

**Airports Commission Consultation
Freepost RTKX-USUC-CXAS PO
Box 1492
Woking
GU22 2QR**

Date: 3rd February 2015

Airport Expansion for the South East – Consultation Response background information.

Dear Sirs,

Attached to this opening letter is my response, in a tabled form, dealing with the two major Heathrow proposals that have the greatest effect upon my area and community in which I have lived for some 43 years, (six years in West Drayton the remainder in Colnbrook). Most of my adult life I have shared with Heathrow as a close 'neighbour', although never having to rely upon it as a means of employment for either myself or my family.

Since my retirement in 2007, I have devoted my time to working in the community, firstly as member of the parish council, and now in several voluntary roles aimed at acquiring funding for the betterment of our open spaces. I work within the Colnbrook Community Partnership as a Charity Trustee and fulfil the role of Treasurer. I also Chair the Friends of the Colne Valley Park and sit on the board of the Colne Valley Park Community Interest Company, none of these activities attract any remuneration or expenses.

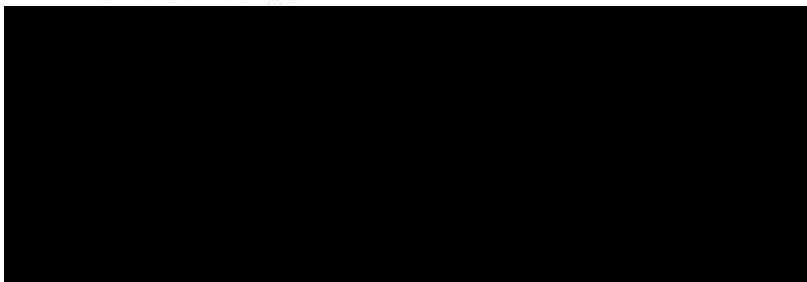
Whilst my responses expressed in this consultation document are intended to be free from personal emotive issues, and attempting to keep my views open to the wider issues, despite the impact of either development being almost upon the doorstep of my residence, I trust that I have achieved a level of pragmatism that is both constructive and non NIMBY!

I have not dealt with the Gatwick proposal in my main response, due mainly to the fact that if Gatwick were to be the recommended proposal then we, around Heathrow, would remain unaffected by the expansion. However, I am of the belief that Gatwick's core business is providing low-cost airlines the facility of an 'economy' service for the holiday flights market. It would require radical changes to Gatwick's business model if a

second runway were built, thus providing the expansion requirements that are behind the need for expansion promoted by the business community in the South East. The associated costs and taxes associated with business and freight that are current at Heathrow would need to apply at Gatwick, raising the threat that low-cost airlines would migrate to other facilities, creating a further demand for low-cost capacity and Gatwick becoming a satellite airport of Heathrow.

Having now given a brief background to where I am coming from with my responses I now deal with the specific questions pertinent to the consultative process, and the attached document deals with the specific concerns that I have.

Yours sincerely,



Long term resident and neighbour to Heathrow.

Consultation Response.

Question 1:

What conclusions, if any, do you draw in respect of the three short-listed option?

Areas of Concern	Extended Northern Runway Heathrow Hub Limited	Northwest Runway Heathrow Airport Limited
Land Take and Break- up of Community.	<p>An acknowledged 724 ha. of land is directly required for the runway extension and ancillary buildings.</p> <p>Housing (242) and commercial properties will require demolition thus resulting in break-up of a stable community and loss of employment for those employed on the Poyle Trading Estate.</p> <p>Further (unspecified number) of housing may be required for surface access work and a further 330ha and flood storage of 60ha. 238ha of this land take would be within the Metropolitan Green Belt.</p> <p>Total area of land required: $724+330+60 = 1,114\text{ha}.$</p>	<p>The expansion of the airport would result in land take radiating north-west, south, west and east. A total of 569ha for direct airport development, 294ha for surface access, and 43ha for flood storage. The total area of land required: $569+294+43 = 906\text{ha}.$ 431ha of this land take would be within the Metropolitan Green Belt.</p> <p>A total of 783 residential properties would require demolition, thus requiring additional land take for the replaced housing stock. (Which, like the HUB proposal, has not been quantified).</p>
	<p>It will become necessary to allocate additional land for the replacement of these 'lost' assets from our community, which will put greater stress upon an already reducing commodity – development land. Further Green Belt land will be the likely sacrifice that will have to be made to accommodate these additional requirements.</p> <p>The largest impact that our locality will have to accommodate is the additional 112,400 (Max) workforce that expansion at Heathrow will provide. It is assumed that many of these additional jobs will be low-skill, thus the new workforce will be required to be housed local to their potential place of work. The additional population within the area, will be far greater due to many of the workers will have families. Considerable 'stress' will be placed upon the local infrastructure – housing, hospital, GP services, water and public transport to cite just a few of the more obvious.</p>	

<p>Land Take and Break-up of Community.</p>	<p>The Slough's population statistics, as published by the Office of National Statistics in 2013, showed a population growth from 2001 to 2011 as 16.3% increase. Slough is quoted as 10th highest population increase out of 326 Local Authorities, with only London boroughs higher. Slough's population at the last census, gave the population at 140,200 which would require an equivalent land take within the proximity of Heathrow, of that of an area comparable to Slough's existing residential area. With the very limited access to brown field sites it will be Green Belt land that will be sacrificed, most of which will detract from the boundary within the Colne Valley Regional Park.</p> <p>Another negative aspect of Heathrow that our community has experienced, is that of Colnbrook being turned into a 'dormitory' community. Each successive expansion (T4 & T5) has seen the expansion of the 'buy to let' aspect of property ownership, resulting in a large sector of our community becoming a transient population. Short term residency leads to a disconnection with community engagement.</p>		
<p>Biodiversity Assessment</p>	<table border="1"> <tr> <td data-bbox="376 887 847 1953"> <p>The Northwest Runway proposal will have a direct impact upon three non-statutory designated sites, Old Slade Lake, Lower Colne SMINC and Stanwell 2 SNCI. These are sites that many local residents use quite regularly for both nature watching and photography. We have a rich source of open land that is used for outdoor activities by local people. Much of this land and footpaths are identified by the Colne Valley Park, and form part of the publicised walks map that are made available to the public.</p> <p>The river Colne is a vital corridor for wildlife support and movement and provides vital links to other water courses, bringing wildlife to other areas within Colnbrook. Two species of bat have colonised Crown Meadow, supported by Horton Brook and the Queen Mother Reservoir.</p> </td><td data-bbox="847 887 1331 1953"> <p>The Heathrow Hub proposal will impact upon five designated sites:</p> <p>East Poyle Meadows SNCI. Lower Colne SMINC. Greenham's Fishing Pond SINC. (3 non-statutory sites).</p> <p>Arthur Jacobs LNR. Management unit 1, (Poyle Meadow.) (2 statutory sites)</p> <p>It has been acknowledged that the eco-system will be impacted upon, but this statement has not been quantified.</p> </td></tr> </table>	<p>The Northwest Runway proposal will have a direct impact upon three non-statutory designated sites, Old Slade Lake, Lower Colne SMINC and Stanwell 2 SNCI. These are sites that many local residents use quite regularly for both nature watching and photography. We have a rich source of open land that is used for outdoor activities by local people. Much of this land and footpaths are identified by the Colne Valley Park, and form part of the publicised walks map that are made available to the public.</p> <p>The river Colne is a vital corridor for wildlife support and movement and provides vital links to other water courses, bringing wildlife to other areas within Colnbrook. Two species of bat have colonised Crown Meadow, supported by Horton Brook and the Queen Mother Reservoir.</p>	<p>The Heathrow Hub proposal will impact upon five designated sites:</p> <p>East Poyle Meadows SNCI. Lower Colne SMINC. Greenham's Fishing Pond SINC. (3 non-statutory sites).</p> <p>Arthur Jacobs LNR. Management unit 1, (Poyle Meadow.) (2 statutory sites)</p> <p>It has been acknowledged that the eco-system will be impacted upon, but this statement has not been quantified.</p>
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<p>Water & Flood Risk</p>	<p>Under both of the Heathrow schemes, the additional demand for domestic water will be severely stressed, due to the massive increase of population expansion that these developments will attract. There is, at present, a finite capacity to both supply fresh water and deal with the waste aspect that the population of an area produces.</p> <p>It is obvious that a massive infrastructure cash injection is needed, but like many major development proposals, these aspects do not appear to be modelled into the overall master-plan.</p> <p>The proposal to culvert 12 Kilometres of open water channels is of concern to me, especially with the potential risk of the impact upon fluvial flow of our local watercourses. The 'containment' by culvert imposes a finite capacity of flow, which will result in fluctuations of speed of flow through culverted sections in high capacity situations. The sedimentary movement within the culvert will be an unseen condition until a problem manifests outside of the culvert. The culvert also removes the ability for flood management, allowing water surplus to access flood plain.</p> <p>I acknowledge that I have no technical or scientific background in river flow, but my long-term knowledge of the area in which I live has taught me the increasing flooding occurrences over the last 30 years, can be directly mapped against the loss of flood plain due to increasing developments.</p>
<p>Place Assessment</p>	<p>Although the siting of Heathrow Airport is established where it is, any expansion will inevitably encroach upon new areas, thus bringing the personal impact closer to an already aware community. Much of the benefit that Heathrow brings to the community, are some picturesque landscapes, and I cite Harmondsworth Moor Country Park, part of a mitigation package that was associated with the development of the then B.A.A. Headquarters.</p> <p>The impacts of expansion will have a great impact upon similar sites and the losses will be borne by the Colne Valley Regional Park, which was promoted back in 1965 as to be the 'green lung to the west of London', and most of us in the locality refer to the CVRP as the 'Countryside on our doorstep' even though we now live in a quite industrialised environment, unlike when I first moved to Colnbrook.</p> <p>At present Heathrow Airport is contained within the Greater London borough of Hillingdon. I have concerns that that with the expansion of the airport reaching into areas of Colnbrook (Berkshire) the boundary between Hillingdon and slough will be changed to ensure that Heathrow remains in a singular LA. This may have an impact upon Slough B.C. with respect of its Business Rate and Community Charge collection levels.</p>

Question 2:

Do you have any suggestions for how the short-listed options could be improved, i.e. their benefits enhanced or negative impacts mitigated?

The business case for the expansion of Heathrow is predicated upon the benefits to the business needs of the city of London, therefore the National Economy. It would appear from both Heathrow proposals, all of the negative impacts and losses of amenity will be borne within the Colne Valley. For this reason if either proposal is recommended, then a significant development package should be made available, in the Colne Valley to fulfil a moral, political and practical purpose, as the Colne Valley will be hosting a significant development for the benefit of the nation, rather than as a direct benefit.

There needs to be an assurance that none of the affected communities are to be fragmented in order to attempt to maintain community cohesion.

Similarly assurances need to be given that the integrity of the Colne Valley Park is maintained. There should be no net loss of land, and the land has to be integral for the regional Park to fulfil its function.

There needs to be an assured open channel to connect the Colne distributaries from the Thames to the Chilterns in order to maintain a natural wildlife corridor.

A package to support the local farming community to underpin the fragile rural economy is essential for the remaining working farms to continue or diversify their business. For working agricultural land purchased compensation must take into consideration loss of livelihood also.

End of submission.