

General

- Expansion will increase flight numbers to 756,000 flights, an increase of over 280,000 flights each year.
- A 3rd runway will be 3,500m long and located north west of the airport. It has a total width of 60m.
- This will increase capacity at the airport to be able to handle 115 million passengers by 2030, 130 million passengers by 2035 and 142 million passengers each year by 2050.
- Total expansion proposals to take place over 30 years.
- A new Terminal 'T5X' plus a T5X satellite to the North.
- There will be extensions to Terminals 2 and 4 plus additional 'satellite' terminals T2C and T2D. Terminal 1 will be demolished.

Local Communities

- Destruction of at least 761 homes.
- Local residents temporarily forced to relocate during construction period.
- Shortage of rented accommodation caused by construction workers moving to area.
- Relocation of community facilities.
- Community facilities will experience different noise and other effects compared to today.
- Permanent change to communities around the airport, including the number of homes, community facilities and environment.
- Negative effects on recreational spaces and routes during construction
- Destruction of Harmondsworth Primary School
- Displacement of Heathrow Special Needs Centre
- Displacement of Stanwell Moor, Moor Lane and Pinglestone Allotments.
- Multiple construction support sites outside the boundary of the airport
- 24-hour working, seven days a week, including Bank Holidays, will be required for construction activities that ensure the new runway is operational as soon as possible.

Local Infrastructure

- Relocation of Longford Substation
- Diversion of Bath Road Sewer
- 4 additional fuel tanks at Perry Oaks site plus new fuel storage facilities on airport site
- New waste water treatment plant (sewage works).
- Doubling of freight handling capacity – redeveloping and expanding existing sites to the south of the Southern Runway – more warehouses and a new truck park.
- New hotels are planned in the Central Terminal Area (CTA), next to T5, at Hatton Cross and immediately south of the Northern Parkway.
- Relocation of Immigration Removal Centre to Faggs Road in Bedfont.

Property

- 761 homes in Compulsory Purchase Zone – will be demolished.
- 5,500 homes in Wider Property Zone at risk.

- Heathrow to buy eligible homes for market value plus a home loss payment of 25%. This applies to eligible properties for qualifying home owners in the Compulsory Purchase Zone and Wider Property Offer Zone.
- Home owners in CPZ being asked to enter into a Home Purchase Bond even before development consent order is submitted.
- Homes in WPZ won't be purchased until development consent is granted.
- Under the Statutory Compensation Code:
 - Home owners to be offered a 10% home loss payment, currently capped at £63,000.
 - Tenants in CPZ who have been in occupation for longer than 12 months will receive just £6,300 per household.

Flight Operations

- Proposed Night Flight ban between 23.00 and 05.30
- Minimum of 7 hours of respite for all communities between 22.00 and 07.00.
- Runway alternation to continue.
- Proposal to rotate use of each of the 3 runways every day so that they may be used in turn for landings, departures or in "mixed mode" (landing and departures).
- Use one runway for early morning arrivals from 05.30, the other two runways would be use from 06.00.
- Heathrow to explore the use of 'managed preference' to reduce the effects of aircraft noise for communities. Proposals to be presented in the DCO application.
- 25,000 additional flights each year before any third runway is built.
- Claim that environmental effects of these extra flights is 'relatively limited'

Transport

- Diversions of the M25, A4 and A3044 including changes to junctions, roundabouts and new link roads.
- A new Southern Road Tunnel to connect to Beacon Road Junction roundabout
- Destruction and replacement of Colnbrook rail branch line
- 2 new massive car parks for 24,000 and 22,000 cars and new multi-storey car park near T4 – increasing total number of parking spaces by over 3,000.
- Expansion of coach and bus hub, including new routes but no financial commitment to help delivery.
- State that might be prepared to contribute to Western and Southern rail access schemes but gives no specific commitment of precise amount.
- Claim that doubling of freight will not double number of vehicles or HGVs on the road.
- 2 new areas for HGV drivers to wait before heading to the Cargo Centre.
- The construction of new roads, the diversion of existing roads and other works to move services will lead to both temporary and permanent effects.
- Other construction activity, including additional trips produced by construction vehicles and workforce travel, may also lead to disruption for travellers.
- Increased passenger and colleague numbers and other operational changes at the expanded Heathrow, will lead to changes in travel patterns, which could result in negative effects for transport network users.
- Changes in traffic volumes and speeds will also result in changes in driver stress at various locations, which is expected in some cases to be negative.

- An increase in crowding is forecast on services between some Network Rail and London Underground stations, including on the Piccadilly line.

Climate

- The greenhouse gas emissions from the DCO Project are considered to have a **significant negative effect**. This is because the DCO Project would lead to GHG emissions in all phases of development, over a long period of time, and emitted to the global atmosphere.
- Heathrow's current GHG emissions are around 20.8 MtCO₂e per year. Air transport accounts for over 96% of Heathrow's GHG emissions, with surface access transport contributing 3%.
- Heathrow claim that GHG emissions from the DCO Project in 2050 are calculated to be equivalent to 1.2% of the UK 2050 carbon target set by the Climate Change Act 2008. This comparison excludes GHG emissions from international aviation and ignores the latest CCC advice and the moves towards Net Zero.
- The DCO Project without mitigation scenario results in an **additional 184.Mt CO₂e** – a whopping 38% increase in Heathrow carbon emissions, over the period 2022 to 2050.
- Expansion would mean that 6.57Mt of carbon extra being emitted every year.
- Heathrow claim that much of this carbon will be offset by the airlines but provides no calculations of how a lower level of carbon emissions can be achieved whilst increasing flight numbers.
- The non-CO₂ impacts of aviation are not considered at all.

Air Pollution

- Construction activities have the potential to affect the quality of air locally.
- The flights and road traffic that will use an expanded Heathrow will produce emissions that 'could increase' levels of pollutants in the air.

Health

- Expansion will affect people's physical health and mental wellbeing, particularly for children, the elderly and those with long-term illnesses.
- Likely to be worse health and wellbeing amongst those are forced to move home or have their education disrupted.
- The changed identity of the communities near the airport will affect how those who remain feel about their community which may affect their health and wellbeing.
- Open spaces, sports facilities and some walking or cycling routes will be affected by the land required. Replacements are proposed, but there may be times before they could be fully re-provided.
- Having construction activity and the construction workforce near local communities close to the site boundary or construction traffic routes may affect health and wellbeing.

Noise

- The effects of expansion will be negative and significant for many communities, with a large number of people experiencing increase in exposure to aircraft noise.
- The third runway will mean that many communities have aircraft flying over them for the first time.

- During construction, noise will significantly affect some residents, schools and places of worship in areas closest to the new runway.
- Heathrow claim that 25,000 extra flights would only result in 'very small changes' to the overall noise level.
- Significant effects from aircraft ground noise have been identified for some residents adjacent to the new runway and taxiways.
- There will also be significant effects from changes in road traffic noise for some residents, associated with new or altered roads linked to the expanded airport.

Noise Insulation

Heathrow will offer three schemes, each one to address slightly different circumstances.

- Scheme 1 – for eligible properties (within LAeq,16hr 60dB noise contour) affected by aircraft noise, a full package of sound insulation to habitable rooms
- Scheme 2 – for eligible properties (Road Noise equivalent to - Day time: LAeq,16hr 63dB Night time: LAeq,8hr 55dB) to address noise from construction, road or rail sources
- Scheme 3 – a £3000 contribution to a package of sound insulation treatment (for properties within LAeq,16hr 57dB or the full Lden 55dB noise contours of an expanded airport, whichever is the bigger).
- Community buildings in the 60dB LAeq, 16hr contour will now be eligible for mitigation (current scheme is at 63dB).

Waterways

- Significant negative effects are predicted on the Wraysbury River, River Colne, Longford River and Duke of Northumberland's River as a result of passing the rivers beneath the new runway in a proposed covered river corridor.
- Loss of flood plain of River Colne and Colne Brook.
- A significant negative effect as a result of the infilling of lakes, resulting in a loss of open water and associated habitat.
- Significant cumulative negative effects to the River Colne from the effects of expansion.

Biodiversity

- Construction will result in the loss of some habitats across the area, including within the Colne Valley Regional Park, Staines Moor Site of Special Scientific Interest and a number of Local Wildlife Sites.
- This habitat loss will also result in wildlife being lost or displaced from areas on which they have depended for foraging, sheltering or as movement corridors.
- The presence of people, artificial lighting and the noise associated with activities during both construction and operation of the airport will also result in the displacement of wildlife.
- New structures and buildings will change the distribution of water (either within the ground or moving across the surface) in the environment. Structures such as basements, the lining of new river channels and the control of water running off new sealed surfaces can all change the water environment locally.
- For some habitats this can alter their nature and result in a transition between different forms (for example a change from a wet woodland to a dry woodland, thereby changing the associated plants and animals).

- The use of road vehicles, specialist equipment and aircraft all lead to the production of exhaust emissions. These emissions all include nitrogen oxides that can damage plants.
- Significant adverse effects are expected to occur as a result of the permanent loss of good quality agricultural land.
- There is a risk that certain sand and gravel mineral resources could be lost as a result of the land required.

Historic Environment

- Construction will result in the loss of part of Harmondsworth Conservation Area and some listed buildings within it.
- In the Longford area, all designated built heritage assets and the Conservation Area will be lost.
- Heritage assets of archaeological interest within the construction footprint will also be lost and there is the potential for significant effects on remaining historic landscape character.
- During operation of an expanded Heathrow, noise levels may change for several historic buildings and landscapes resulting in the potential for significant effects:
 - To the east of the airport: the Royal Botanic Garden World Heritage Site at Kew, Chiswick House, Syon Park, Richmond Park, Osterley Park, Richmond Terrace Walk and Terrace and Buccleuch Gardens (Grade II) ;
 - To the west of the airport: six Registered Historic Park and Gardens of the Royal Estate Windsor, and two those at Eton College and Ditton Park.

Waste

- The waste assessment focusses on the capacity of the surrounding waste facilities to manage (or otherwise) the waste arising from expansion.
- Significant effects may be caused if the waste results in a large reduction in landfill void space or a severe capacity gap in treatment infrastructure available in the local or regional area.
- Expansion will lead to an acceleration in loss of waste treatment and disposal capacity.
- The preliminary assessment concludes that expansion is considered to have a significant negative effect on waste treatment and disposal capacity.