Heathrow expansion and your area
Bedfont and Mayfield Farm
June 2019
## AIRPORT EXPANSION CONSULTATION DOCUMENT

Overview and summary of the below documents

### Find out more about the preferred masterplan and how we will build the airport
- **Preferred Masterplan**
- **Construction Proposals**
- **Updated Scheme Development Report**
- **Surface Access Proposals**
- **Equality Impact Assessment: Initial Findings**

### Find out more about how our airport will operate in the future (including night flights)
- **Future Runway Operations**
- **Early Growth**
- **Preliminary Transport Information Report**
- **Updated Scheme Development Report**

### Find out about the assessment of our impacts, both positive and negative, and how we plan to mitigate them
- **Preliminary Environmental Information Report – Non Technical Summary**
- **Preliminary Environmental Information Report**
- **Preliminary Transport Information Report**
- **Equality Impact Assessment: Initial Findings**

### Find out about the plans to manage the impacts of expansion
- **Proposals for Mitigation and Compensation**
- **Draft Code of Construction Practice**
- **Noise Insulation Policy**
- **Economic Development Framework**

### Find out how we have responded to previous feedback and information about the approvals process
- **Consultation One Consultation Feedback Report**
- **Future Operations Consultation Feedback Report**
- **How do we obtain approval to expand Heathrow?**

### Your community and Heathrow Expansion
- **Heathrow Expansion and your area – Bedfont and Mayfield Farm**
- **Heathrow Expansion and your area – Brands Hill**
- **Heathrow Expansion and your area – Coinbrook and Poyle**
- **Heathrow Expansion and your area – Cranford, Hatton and North Feltham**
- **Heathrow Expansion and your area – Harlington and Cranford Cross**
- **Heathrow Expansion and your area – Harmondsworth**
- **Heathrow Expansion and your area – Longford and Bath Road**
- **Heathrow Expansion and your area – Richings Park**
- **Heathrow Expansion and your area – Sipson**
- **Heathrow Expansion and your area – Stanwell and Stanwell Moor**

### FEEDBACK FORM

Have your say on the consultation by using the Airport Expansion Consultation Feedback Form or on our website aec.heathrowconsultation.com
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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 your 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 Bedfont and Mayfield Farm 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 are we consulting on

This consultation is seeking your feedback on:

• Our preferred masterplan for expansion
• Plans to operate the future airport
• Assessment of the effects of the airport’s growth
• Plans to manage the effects of expansion
• Our plans for early growth

From our conversations with residents, we know that areas such as noise, construction effects, heritage and green spaces are all things that matter locally. 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 Bedfont and Mayfield Farm at our event at Feltham Assembly Hall, Feltham Park, Hounslow Road, Feltham TW14 9DN on Saturday 27 July (10.00 – 16.00)
Our neighbourhood is friendly and welcoming, with a real sense of community.

Local resident at an engagement event
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.

- **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

*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.*
Government endorses Airports Commission's recommendation

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

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

Runway operational (estimated)

Construction continues
What happens in Bedfont and Mayfield Farm

Although the new runway is to the north-west of the airport, we need to make changes in the south as well. We will work with you to keep disruption to a minimum.

We need space for new hotels, cargo and offices. Our plans are designed to make sure we respect the natural and historic environment - such as respecting the setting of scheduled monuments and enhancing landscape features.

One of the things we need to move to make space for the runway is the Home Office’s Immigration Removal Centre. We have worked with the Home Office and Hounslow Council and we are now proposing land at Faggs Road for the Centre. We have also considered land at Mayfield Farm and that remains an option. We prefer Faggs Road because it has good public transport, is close to the airport and doesn’t conflict with Hounslow Council’s long-term plans for mixed use development at Mayfield Farm.

New development to support the airport, including waste handling facilities, will be built next to Terminal 4. We are proposing to build a multi-storey car park on the existing long stay car park site.

We will also provide a surface level car park next to it. These will provide space for car hire and taxi parking.

We need to expand the cargo area to allow us to double the amount of cargo we can handle. To support this we are also proposing freight forwarding facilities in several locations marked as Airport Supporting Development on the map.

Following your feedback, we have reduced the amount of development proposed at Mayfield Farm. This will help protect the Scheduled Ancient Monuments and avoid conflict with Hounslow Council’s plans for the site. Instead, we are proposing new additional drainage and water treatment areas on Mayfield Farm and on sites to its west (around the Esso facility).

We will expand the Southern Perimeter Road from two to three lanes in each direction from Stanwell Moor Junction in the west to a new roundabout at Stirling Road.

A new southern road tunnel is proposed to connect to the Central Terminal Area (CTA) from an improved roundabout at the junction with Beacon Road to the west of Terminal 4. We are also investigating its suitability as a route for cyclists accessing the CTA from the south.

We will also improve the Longford and the Duke of Northumberland’s rivers and enhance landscape features as part of the Green Loop recreational route that will run around the airport.

Things we’ve changed after listening to you:

- We have scaled back development in this area to respect the setting of the Scheduled Ancient Monuments and Hounslow Council’s plans for a long-term mixed-use development.

- We have identified Faggs Road as the preferred site for the Immigration Removal Centre.
Heathrow’s proposals for your local area

Key

Green spaces
- Existing green space
- Enhanced existing green space
- Proposed green space
- Biodiversity site
- Green buffer
- Green loop
- Existing trees
- Proposed trees
- Existing hedges
- Proposed hedges

Waterways
- Existing lake / river
- Reed beds
- Existing reed beds

Connectivity
- Diverted road
- Proposed cycling and walking route
- Proposed public right of way

Land uses
- Airport supporting development
- Surface level car parking
- Multi-storey car hire facility
- Immigration removal centre
Green space in your local area

The natural area around Mayfield Farm to West Bedfont is rich in heritage assets, which are currently hidden and could be enhanced with improved interpretation and signposting as a community asset.

Mayfield Farm provides the opportunity to create links between neighbouring villages and Bedfont Lakes Country Park to the south. The identified route for the Green Loop goes through areas of newly created reed beds. The reed beds play an important role in conserving and cleaning surface water and are important for wildlife habitats.

Opportunities for a tree and plant nursery will supply trees for the project. Areas for carbon grasslands trials within the existing field boundaries help lock carbon into longer root systems and back into the earth.

- **Scheduled Monuments**
  - Protect, enhance and uncover historic assets within the sites as local heritage and educational resources.
- **Carbon grass trial plots**
  - Areas for carbon grass trial plots to help capture and lock carbon into natural systems.
- **Broadleaf woodland**
  - Opportunity to protect and strengthen an area of designated broadleaved woodland habitat.
- **Routes**
  - Pedestrian and cycle routes connecting Stanwell, Bedfont and Bedfont Country Park and incorporating the Green loop.
- **Reed beds**
  - Reed beds are required to slow down and clean water run-off, allowing clean water to percolate back into below ground aquifers.
- **Tree nursery**
  - Establishment of a tree nursery to provide trees for the project.
Heathrow’s green space proposals for your area

Key

1 Scheduled Ancient Monument - Neolithic causewayed enclosure
2 Reed beds for run-off attenuation
3 Potential tree nursery
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.
New runway
New passenger facilities
An expanded Terminal 5 and enhanced public transport hub
Terminal 2, new passenger facilities and enhanced public transport hub
Expanded cargo area

New car parking with direct access to Terminal 5 (southern parkway)
M25 diverted beneath the new runway
New pedestrian and cycling route
New car parking with direct access to Terminal 2 (northern parkway)
Bath Road

New Hatton Cross commercial development
Existing north runway
Existing south runway
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.

Further detail is available in the Construction Proposals document.

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.
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 20 million m$^3$ of earthworks. In the peak year it is expected approximately 8 million m$^3$ 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.

Drainage and surface water treatment facilities will be operating.

The A4 diversion will be complete.

The A3044 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.

The new runway and associated taxiways will be complete.
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.

New aircraft stands and access taxiways.

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

Half of the new southern parkway parking will be complete.

A further section of Terminal 2 will be delivered.

Works to Stanwell Moor Junction will be complete.

Works to the Southern Perimeter Road will be complete.

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.

Redeveloped hangar area.

Terminal 3 will be replaced by an expanded Terminal 2.
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 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.
For most of the project, construction traffic is expected to be highest in late 2022/early 2023, just before the expected opening of a construction rail link in Colnbrook.

However, there is expected to be very little change around Bedfont and Mayfield Farm at that point. We are forecasting that on most roads in the area there will be no noticeable change in traffic flows. The A30 between the Staines Road roundabout and Terminal 4 is forecast to see a small decrease in traffic.

There could be increases in daily traffic flows on the main roads of the A30, Staines Road, Hatton Road and Clockhouse Lane. We do not anticipate any substantial increases to traffic flows on local roads in this area.
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 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.

Bedfont and Mayfield Farm

During construction, air quality in Bedfont and Mayfield Farm may be affected by dust and vehicle emissions.

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.

For more detailed information on air quality see the Airport Expansion Consultation Document and the Preliminary Environmental Information Report, Volume 1, Chapter 7: Air quality and odour.

This document summarises traffic, air quality and noise effects. Other environmental impacts are set out in the Preliminary Environmental Information Report.
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 Bedfont and Mayfield Farm

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**

Bedfont is likely to experience noise effects from the construction of new buildings and roads.

No noise effects from construction activities are likely to be experienced by communities around Mayfield Farm.

All our construction activities will follow a ‘Code of Construction Practice’ to help reduce impacts.

We will provide insulation to reduce noise impacts for homes and community buildings where it is needed. In some instances, we may offer temporary re-housing for example during periods of very noisy works such as demolition or piling. More information on insulation and temporary re-housing is available in the Noise Insulation Policy document.

**Aircraft & ground noise**

Bedfont and Mayfield Farm do not currently have flights directly overhead but noise from the airport can be heard.

The new runway would cause little change to noise levels in Bedfont and Mayfield Farm, and noise levels will improve at night due to the ban on scheduled flights. Noise generated by aircraft on the ground is not expected to increase in Bedfont and Mayfield Farm.

**Further information**

For further information on how we have assessed noise see the PEIR, Volume 1, Chapter 17: Noise and Vibration, Section 17.11. For more information on our proposals, please see section 5 of the Airport Expansion Consultation Document and the Future Runway Operations Document.
Reducing Noise

Reducing noise from planes

We will:

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

• 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.

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 have not identified any community buildings in Bedfont and Mayfield Farm that are likely to need noise insulation.

Further information

More information is available in the Noise Insulation Policy.
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
- Email any questions about the consultation to 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