

# THIRD RUNWAY NEWS



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# Stop more flights passing over you

**OVER ONE MILLION.** That's the number of people who would be impacted by the proposed third runway at Heathrow.

Make no mistake about it: Heathrow Airport wants a new runway. It is spending a fortune on PR.

Adverts have been plastered

across underground stations and on huge billboards beside many roads.

A third runway means new flight paths.

That's more noise, air pollution, traffic congestion and climate change emissions.

But it's not a done deal.

**There is more than enough time for it to be stopped.**



## Peace in peril

**RESIDENTS** in places currently unaffected by aircraft noise will struggle to find peace and quiet if a third runway is built.

While Heathrow won't tell us where new flight paths will go, we do know that a new runway built between the M4 and A4 will put an end to peace for many

neighbourhoods, including those listed at the top of this page.

These areas are potentially under, or close to, brand-new landing flight paths.

They may also be affected by take-off flight paths.

**But we won't know for sure until Heathrow comes clean.**

### GOODBYE PEACE & QUIET

- >> 260,000 extra flights per year
- >> Many areas likely to have MORE planes
- >> New areas under new flight paths
- >> LESS RESPITE FOR WEST LONDON

## "Only scaremongers suggest Heathrow will close if it can't build a third runway"



By John Stewart  
Chair of HACAN

**THERE can be no doubt that Heathrow Airport has brought considerable benefits to west London and beyond.**

But it also causes many problems. We highlight in this newspaper why we believe a third runway will only make these problems worse. We also argue that expansion is not necessary.

It is simply scaremongering to suggest that if a third runway is not built, Heathrow will close.

More people come to London than any other city in the world. That will not change.

Studies show that even if a second runway is built at Gatwick, it will have a 'negligible' impact on Heathrow.

Over the coming years, even more people will want to come to London to do business, visit friends, or see the tourist sights.

A lot of these people will be from countries like China and India which have fast-growing economies.

Of course things could change if fares went up as a result of higher oil prices or if the subsidies (like tax-free fuel) the aviation industry currently enjoys came to an end.

However on present trends, there may be a need for a new runway in London and the South East by 2030.

The Government appointed the Airports Commission to advise it.

In summer 2015 the Commission is expected to recommend where a new runway should be built.

We believe Heathrow is the wrong place for it. The impact is just too great. We also believe it may be undeliverable.

**The previous government was defeated by the force of public opinion. The same could happen again. And we'd be back to square one.**



## Thousands set to lose their homes

**THOUSANDS of people will lose their homes if a third runway is given the go-ahead.**

The 11<sup>th</sup> century village of Harmondsworth, **above**, will be destroyed, including England's oldest Tithe barn.

The nearby villages of Longford, Sipson and Harlington would also be under threat.

Heathrow admits 750 properties would need to be demolished to accommodate a third runway.

**It is likely to be many more.**



## While even more suffer noise

**WHILE thousands will lose their homes as a result of a third runway, many more will suffer increased noise.**

725,000 people are already impacted by noise from Heathrow, and figures show that 28% of all people impacted by aircraft noise in Europe live under Heathrow flight paths.

Heathrow has increased the amount of money people in the noisiest places under the flight paths will receive.

The amounts being offered aren't as high as at other airports, and come despite Heathrow's insistence that modern planes are quieter.

**A clear admission that countless lives will be ruined by noise.**

### People affected by noise

**Heathrow**

725,500

**Gatwick**

11,900

**Stansted**

9,400

FROM BEYOND Reading and Henley in the west, to further than Woolwich and Stratford in the east, noise is a problem.

Surveys show that places almost 20 miles from Heathrow such as Clapham Common or the famous Oval Cricket Ground can be overflown by more than 40 planes an hour.

## Third runway: big traffic congestion and air pollution problems



## Jams today; worse jams tomorrow

**TRAFFIC in west London is already horrendous.**

The impact of 260,000 more flights each year would bring untold chaos to our already heavily congested road network.

Heathrow Airport recognises there will be a problem even after public transport improvements, such as Crossrail, open to the public over the coming years.

That is why it has suggested that it might

need to charge cars coming to the airport: **Heathrow's very own congestion charge.**

Already the section of the M25 around Heathrow is the busiest in the country.

What's more, Heathrow has admitted that a third runway would require part of the M25 to be put in a tunnel at a cost of £1.2 billion to the taxpayer.

**Is this really the best place to build a new runway?**



## Heathrow air: dirty, dirty, dirty

**FORMER Heathrow boss Colin Matthews has suggested a section of the M4 would need to be 'diesel-free' in order for the airport to meet pollution targets.**

Heathrow already has the worst air pollution outside

central London.

Air pollution is so bad that some places around Heathrow already break safe air pollution limits laid down by the European Union.

Heathrow Airport claims planes are getting more environmentally friendly, though there are questions as

to how quickly this will happen.

Unless air pollution levels are below the safe limits by 2020, the UK Government will be fined for every day they break them.

**Heathrow's claims about cleaner planes should come with a government health warning.**

## It's like being married to the plane

**MANY** people under the Heathrow flight paths see planes more often than they see their partner! Or so it seems.

Planes pass every 90 seconds. And promises about less noise from quieter plans must be placed into context. Planes are

still very noisy machines. It's like your partner promising to snore less loudly. **They'd still be snoring!**

## Heathrow's case simply doesn't add up

**THE EVIDENCE is clear. Heathrow does not need a third runway in order to survive.**

It will still be one of the world's busiest airports even if the controversial new runway is not built.

People will continue to come to London in very large numbers.

They are attracted by everything it has to offer, from its thriving economy to its famous tourist attractions. That is not going to change.

### Heathrow is safe

A recent report found that even if a second runway was built at Gatwick, it would have a 'negligible' impact on jobs at Heathrow.

Only if an Estuary Airport is built would Heathrow close.

And even then, the London Mayor argues, new job-creating developments would replace Heathrow.

Those living under Heathrow flight paths are up to 20% more likely to die of a stress-related illness, according to Imperial College research.

Children at schools under noisy flight paths can struggle with lessons and sometimes perform worse in exams, according to Queen Mary University.

## What happens next?

**THE DECISION** about a 3rd runway is expected to be taken by the next government in summer 2015, two months after the General Election in May.

It will be guided by a report to be published next summer by the Airports

Commission which this Government set up to look into new runways in the south east of England.

It will be up to the next government to accept or reject the Commission's recommendations. Sponsors of the chosen airport will then further consult local residents before a go-ahead is given.

## A sting in the tail

**HEATHROW is not the only company to put in a proposal for a new runway.**

A firm called Heathrow Hub has suggested a different plan for a third runway.

It wants to build a new runway by extending the existing northern runway to

the west. While this plan would not need new flight paths, its effect is no less devastating.

People living under the existing northern flight path would get many more planes and it would be bad news for places such as Cranford, Hounslow and Kew.

What's more, parts of Poyle would be demolished.

# A third runway will affect them

### "My home is my life's work"

When Audrey Holdsworth was told her home of 60 years would be destroyed if Heathrow went ahead with plans for a third runway she was in disbelief.

"This is my life's work," she says of her Harmondsworth home, which sits roughly where plans show a new concrete jetway.

"I just can't believe someone can just come and take that away from me."



### "Where's our consultation?"

Geraldine Nicholson lives with her three boys in West Drayton.

"I'm concerned with the toxic levels of pollution in the air. Building a third runway just a few hundred metres from my house, on the other side of the already heavily-polluted M4, is disgraceful," she says.

"Air pollution must get better, not worse."

"Why isn't Heathrow Airport holding consultations around West Drayton?"



# Will it affect you?

Which of these five issues are you most concerned about?

- Noise pollution
- Air pollution
- Car traffic
- Losing my home
- My children's education

Send us your thoughts via email or post:

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