

Airport Expansion Consultation: Copy of your online response

Thank you for submitting your response to the consultation.
This email contains a copy of your response for your records.
The Ipsos MORI Consultation Team

Please confirm that you have the authorisation to respond to the consultation on behalf of this organisation by checking this box.

If you do not have authority to respond on behalf of your organisation, please select the "back" button and select "providing my own response".

I have the authorisation to respond to the consultation on behalf of this organisation

Please specify the organisation in the box below
Bray Parish Council

Are you currently overflowed by aircraft flying to or from Heathrow?
Please select one box only

- Yes
 No
 Don't know

1. Expanding Heathrow

The expansion of Heathrow will be one of the largest infrastructure projects in the UK and developing our final plan will be a complex process.

We now need your feedback which, together with our on-going design work and the findings of more detailed surveys and assessments, will be used to develop a preferred scheme for Heathrow's expansion.

1a. Please tell us what you think about Heathrow's plans to expand the airport.

There is still a lack of information. We know that the current Heathrow produces noise & pollution to the southern part of our Parish; therefore we are concerned that a third runway to the north of Heathrow will produce a similar nuisance to the more populated part of our Parish, i.e. Fifield, Holyport & Bray, where the majority of our residents live.

The recent exhibitions were inconclusive, uninformative and the firm information regarded what would happen to the M4 & M25 but there was no or little information regarding flightpaths. We are aware that Heathrow airport overflies more people than any other airport in Europe and so perhaps this is not a good place for any airport expansion

2. Runway, Terminals and Aprons

Runway

The new runway will be located to the north west of our two existing runways. Runway options in this area have been identified that vary in length from 3,200m to 3,500m and their east-west position. Before answering this question please read Section 2.1 of the Airport Expansion Consultation Document.

2a. Please tell us what you think about the options for the new runway.

We have no opinion as the effects on our parish have not been detailed and the flightpaths have not been defined sufficiently

2b. What factors do you think should be important in fixing the precise location and length of the runway?

The most important factors should be access for road and rail.

Terminals and Aprons

To serve the increased number of passengers and aircraft that will use the expanded airport, new terminal and apron infrastructure will be required. Before answering this question please read Section 2.2 of the Airport Expansion Consultation Document.

2c. What factors do you think should be important in locating new terminal and apron space?

We have no opinion as we do not believe Heathrow is the best location for another runway in the South of England.

Taxiways

A well-designed taxiway system must provide efficient and safe links that deliver predictable journey times for passengers, lower operating costs for airlines, and greater efficiencies which will help us deliver on our commitments around noise and air quality.

Before answering this question please read Section 2.3 of the Airport Expansion Consultation Document.

2d. What factors do you think should be important in deciding the location of new taxiways?

We have no opinion as we do not believe Heathrow is the best location for another runway in the South of England.

3. Roads and rivers

M25 Alignment and Junctions

The construction of a new north west runway will extend the airport to the west. This will affect the route of the M25 between Junctions 14 and 15 and the operation of Junctions 14 and 14a. Before answering this question please read Sections 2.4 and 2.5 of the Airport Expansion Consultation Document.

3a. Please tell us what you think about the re-positioning of the M25.

Any work carried out on the M25 should consider that this is a nationally important piece of infrastructure and should not interfere with traffic on routes in the area.

3b. Please tell us which family of options you prefer for the alterations to Junctions 14 and 14a and the reasons why.

The preference is family 2 a single junction is preferred as two junctions located together have been proven to be accident hotspots.

Local Roads

The expansion of Heathrow will affect local roads. There are a number of options for replacing these roads, transferring traffic on to other routes and re-establishing local connections. Before answering these questions please read Section 2.6 of the Airport Expansion Consultation Document.

3c. Please tell us which option you prefer for the diversion of the A4 and the reasons why.

The preference is for option 6c, because it provides a more direct route, without the addition of numerous roundabouts

3d. Please tell us which option you prefer for the diversion of the A3044 and the reasons why.

Option 3d is the preferred option as it keeps traffic further away from communities

3e. Please tell us which option you prefer for the Stanwell Moor junction and the reasons why.

Option 2 is the preferred option as it minimised the effect on the local area

3f. Please tell us what you think about the options to improve access to the Central Terminal Area.

We already know that existing facilities are unfit for purpose and neither of these options will significantly improve the current situation.

River Diversions and Flood Storage

The expansion of Heathrow will affect local rivers and areas of flood plain. There are a number of options for the diversion of these rivers and the replacement of flood storage. Before answering these questions please read Section 2.7 of the Airport Expansion Consultation Document.

3g. Please tell us what you think about the options for the diversion of rivers and the approaches to replacement flood storage.

We have no particular preference but we would wish to see schemes ensure that the risk of flooding is not increased and that the scheme is not detrimental to wildlife and local ecology.

4. Additional land

To support the operation of an expanded airport we will need additional land outside the airport boundary. This will include land for construction sites, car parking and commercial facilities, as well as new landscaping. We will also need land to accommodate businesses that need to be relocated. Before answering these questions please read Sections 2.8 to 2.11 of the Airport Expansion Consultation Document.

4a. Please tell us what you think about the locations and sites that we have identified as being potentially suitable for airport supporting facilities.

We do not see the need for cargo at Heathrow

4b. Please tell us what you think about our approach to providing car parking and the potential site options we have identified.

We were promised that when Terminal 5 was built that there would be no further expansion at Heathrow. The existing facilities, despite previous assurances remain insufficient and the proposed plans no doubt will add to the existing problems.

4c. Do you have any comments on the land uses that will be affected by Heathrow's expansion?

The expansion plans require a considerable amount of repositioning recently constructed infrastructure and surely this should be avoided as it is uneconomic.

4d. Please tell us what you think about the sites identified for the relocation of the Immigration Removal Centres? If you have a preference, please tell us why.

When further work has been done on this point perhaps you would consult on the matter.

4e. Please tell us what you think about the locations and sites that we have identified as being potentially suitable for airport related development.

We are concerned that the surrounding infrastructure will not satisfy the proposed airport related development.

4f. Do you have any views on how the demand for additional airport related development such as hotels and offices might best be delivered?

We are concerned that the surrounding infrastructure will not satisfy the proposed airport related development.

4g. Please tell us how you think we should best bring the various components together to build our masterplan for the expansion of the airport and what factors you think should be most important in our decision-making.

We believe that the number of residents overflowed by Heathrow airport make this the least attractive site in the South East of England.

4h. Please tell us what you think about the sites we have identified as potential construction sites, and the approaches we are considering to manage the effects of construction.

We do not believe that sufficient discussion or review of the areas involved has taken place. For instance the proposed 'borrow pits' in Old Windsor are either located on Crown Owned working farmland or on the site of the sewerage pits that serve the whole of Windsor. We feel these proposals are badly thought out.

5. Managing the effects of expansion

The expansion of Heathrow must happen in the right way. We have developed a number of approaches to ensure that the effects associated with the construction and operation of an expanded Heathrow are effectively managed. You can find relevant information on these approaches in Section 4 of the Airport Expansion Consultation Document.

Property Compensation, Property Hardship and Land Acquisition

We recognise that people who live in or own property near Heathrow will be affected by its expansion. Section 4.1 of the Airport Expansion Consultation Document and our Property Policies Information Paper sets out our proposals to ensure that those affected are fairly compensated.

5a. Please tell us what you think about our Property Policies.

We do not think there is any policy that will adequately recompense residents losing both their homes and community.

Noise

Noise is one of the most significant concerns for communities living close to airports. Section 4.2 of the Airport Expansion Consultation Document and Our Approach to Noise set out options to reduce, minimise or mitigate the effects of noise arising from the expansion of Heathrow.

We would like to know your views on Our Approach to Noise, in particular:

5b. A noise envelope is a package of measures that can be used to reduce noise. Please tell us your views on the objectives of the noise envelope and the timeline for its development.

The noise proposals are not quantified and to comment we would need a noise footprint for our area.

5c. Is there anything further we should be considering to reduce noise?

Do not increase capacity at Heathrow and install a fast transit link to Gatwick

5d. Please tell us what you think about our suggested approach to the provision of respite.

The night flight ban should be from 11:00pm to 7:00am ie 8 hours and this ban should include all flights and effectively enforced. We know from experience that there are numerous flights that come in outside the existing flight ban. A northern runway has the potential of inflicting aircraft noise on many more of our residents. There has been insufficient information regarding flight paths provided.

5e. Please tell us what you think of our proposals for noise insulation and phasing of delivery.

Regardless of the proposals the fact remains that increased noise pollution will prevent local residents from enjoying outside space, with the ongoing effects on mental health.

5f. A 6.5 hour night flight ban on scheduled flights is required sometime between 11pm and 7am. Our current preferred option for this is from 11pm to 5.30am. Please tell us when you think the night-flight ban should be scheduled and why.

We believe there should a total night flight ban between 11:00pm and 7:00am.

Surface Access

Section 4.3 of the Airport Expansion Consultation Document and Our Approach to the Development of a Surface Access Strategy set out our priorities and targets for the ways in which passengers, visitors, workers and commercial traffic will access the expanded airport.

We would like to know your views on Our Approach to the Development of a Surface Access Strategy, in particular:

5g. Please tell us what you think about our priorities and initiatives we propose to use to develop our surface access strategy.

It all reads very well in the brochure but experience of the Airport to date shows priorities and initiative are not used by the general public and that the local infrastructure is unable to cope

5h. Please tell us what you think about the options to use road-user charging to reduce emissions and to manage vehicular access to the airport.

Experience of the London congestion charge would lead us to believe that this does not work. It is not within the remit of Heathrow to consolidate the freight loads of cargo companies. Applying road user charging to these vehicles would also increase prices further but not decrease traffic and associated pollution

Air Quality and Emissions

Section 4.4 of the Airport Expansion Consultation Document and Our Approach to Air Quality set out options and approaches to reduce or mitigate the potential local air quality effects that may arise due to the expansion of Heathrow.

We would like to know your views on Our Approach to Air Quality, in particular:

5j. Please tell us what you think about the measures proposed to manage emissions. Are there any other measures that we should consider?

We believe the measures are financially based and will only add to increased prices.

Carbon and Climate Change

Section 4.5 of the Airport Expansion Consultation Document and our Approach to Carbon and Climate Change set out potential options and approaches that could be used to reduce or mitigate the carbon and climate change effects anticipated to arise as a result of the expansion of Heathrow.

We would like to know your views on Our Approach to Carbon and Climate Change, in particular:

5j. Do you have any comments on our approach to limiting carbon emissions from the design, construction and operation of an expanded Heathrow?

There are issues regarding the air around Heathrow, on still days Aviation Fuel can be smelt and increased traffic will only make pollution worse. The country is not achieving the reduced carbon emissions required and so fail to see how these policies can be achieved

Natural Environment

Section 4.6 of the Airport Expansion Consultation Document and Our Approach to the Natural Environment set out the key design considerations and provide our likely response to the natural environment as part of the expansion of Heathrow.

We would like to know your views on Our Approach to the Natural Environment, in particular:

5k. Please tell us what you think about our approach to natural environment issues.

Although noise pollution and air quality has been mentioned, there is nowhere that looks at the effect of light pollution. We would like to be consulted on the effects of light pollution from Heathrow.

5l. Are there any opportunities that the expansion of Heathrow could provide to enhance the natural environment?

The aims and intentions towards the natural environment are commendable but unachievable as existing habitats will be disturbed and in many cases destroyed

Historic Environment

Section 4.7 of the Airport Expansion Consultation Document and Our Approach to Historic Environment set out the key considerations and provide our likely response to the historic environment as part of the expansion of Heathrow.

m. Please tell us what you think about our approach to historic environment issues.

How can any development be acceptable when it results in the loss of a number of listed buildings and other heritage assets?

Other considerations

6. Having considered everything you have read, do you have any further comments in relation to our proposals for the expansion of Heathrow?

In view of the number of people overflowed perhaps a fast transit link to other south east airports would be preferable to expansion at Heathrow. Why cannot cargo be distributed to other airports around the country?

7. Please tell us your views on this consultation (for example, the information we have provided, any printed material you have received, any maps or plans, the website and feedback form etc.).

The information provided for this consultation was on the whole better than for the previous consultation however there is still a lack of information for both us and local residents to be able to make a fully informed response.