite from noise is a very important issue and the HH proposal would need to demonstrate adequate respite
- Demonstrating that the HH proposal is totally safe is vital, particularly in respect of mid-air collisions and emergencies
- If there are to be savings through the HH proposals the savings should be used to improve mitigation measures locally
- Hounslow's priorities are to have less noise and for more to be invested in noise attenuation - Hounslow want 'Rolls Royce mitigation' as 'it only has to be spent once'
- Protecting jobs is vital with 1 in 4 of the borough's jobs at risk if Heathrow were to go
- Hounslow would like further details of the M25 tunnel and bridge proposal and asked when further information would be available
- Hounslow suggested that the former Airtrack rail link would be a useful addition to the rail infrastructure and help reduce road traffic and congestion. Hounslow will forward details so that this can be further researched.
- Hounslow Members and Officers could understand and appreciate the potential benefits for the borough from the HH proposals.

Meeting with Mole Valley District Council - Monday 24th March 2014

- How will public transport to Heathrow and Gatwick be improved?
- How will the proposals impact on M25 traffic?

Meeting with Surrey County Council - Tuesday 25th March 2014

- What would be done to enhance rail and bus connectivity to Heathrow ?
- How will road traffic congestion in Surrey be reduced? They are unhappy about the current situation and believe that airport expansion should deal with all existing and future issues.

Meeting with Mary Macleod MP (Con, Brentford and Isleworth) - 7 April 2014

- Mary Macleod asked a number of questions about the size of the proposed road into the airport. She was concerned about the weight of traffic coming from the M25 and M4. She is keen to reduce road congestion and encourage more people to travel to the airport by rail.
- She understands that the trend is for quieter aircraft but wanted to understand how quickly the benefits would be felt in her constituency.
- She agreed that approach noise is the main issue and understands that changes in aviation practices can do more to help reduce noise, such as: putting down landing gear later, earlier sequencing and introducing penalties for those who fail to change their practices.
- She is keen to put an end to night quota flights – suggesting that more flights could go into the 5.00 am – 6.00 am slot.
- She has recently surveyed her constituents about night noise, asking whether they would be happy to have more flights later in the morning if that puts an end to the earlier flights that cause most of the disturbance.
- Her constituents are not against Heathrow expansion but they do have concerns about congestion and noise.

Meeting with Andy Slaughter MP (Labour, Hammersmith) on 8th April

- Andy Slaughter was concerned about the noise footprint in Hammersmith.

Meeting with Onkar Sahota MLA (Lab, Ealing and Hillingdon) - 10 April 2014

- He is a supporter of Heathrow – he understands that local livelihoods depend on the airport
- He has some concerns about noise but is more concerned about the West London economy - he does not want Heathrow to close
- He said that Ealing and Ickenham raise noise as an issue but that Hayes and Slough tend not to
- He supports the proposal for a noise regulator

Meeting with Seema Malhotra MP (Labour, Feltham and Heston) – 14th April

- She is a supporter of Heathrow

Meeting with South Bucks Council (Officers) – 16th April

- The Council is vehemently opposed to the Heathrow Hub Scheme (as well as the HAL option) and would be in favour of Gatwick. The Council is unlikely to support the Thames Estuary proposals given this would have an adverse effect on the local economies which depended on Heathrow's current location.
- The Council did not have particular issues with the extension of the runway. The Council's main issue was with the proposed Transport Interchange area. The Council questioned the logic of having this scheme given the proposed Western access scheme which is in the pipeline (Reading to Heathrow and then onto London – journey from Reading to Heathrow reduced to 6 minutes). Construction of Western Access will start in 2021, funded by Network Rail and is not dependent on what is happening at Heathrow. The proposed transport interchange would appear to duplicate this provision.
- The proposed transport interchange would affect two areas Thorney and Richings Park, with Richings Park likely to be of greater concern to the Council than Thorney. Richings Park was currently affected by noise and HGV traffic particularly linked to the business parks located north of the Richings Park estate. Road improvements were slowly reducing the adverse impacts from the HGVs. Council believe the transport interchange will greatly increase issues with noise, light, air quality and HGVs for Richings Park residents. There is also the issue of blight – some people had pulled out of purchasing properties as a result of the scheme. In terms of Thorney Village and the surrounding areas, these were areas of sensitive green belt a lot of which was in flood plain areas.
- South Bucks Council does not believe the HH option will offer any benefits to the local community or economy. The local areas tended to have high levels of employment. Residents were opposed to the business parks north of Richings Park.

Meeting with Slough Borough Council (Officers) - 22nd April 2014

- How many homes in the Colnbrook/Poyle area will be affected? It was stressed that everything possible will be done to minimise the number of homes affected and the current number is in the region of 50.
- The proposals will bring NOX emissions closer to Slough
- The proposals will bring noise from take offs closer to Slough
- There will be a need to find an alternative location for the Poyle Industrial Estate units in order to safeguard jobs
- What would be the impact of the proposed gateway station on the Great Western railway and Crossrail lines on the proposed Western Access to Heathrow line that has recently been approved?
- There was a discussion about whether the beneficial changes in aircraft noise levels and air space management would happen anyway or whether the expansion of airport capacity would be a catalyst for these changes happening. It was argued that an increase in airport capacity would increase

the pressure on aircraft manufacturers to bring in the beneficial changes and landing arrangements

- They are keen to get a better understanding of the Heathrow Hub surface access arrangements (including public transport proposals), air quality mitigation proposals and flooding/drainage proposals and it was agreed that further technical meetings would be arranged with the Heathrow Hub consultant team, including rail advisers.
- The cost of parking at the proposed Gateway is considered very important so that it is 'convenient and competitive'. The impact on local traffic is also considered very important with 10% of the Heathrow workforce coming from Slough.

Meeting with Adrian Sanders MP (Lib Dem, Torbay), Member, Transport Select Committee - 1 May 2014

- Mr Sanders noted that for those living in the south west and west of the country, Heathrow is the airport to use – but there is a need to improve access to it
- He asked about surface access in relation to:
 - roads
 - the proposed new station and link to the airport
 - impact of a new stop on the western link on train schedules to and from London
 - timescale for construction of a western spur

Meeting with Robert Atkinson, Chief of Staff to Karen Buck MP (Lab, Regents Park and Kensington North) and PPS to Ed Miliband MP – 2nd May 2014

- He is a supporter of Heathrow
- In his view, Labour does not want to close Heathrow, not least because of the jobs at risk
- He was interested in a number of aspects of noise reduction
 - Reduction in night quota flights
 - No more people in the noise footprint
 - No historic buildings affected
 - Found the noise footprint maps fascinating
 - More options for respite

Meeting with Rob Gibson, Hounslow Council - 6th May 2014

- The previous HH presentation to Members and senior officers was positively received and they welcomed the positive approach and new ideas. The suggestion that noise flights before 6am could be reduced was a big plus point for HH scheme over other proposals. The surface access improvements also seemed a bonus to the HH scheme.
- The Council's 'official' position is that it is against HA expansion. Preferred option would be expansion of Gatwick, with improved transport links between

Heathrow and Gatwick (this could benefit both staff and travellers). However in practice council will negotiate with those putting forward alternatives.

- Heathrow is of fundamental importance to local economy. 1 in 4 jobs depends on Heathrow (not just direct jobs but also indirect jobs and catalytic impacts). In terms of the parts of the borough very local to Heathrow (e.g. Feltham, Bedfont, Cranford), there is more concentration of lower skilled Heathrow-related jobs here (e.g. manual occupations).
- Some aspirations for local regeneration e.g. Feltham. The Council wants to emphasise the importance of local connectivity to Heathrow so local workers can access jobs there. The Council is also very keen to ensure local skills/ employment training is in place to ensure local people can benefit for jobs. If Heathrow is expanded they would be looking to improve on the outcomes for Terminal 5 and Terminal 2 in terms of ensuring local people access employment phase jobs. In terms of operational phase jobs, Hounslow want to up-skill local people so they can take advantage of higher value jobs which are less vulnerable to becoming redundant due to technology (e.g. baggage handling). There could be a Centre of Excellence for engineering/ aviation, environmental impacts. More widely there is an aspiration to get blue chip companies or a good university in the area.
- Hounslow are promoting a southern rail link, i.e. a 30 min link between Clapham Junction and Heathrow (via Feltham and Hounslow, probably). Wandsworth are leading on promoting this. They are also working on the link into Crossrail – and don't want HH proposals to compromise these future plans.
- Hounslow are against Isle of Grain proposals. Even if the Heathrow site were redeveloped, that would not be for 10-15 years during which time there would be no employment or other socio-economic benefits.
- Noise is a major issue for local people. Traffic related to the airport causing congestion and poor air quality is also an issue. Noise affecting local school children is a major concern for council.
- There is a good amount of employment land in Hounslow, Hillingdon, other west London boroughs that lower value businesses might move to if rents nearer Heathrow were to increase.

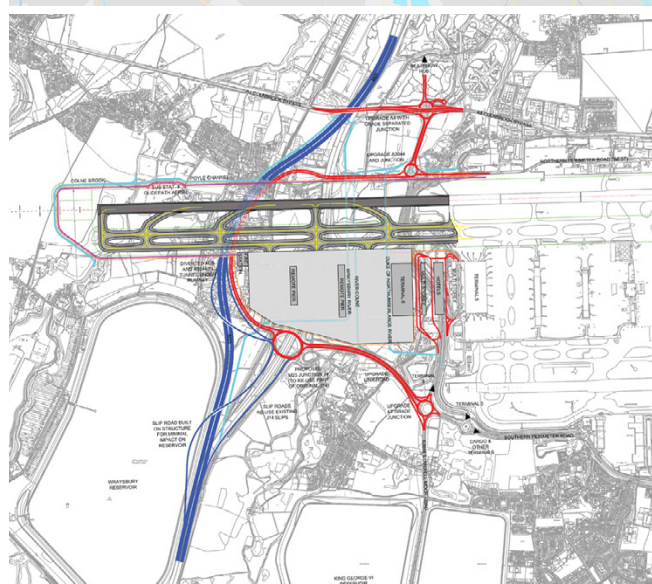
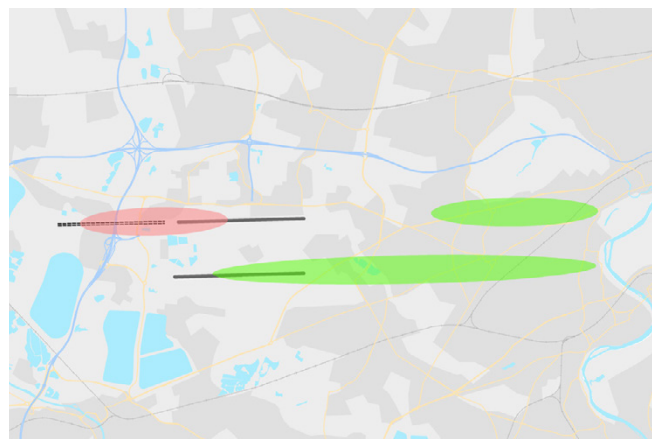
Meeting with Ealing Council – 8th May 2014

- The major issue for Ealing residents are the easterly take-offs and the Council would welcome further information, including the 90dbL noise contour maps, on how the area would be affected by the HH proposals
- Reducing evening and early morning flights would be very much welcomed by residents
- Would the proposed car park at the Gateway station encourage more people to drive to the airport?
- The Heathrow Hub proposal would be very attractive if the benefits to Ealing residents could be clearly demonstrated.
- The Council believes that HAL has so far failed to deal with job creation and compensation aspects as well as it should have done and that improving performance on these two issues would be important for the Council

Appendix 2



Factsheet



What is Heathrow Hub?

Heathrow Hub is an integrated air, road and rail proposal which, in a cost effective way, would increase the number of Heathrow's available aircraft slots. The innovative scheme, as proposed, involves extending one or both of Heathrow's existing runways up to a total length of about 6,500 metres and dividing them so that they each provide two runways, each allowing simultaneous take-offs and landings. Heathrow Hub's independent proposal to extend the northern runway at the airport has been shortlisted by the Airports Commission in its interim report.

The proposal is being led by Captain William "Jock" Lowe. A qualified engineer and an aviation industry veteran, Jock Lowe was Concorde's longest serving pilot (25 years); Commercial Manager responsible for Concorde; Director of Flight Operations for British Airways, Chairman of the UK Flight Operations Director Group and Chairman of the Royal Aeronautical Society.

Jock's fellow Director is Mark Bostock, MA (Hons) Economics (University of Edinburgh), Fellow, Institution of Civil Engineers, former Director of Ove Arup & Partners, and responsible for persuading the UK Government to adopt Arup's proposals for the Channel Tunnel Rail Link (now High Speed 1).

Surface Access: Heathrow Hub proposes a station and transport interchange, located to the north of the M4, which provides a direct connection with the Great Western Main Line and Crossrail and would provide at the very least a car park and passenger reception area. Direct access from the M25 and possibly the M4 could further relieve traffic congestion. A transit link would connect the interchange with the existing airport campus, transforming Heathrow's rail access.

Construction cost: One of the proposal's key elements is that the capital cost and hence the airport user charges would be much lower than either of the other shortlisted option, therefore protecting the UK's economic competitiveness. The cost of extending the northern runway and completing the road and rail infrastructure and terminal construction (including site acquisition) could now be less than £12bn. Crucially, the scheme should be mostly privately funded.

THE BENEFITS OF THE HEATHROW HUB SCHEME

- Simple and quick to deliver
- Cost effective using mostly private capital
- No village communities destroyed
- Relatively small number of residences lost
- Integrated ground transportation solution
- Early morning noise reduction
- Periods of respite still possible





Heathrow Hub Q&As

What is the Heathrow Hub proposal?

The concept is very simple. There is no need to build a new, third runway at Heathrow. Instead, we can extend the existing runways and divide them into two, separated by a central safety zone, to create four. Each pair of runways could be operated independently, one for departures and one for arrivals. Phase one of our proposal – to extend the northern runway – was shortlisted by the UK Airports Commission in 2013.

Is it safe to have aircraft taking off and landing on the same runway?

Yes. Independent analysis has shown the scheme to be safe and it meets all regulatory requirements.

What is your relationship with Heathrow Airport Limited? Does HAL support the Heathrow Hub proposal?

We are working closely with HAL, but our proposal is independent of theirs.

How will the Heathrow Hub proposals reduce early morning noise and which communities will benefit?

By using the runway that is furthest to the west, early morning arrivals noise is reduced over West London. The noise footprint effectively moves 2 miles to the west, and affects less residents in the early mornings. See figure 2 of the noise maps overleaf.

How many jobs would the Heathrow Hub proposal create?

Heathrow expansion would underpin growth across the UK economy and, taking that into account, we estimate our proposal would create 88,000 jobs at Heathrow and elsewhere by 2050.

Which new areas would be affected by noise?

None. Our proposals avoid new communities being brought into the areas affected by aircraft noise. Please see our noise maps overleaf.

How will residents and businesses be affected by the Heathrow Hub proposal?

The area affected will principally be the Poyle industrial estate and we are working on schemes to reduce the number of nearby residential properties affected to an absolute minimum. The village of Colnbrook will not be included in our plans.

How will the M25 be affected by the Heathrow Hub proposal?

There are two options being developed, to tunnel the motorway under the extended runway or to divert it to the west. Whichever option is favoured, during construction it will not result in the M25 being closed at any time.

How do the recent floods affect the Heathrow Hub proposal?

Flood mitigation will be a key consideration when the scheme is designed and efforts to improve the situation will be important.

How much will the Heathrow Hub proposal cost and who will pay?

The scheme is in a very early stage so we can expect the numbers to change as the scheme is developed. Our current estimate is a total of ca. £12 bn which would be mostly financed by private investment.

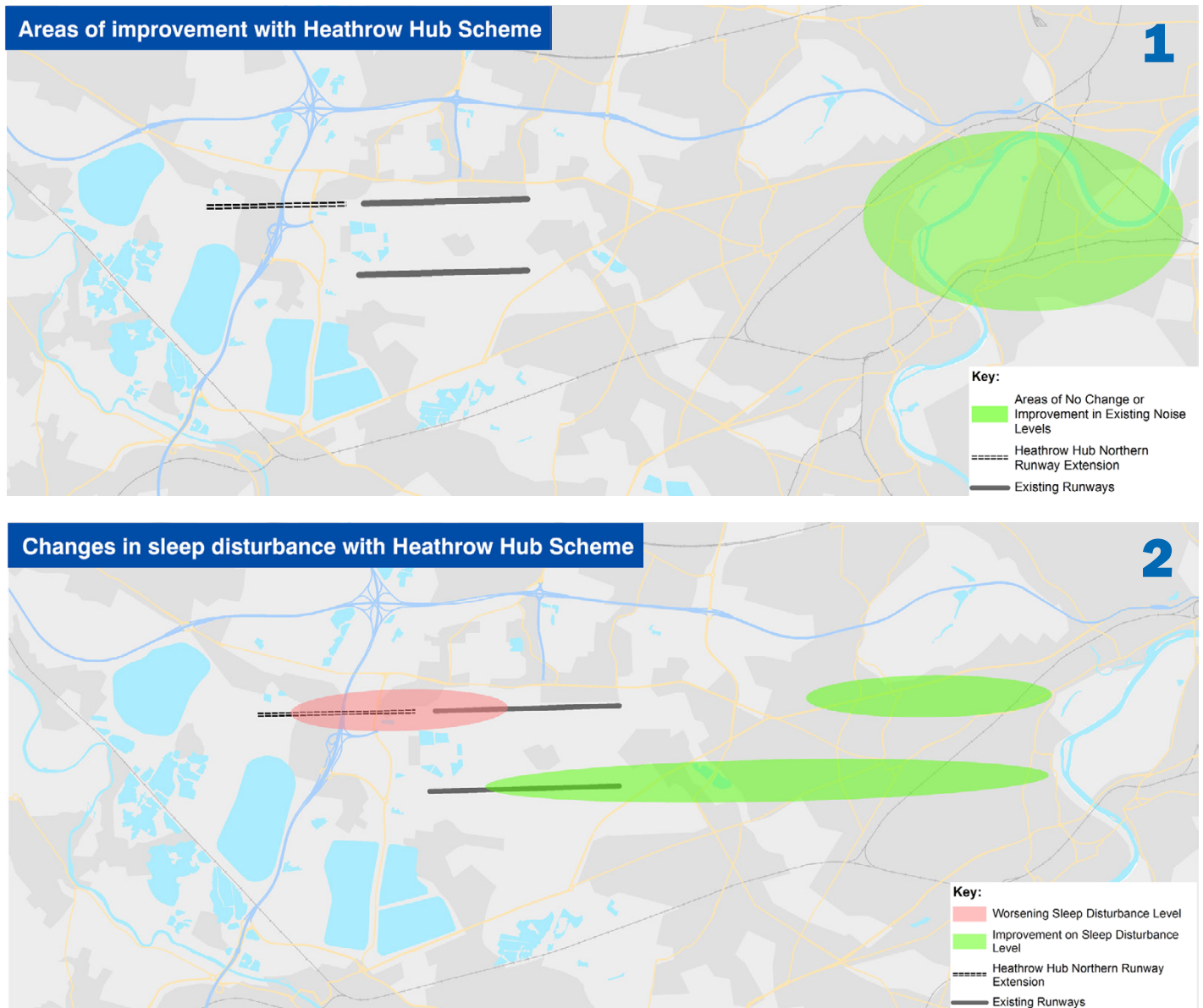
What is Heathrow Hub's proposal for extending night flights?

We would not need to extend night flights, our proposed new capacity means that would be unnecessary.

If your northern runway extension is approved, does it mean you will continue to advocate the southern runway?

Yes. We believe extending both runways would create a quieter more robust airport for the future, with more spare capacity to be set aside for alternation. But that is ultimately a matter for the Airports Commission to decide.

Indicative Noise Maps



- 1** Areas of improvement with Heathrow Hub scheme: This shows which areas we expect will experience no change or a reduction in noise level as a result of the Heathrow Hub scheme
- 2** Sleep disturbance map: This shows the changes in noise levels which could lead to sleep disturbance due to early morning arrivals with the Heathrow Hub runway extension proposals. The green area shows anticipated improvements in noise levels

Response to our proposal

"A clever proposal from Jock Lowe and Mark Bostock... They noticed that Heathrow's runways are much longer than modern jets need, so much so that, extended to the west, they would be twice as long."
Neil Collins, Financial Times, July 2013

"The alternative, Heathrow Hub, idea... offers the neatest approach to the problem. The plan is to extend the two existing runways east and west, and then split them halfway down, thereby creating four runways. No scheme is entirely without its drawbacks, and this one certainly has significant surface transport issues. Yet they are not insurmountable, and the beauty of the Hub is that it doesn't expand the noise footprint at all, and even does something to mitigate the existing early morning noise problem over west London."
Jeremy Warner, Daily Telegraph, October 2013

"The most interesting of the shortlisted proposals is the Heathrow Hub: one of the existing runways would be extended, and then cleverly turned into two separate strips."
Allister Heath, Daily Telegraph, December 2013

"A clever runway plan that could rescue Heathrow"
Sunday Telegraph Headline, December 2013

"On the basis of its analysis, the Commission's view is that on balance... the extended northern runway at Heathrow (is a) credible option for future expansion which should be developed and appraised in detail in the next phase of the Commission's work programme."
Airports Commission Interim Report, 17 December 2013



- The best solution to the UK's airport congestion is the expansion of Heathrow
- Any solution should be affordable and ideally be privately financed
- Heathrow Hub offers an innovative, practical solution to this conundrum and has been shortlisted by the Airports Commission

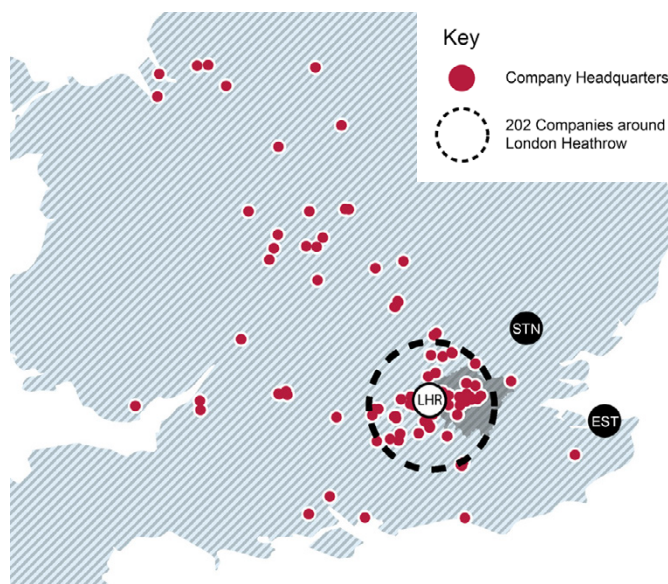
For further information, or to submit an enquiry relating to our proposal, please visit www.heathrowhub.com



Follow us on twitter
[@HeathrowHub](https://twitter.com/HeathrowHub)

Some facts about Heathrow

- The airport directly supports around 114,000 jobs
- Annual air transport movements in 2012: 471,341
- Daily average air transport movements in 2012: 1,288
- Number of airlines: 84
- Number of destinations served: 184 (in 80 countries)
- Number of passengers arriving and departing per day: average 191,200 (split 50/50 between arriving and departing)
- Number of passengers arriving and departing in 2012: 70 million
- Cargo tonnage in 2012: 1.46 million metric tonnes
- Heathrow is responsible for 1 per cent of UK GDP
- The Thames Valley is home to the European headquarters of ten of the top 30 global brands



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