



# RICHINGS PARK Residents' Association

## Heathrow Expansion – Airport Expansion Consultation Impacts on The Ivers

### ACTION NEEDED BY RESIDENTS NOW

Heathrow have recently published their consultation document on their plans for a third runway. You can look at the details on their [consultation website](#), but there are dozens of documents running to thousands of pages. They have produced a brochure for individual affected communities, including one for Richings Park (link [here](#)) which comes as a result of many years of hard work by the Residents Association lobbying Heathrow to recognise the impacts they have on our area. However, this document is far too generic and does not explain the real impacts on Richings Park, nor on the rest of the Iver area.

Instead, we have worked through the key documents and summarised the important information in this briefing note. **There will be significant impacts for our area**, so we all need to take action and respond to their consultation. We have outlined the key impacts below and how this will affect us in The Ivers. Please use this information and, in your own words, respond to Heathrow's consultation seeking the action we have highlighted. The consultation is open until 13 September 2019 and you can respond either by email (to: [feedback@heathrowconsultation.com](mailto:feedback@heathrowconsultation.com)) or via their website, although if you choose this option you will have to respond to their individual topics (link [here](#)). Heathrow are also holding a roadshow at the Richings Park Sports Club on 22 August where you can ask questions and provide feedback.

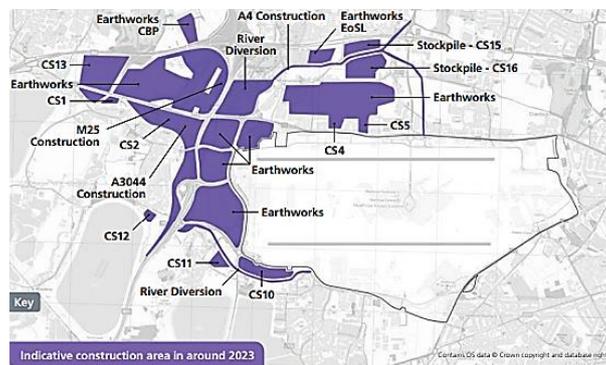
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## Construction

Land east of Old Slade Lane and south of the Poynings will be used for a construction borrow pit – see Figure 1. A borrow pit is where material is taken from the ground for use elsewhere in the construction of the Project – another term for a gravel pit. There will also be a small building for electrical equipment.

*Figure 1*



## Access

There is no clarity on how much material will be excavated and hence, how big the borrow pit will be. Nor is there any clarity on how the material will be transported from the borrow pit to the project construction site. There is also no mention of building a temporary access road in Heathrow's consultation documents, so presumably workers would have to be transported in, and excavated material transported out, via Old Slade Lane and North Park/Richings Way. In general construction terms Heathrow have talked about dedicated bus services for workers and other traffic management measures but no specific mention for this site. Overall number of vehicle movements is not given, but if they were to run construction vehicles through Richings Park (and Iver) this would compound our current HGV problems and give rise to damaging impacts on quality of life, property value and air quality.

Heathrow state that access along residential roads for construction vehicles will be prohibited; and in instances where access on residential and low classification is unavoidable, they will implement measures to mitigate and manage negative effects, although they have not clarified how this will apply to our area.

## Noise

We can expect 24/7 working at the borrow pit and Heathrow have acknowledged that there will be 'temporary unacceptable adverse effects on health and quality of life' from the excavations for those closest to the site from noise, dust and light pollution. Proposed mitigation includes screens at the construction site boundary, temporary re-housing, and noise insulation for those further away but still significantly affected. Presumably these 'screens' will mean bunds around the borrow pit, similar to the Cemex gravel extraction site in North Park road, but no detail is provided on size or exact location.

## Timetable

Main earthwork activities are expected to commence in 2022 and continue until 2024, with some localised earthworks extending into 2025 and 2026, although the exact timetable for the Poynings borrow pit is not clear, but it will be undertaken with the phased infilling of Old Slade Lake within this time period.

## After use

It is not clear whether the borrow pit will be backfilled afterwards. Some documents show it as a managed lake controlled by hydraulic structures and others as a flood storage zone comprising reed beds, which means it would have to be backfilled. These are very different propositions.

It is also proposed to be used as a public open space, but little detail is provided except to say that it will be used for storage of flood water when needed, which means that at different times the abandoned borrow pit could be either dry or flooded. Some plans show the extent of this public open space extending from Old Slade Lane to Richings Way around the back of the Poynings/Ridings (Figure 2) – effectively a massive country park. If this were to become a public open space, how would it be constructed and managed, and how will access be provided? HGVs would need to access the site to create the park and these would inevitably have to come through Richings Park/Iver village, but there is no mention of this in the consultation documents. The area is also surrounded by private roads with no car parking facilities. Presumably a car park would have to be created adjacent to the site for the public to use, with access through the village and via Old Slade Lane, but again no details have been provided. This area of the Poynings and Old Slade Lane is already liable to flooding but there is no information about how this additional flooding scheme will exacerbate the existing flood risk situation.

**Figure 2**



**We must object to having a borrow pit so close to residential property with more HGV traffic in Richings Park, and lobby Heathrow for the following:**

- **To be specific in their plans and for the impacts to be thoroughly assessed and mitigated.**
- **To explain how much noise can be expected, which properties will be affected and by how much, and what specific mitigation is proposed for those most affected.**
- **To build earth mounds around the site to prevent the transfer of noise to adjacent properties.**
- **To implement reduced working hours/activity restrictions at the Poynings site due to the very close proximity to residential properties.**
- **To be clear about their intentions for the site after the construction work is complete and how the public open space would be accessed and managed.**

### **Land take in Richings Park and Thorney for flood control**

#### ***Flood storage***

There are a number of flood storage areas that are under consideration by Heathrow and will be selected once the full impacts of the developing scheme, and updating of the environmental baseline, are understood.

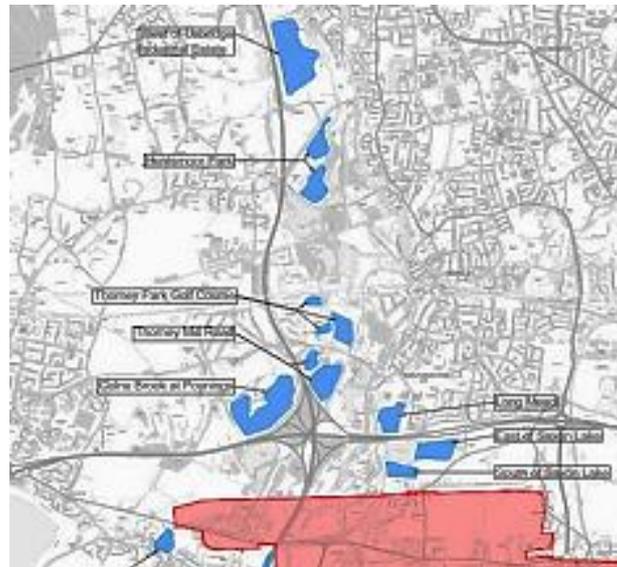
**Colne Brook at Poynings** – Heathrow propose to create an offline flood storage area for the Colne Brook at the Poynings borrow pit, but the flood storage area identified is much larger than just the borrow pit (see Figure 3) and covers the entire area they have earmarked as public open space.

**Thorney Mill Road to Railway** – The area between M25, Thorney Mill Road and railway line on the right bank of the Colne Brook is also identified as a potential offline flood storage area for the Colne brook. This will also require structures for control of the flood water.

**Thorney Lake** – Heathrow are proposing to expand the existing lake for additional flood storage capacity.

**Thorney Park Golf Course** – This area has also been identified by Heathrow as a potential site for additional flood storage capacity, but no detail has been given on how this would be constructed as the site is not on the Colne Brook flood plain.

*Figure 3*



Development of these sites will include excavation, construction of embankments and associated hydraulic control structures:

- A gated river offtake control structure to control the timing of the filling of the flood storage areas
- An inlet weir
- An outfall structure to allow for passive draining of the flood storage area at the end of a flood event
- An appropriate lining solution where the flood storage area is located on landfill.

Earthmoving equipment would be needed to construct these sites, as well as **putting additional HGVs** on our village roads to convey the excavated materials to/from site, but none of this has been mentioned. We need urgent clarity on how they propose to construct these flood storage sites and what it would mean in terms of noise and road traffic impacts and flooding risks for adjacent properties

***Diversion of River Colne and Colne Brook***

This will be needed to accommodate the new runway and will be undertaken sometime during runway construction in 2024-2026. The Colne Brook will be diverted around the northern side of the Thames Water sewage treatment works and the northern and western side of the railhead/logistics centre, before returning to its existing channel north of Colnbrook village. This requires the infilling (at least in part) of Old Slade Lake and for the diverted Colne Brook to pass under the access road to Thames Water (Iver South) treatment plant. The River Colne will be diverted into a covered river corridor to the east of the existing M25 and under the Southern Perimeter Road. New river channels will be constructed whilst all flow remains in the existing river channels and there will be bunds for flood control. There is no mention of access (HGV movements) or construction noise impacts.

**We must urge Heathrow to provide greater detail on their plans for these sites; their impacts on Richings park and Thorney; and how they would mitigate them.**

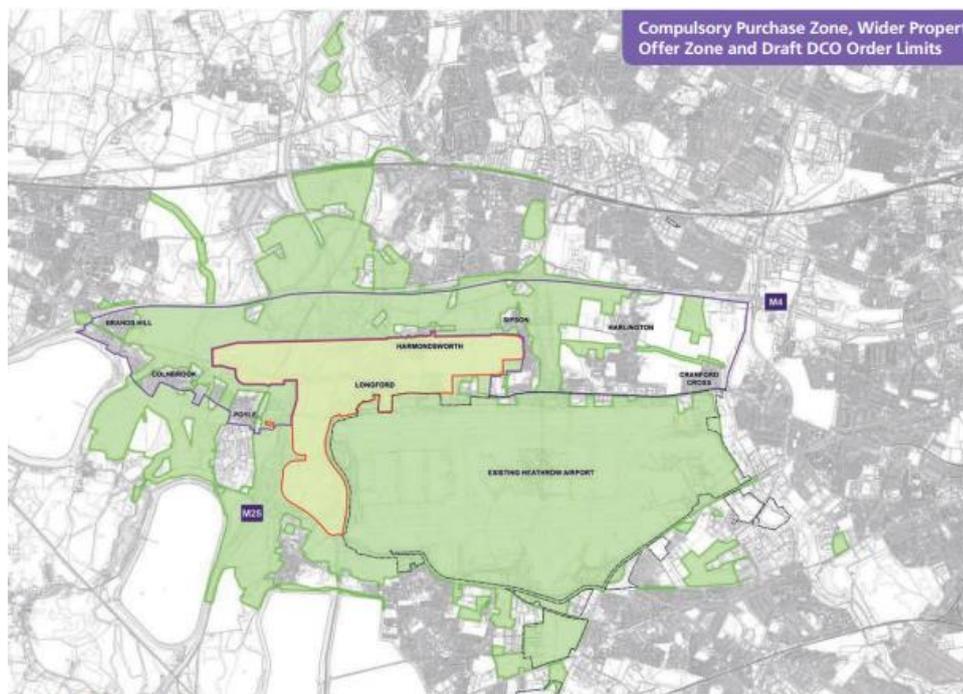
**Facilities to be constructed around Iver**

Heathrow are saying that there will be no other developments in The Ivers. However, the aerial extent of their Development Consent Order (the 'planning application') extends far beyond the Poynings borrow pit – see the green shaded areas in Figure 4, but Heathrow have not declared what this additional area in The Ivers might be used for. This is all part of the reprovision of green space which they are claiming will be a public access area. We need information about how this is going to be managed.

***Ridgeway Business Park, Iver***

RPRA representatives have been present at Heathrow meetings where they have discussed opening a local off-site construction yard for pre-fabricating building elements that will then be transported to the airport for site assembly, although there is no mention of this in the consultation documents. A number of sites are under consideration including the Ridgeway Business Park. If this were the case, then there would be a large number of additional HGV movements through our village on top of what we already have. Our view is that all options should be made transparent by Heathrow as early as possible so that we can feedback our views. **We must urge Heathrow to come clean about their plans for development in our area and properly assess the impacts.**

**Figure 4**

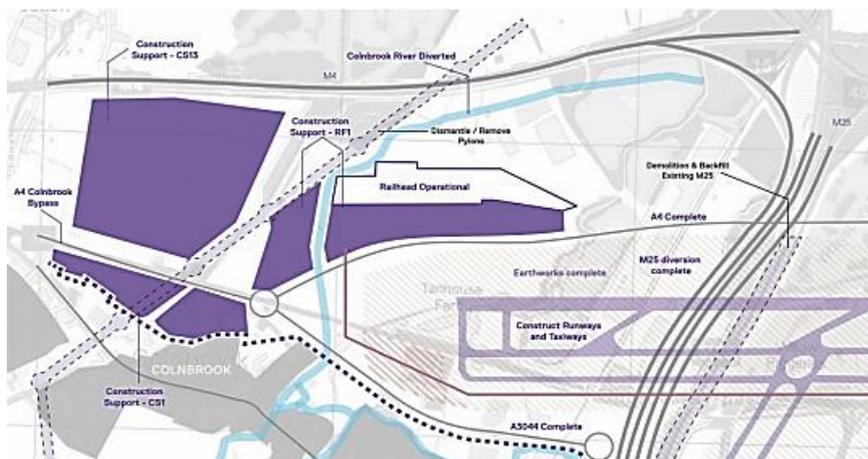


## Other construction works

There are plans for various works south of Richings Park on the other side of the M4. These include:

- Provision of a **construction support site** (CS13) for welfare facilities and offices, site entrances, caravans, potentially temporary car parking for the construction workforce and parking for HGVs awaiting to make their deliveries to sites. It will operate 24-hours/ day, 7-day per week (24/7). Access will be from the M4 and A4 Colnbrook bypass. This and similar facilities will be the first to be constructed during 2020 and 2021.
- A proposed **new rail head** (further details below under 'Rail freight').
- The **Lakeside Energy from Waste plant** will be relocated closer to Richings Park and we have been in dialogue with the owners about their proposals in seeking to better understand the impacts on our area. They are promising to implement better technology which they claim will reduce air emissions, but even with this they have accepted that there will be a marginal increase in air pollution in Richings Park, although they are saying it will not exceed legal limits. There will also be some visual impact for residents in the Poynings area. However, this is the subject of a separate planning application and technically not part of the Heathrow scheme. If you wish to review and comment on the application the details can be found [here](#) (planning application no. P/17826/000).
- **Demolition of power lines**, which also cross the south east corner of Richings Park (see Figure 5). This will occur sometime during runway construction in 2024-2026.

*Figure 5*



- **A4 and M25 diversions**, also during 2024-2026.
- Rail link vent shaft for **Western Rail Link to Heathrow** but this will be undertaken by others under a separate planning application.

There is no mention in the consultation documents of noise impact in Richings Park or Thorney from any of these sites. Noise insulation will be provided for properties affected by construction noise above the noise threshold, but Heathrow have not said how much noise we can expect to hear nor who might be affected. However, if we can hear aircraft noise and ground noise from the current airport, then it is highly likely that noise will be heard from these construction sites.

**We must urge Heathrow to provide clarity on these developments, their impacts on our area and how they intend to mitigate them.**

## **Rail freight**

Heathrow is proposing to use the Colnbrook branch line ('railhead') of the Great Western Main Line for the import of bulk materials and aggregates and containerised goods for construction purposes (see Figure 6). The branch line will be displaced by the new runway, but will be realigned to ensure that aviation fuel supply is maintained to the expanded airport. The line will be enhanced and an additional track laid and a large number of sidings will be created on the site to allow for 24/7 operation. The noise, dust and air pollution will be carried on the prevailing wind into Richings Park. There will be an impact from light pollution.

The daily number of freight trains will be dictated by the number of train paths available in the national rail network and the capacity of the junction where the national network connects with the Colnbrook branch at West Drayton. Capacity enhancement options are being considered to the line at West Drayton to allow access to the Colnbrook branch to/from the west (the branch is currently only accessible from the east). Further work is ongoing to establish capacity, but it is likely that the railhead will operate 24 hours a day in order to utilise available paths during the night time hours, when passenger services are much reduced. Given that Crossrail is imminent and will reduce rail capacity further still, then presumably most of this freight movement will have to be at night.

The construction work will take place during 2020-2021 and the line will be operational from 2022. Constructions and operation of the line will impact residents in Thorney Mill Road through the extra rail traffic, although this has not been quantified by Heathrow.

Whilst not stated in the consultation documents, Slough Borough Council have advised that the construction support site (CS13) and railhead will likely become a massive freight exchange operation after the runway construction is complete, with huge warehouses operating 24/7. This will result in noise and light pollution for those in the south of Richings Park and permanent noise impact from the railway for residents in Thorney Mill Road. There is no mention of mitigation in the consultation documents.

*Figure 6*



**We must lobby Heathrow to assess the impact and proposed mitigation on Richings Park and Thorney of constructing and operating this railhead and to be clear on its future purpose.**

## **Road traffic**

Heathrow are saying that they do not expect any substantial increases in traffic on local roads around The Ivers as a result of expansion in 2022, although acknowledge that when the airport is fully operational in 2035, more traffic can be expected on North Park, Thorney Lane South, and Richings Way. It is clear that Heathrow intend to at least double their cargo capacity with expansion, but there is no detail on how this will be handled once it leaves the airport. It is inevitable that given the haulage businesses we have located in The Ivers that additional Heathrow related HGVs will be on our roads. However, we can't really know the full effect of road traffic on our area in the early years if they have not defined how construction traffic will access the Poynings borrow pit or other construction sites. This needs to be urgently established to understand the associated impacts and stop more HGV traffic in our area. **We must urge Heathrow to include for the construction traffic from all the sites in their traffic model if it is to be routed through The Ivers. We also need a baseline position from Heathrow that we can hold them to with regard to their claims that there will not be any increases on our local roads.**

## **Air pollution**

Heathrow are saying that local air pollution is largely caused by road traffic, not aircraft as their emissions occur at higher levels; and with time (and cleaner transport technology) local air pollution should reduce. They are also boldly claiming they will not significantly increase airport traffic, therefore, air pollution will not get worse and will meet national policy requirements. This would not, of course, be the case if they run construction traffic through our area.

We currently experience fuel odour wafting from the airport – this is caused when a small quantity of residual aviation fuel is left on the aircraft after refuelling (similar to fuel drips on our cars near the fuel cap) and is evaporated on take-off. Heathrow believe this to be 'occasional and short-term...and therefore, the effect is considered to be not significant'. Again, this is not true, as we can clearly smell aviation fuel odours on a frequent basis and the problem will be exacerbated with increase flights after expansion. **We must make this clear to Heathrow and lobby them to put plans in place to mitigate this effect.**

## **Aircraft noise**

The Ivers will be significantly more affected by aircraft noise than we are now. The new runway will be half as close as it is today and will be elevated so that it can cross the M25, which will be diverted into a tunnel. The current proposal is to elevate the runway between 3 and 5 metres above the existing ground level at this location (the runway will not be flat but contoured over the M25) although Heathrow say the final vertical alignment will be determined later in the scheme development process. An elevated runway could be visible from Richings Park and will certainly transmit more noise than at the existing ground level.

There will also be an increase in the number of flights, which will grow in stages:

1. **Early growth**, before the third runway is complete, with the introduction of 25,000 additional flights per year on a phased basis from 2022 to 2024.
2. **Start-up** of the third runway in 2026, which will be less than 1km to the nearest residents in Richings Park. By 2030 the airport will be operating an additional 40% more flights on top of the current 480,000 per year. Total capacity is expected to nearly double existing.

Under both scenarios, residents in Richings Park, Thorney and Iver Village will hear more noise due to the additional flights on the existing runway and the new, much closer runway.

Some noise modelling has been undertaken and there is acknowledgement from Heathrow that we will be affected by aircraft noise, but what is not clear is whether the modelled noise impacts take account of the elevated runway. **We must insist that Heathrow take account of an elevated runway when assessing noise impact in our area for both the construction and operational phases and to be transparent with the results.**

### **Mitigation and compensation**

Heathrow are proposing various runway patterns for arrivals and departures to provide respite (periods of relief from aircraft noise) for communities under the flight paths east and west of the airport, but **this will not benefit our area**. We will hear noise from aircraft as they land and take-off from the current runways, plus more from the third runway which will be much closer to our village. Heathrow has not made any other plans to provide relief from aircraft noise for Richings Park.

Furthermore, Richings Park and Thorney are **excluded** from the Wider Property Offer Zone where we could be eligible for compensation (noise insulation) for reasons that are unclear. See the purple line in Figure 4, which at its northern edge runs parallel to the M4. In contrast, Heathrow have made a special compensation arrangement with the residents of Stanwell Moor, who are in a similar location to Richings Park/Thorney but will not be as severely affected by expansion.

**We must make it clear to Heathrow that our area will be severely affected by aircraft noise through more aircraft and a closer, elevated runway without respite. We must urge them to treat us with at least the same consideration as Stanwell Moor and include us in the Wider Property Offer Zone.**

### **Ground noise**

This is ground-based airfield activities associated with the operation and maintenance of aircraft. Heathrow are proposing to build noise barriers around the airport (as well as controls over where and when aircraft maintenance activities can take place) to mitigate the effects of ground noise, although they have not explained whether these barriers will be effective for reducing ground noise from the airport in Richings Park and Thorney. In previous discussions we have held with Heathrow, they have said that the typical noise barrier (similar to the wall near Longford) only reduces ground noise for those nearest to the airport and not for those further away, although now there is a vague proposal mentioned for a large earth embankment to be built north of the airport, but without any specifics about where it will be located, what it will look like, what size it will be or how it will be built or what its impact will be.

**We must challenge Heathrow to provide details on exactly what they propose to build (wall, bund or other); where the barrier would be located; what its dimensions would be and when they propose to build it. Heathrow must also demonstrate their noise reduction claims**, otherwise we should assume that this barrier will not benefit Richings Park and Thorney.

Also, Heathrow have only considered an area up to 1km from any ground operations in their noise assessment study, which means a large part of Richings Park/Thorney has not been assessed or just considered to be outside of the affected area and not eligible for compensation. We have repeatedly told Heathrow that ground noise from Hatton Cross can be heard right across Richings Park and Thorney – this would be worse if they conduct ground noise operations any closer. **We must make it clear to Heathrow that ground noise from Hatton Cross is heard across the whole of Richings Park/Thorney and insist they consider the entire area in their noise assessment studies.**

### **Speaking up for The Ivers.**

This is not about being anti-Heathrow – we recognise the role that Heathrow performs in contributing to the economy, but any expansion needs to be proportionate and deliverable without serious negative environmental impacts on thousands of people who live within close proximity to the airport, which this obviously can't. The Ivers, as demonstrated here, will be significantly impacted and we must speak out about these impacts now to try and get Heathrow to respond, before it is too late.

You are welcome to use any of the information in this briefing note, but please use your own words. It is vital that all residents respond so that we get the message across to Heathrow very clearly and strongly that they must protect our area. Details on how to respond to the consultation are: either by email (to: [feedback@heathrowconsultation.com](mailto:feedback@heathrowconsultation.com)) or via their website, although if you choose this option you will have to respond to their individual topics (link [here](#)). The consultation is open until 13 September 2019. There will also be a Heathrow roadshow at Richings Park Sports Club on 22 August where you can ask questions and provide feedback.

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**30 July 2019**

*For and on behalf of the Richings Park Residents Association*