

**EASTERLY ALTERNATION
INFRASTRUCTURE PROJECT**

*Environmental Impact Assessment
Environmental Statement, Volume III
Appendix 5.1: Longford Engagement Letter and Survey*

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October 2024

CONTENTS

1. Longford Noise Barrier Engagement..... 1

Tables

Table 1.1 Longford Noise Barrier survey results 8

1. Longford Noise Barrier Engagement

- 1.1.1 On 12 December 2023, 279 residential and 30 business properties, identified within the highlighted area in **Graphic 5.1.1**, were sent a letter that provided details on Heathrow Airport's proposals to construct a noise barrier to the south of Longford village that would help mitigate noise that would occur as a result of the Airport commencing departures from the Northern Runway when easterly operations are occurring.
- 1.1.2 Accompanying this letter was a feedback form (hereafter referred to as 'survey') which was to be completed by those who had received the letter. Door knocking surveys were also undertaken to allow local residents to put forward their views on the noise barrier, including if they felt it was beneficial and how it should be designed. The letter and accompanying survey is provided in **Graphic 5.1.2**.


Graphic 5.1.1 Addresses selected for feedback



- 1.1.3 Respondents were given until 31 January 2024 to complete the survey (**Graphic 5.1.3**).
- 1.1.4 In total, 32 responses were received (19 replies to the online survey, and a further 13 in response to door knocking that was carried out by Heathrow as a way to ensure an increased response rate was achieved). 66% of respondents live north of the proposed noise barrier, and 34% live south. Results of the survey showed that:
- 84% of respondents were in favour of the introduction of a noise barrier;
 - 81% of respondents supported a 7m high barrier, instead of a 5m high barrier if one were to be constructed; and
 - 72% of respondents agreed that if a noise barrier were to be erected, the upper portion should be a transparent material, to minimise visual effects.

- 1.1.5 The responses received from the Longford survey influenced the design of the noise barrier including, in particular, the height of the barrier which was raised from 5m to 7m along certain stretches (as shown in **Graphic 5.1.1**) of its length.
- 1.1.6 An analysis of the responses can be found in the **Statement of Community Involvement** which accompanies this planning application.

Graphic 5.1.2 Letter and survey



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HEATHROW AIRPORT NOISE BARRIER IN LONGFORD

Dear resident,

Following the pandemic, Heathrow is aiming to introduce easterly runway alternation by 2028 as set out in our Sustainability Strategy, Heathrow 2.0.

This means that the northern runway would be used for departures for part of the day when we are on easterly operations. Easterly operations occur when the wind blows from the east, and planes take off and land in an easterly direction. Currently the northern runway is only used for arrivals when we are on easterly operations. This means that current easterly operations see continuous arrivals near Longford with aircraft approaching over Windsor and Colnbrook without relief, whilst all departures overfly Hounslow to the east from the southern runway, with no respite for those communities.

Easterly alternation would bring predictable periods of respite from aircraft noise to thousands of residents. Affected communities will share the burden and the benefit of respite fairly and equally, as they do today when we are on westerly operations. When we are operating on westerly operations, we can switch the use of our runways between arrivals and departures at 3:00pm every day. This is called runway alternation.

We made a planning application for this change to easterly operations in 2013, which was approved by the Secretary of State in 2017. However, it was not implemented as it was overtaken by the Government's policy for a third runway at Heathrow, the plans for which we suspended in 2020 owing to the Covid-19 pandemic.

We are now proposing to bring our plans forward for easterly alternation again. These plans are NOT related to the construction of a third runway.

However, whilst alternation on easterlies would distribute respite for residents living around the airport more fairly, we know that some people would be newly impacted by noise under easterly alternation. In the vicinity of Longford, aircraft that are departing from the northern runway under future easterly alternation will have a higher noise footprint than the arriving aircraft that are experienced today.

Therefore, as part of our plans to enable easterly alternation, we are proposing to construct a noise barrier to provide protection to the residents of Longford. Our proposed designs for the barrier will be submitted to the London Borough of Hillingdon as part of our full formal planning application next year.

1



Before we submit our application, we want to get your views on our proposed barrier, and we welcome any comments or feedback you would like to give us.

The location of Heathrow's proposed noise barrier is shown in the diagram below, marked by the thick black line following the airport's perimeter from the bottom left of the image, to the Terminal 5 business car park in the top right. The shaded green areas are designated as green belt land. We are currently anticipating that the proposed barrier would be 5 metres in height.



As a guide to what the barrier might look like, the image below is a photomontage from our 2013 application, showing what we previously proposed for the noise barrier. It was proposed to be constructed in Perspex and timber, and this image shows how it would have looked from the car park south of the Padbury office complex.



Heathrow

The second image below is another photomontage of our 2013 proposed noise barrier design constructed in Perspex and timber, as it would have looked from a viewpoint adjacent to a timber bench facing south, within the eastern section of Longford pocket park.



Please note that the diagram and the images above are designs from 2013, when we were pursuing our previous application for easterly alternation with the London Borough of Hillingdon. Our design for the proposed new noise barrier has not been finalised yet, and they will be informed by this consultation. However, as a guide, it could be very similar to the 2013 design.

How will the barrier protect me against noise?

We have carried out some preliminary ground noise modelling that shows the effects of the forecast noise from departing aircraft with and without the barrier. The noise barrier will have the effect of reducing noise from departures within Longford during the period when there are departures in an easterly direction from the northern runway. The barrier will not eliminate aircraft noise completely, but it will reduce noise to make it noticeably quieter.

What will you use my feedback for?

We are gathering feedback on the proposed noise barrier as part of our plans to submit a new planning application to the London Borough of Hillingdon, to ask the Council for its approval to allow ground works to taxiways on the airfield at the western end of the northern runway, which would then enable easterly alternation. We would like to hear your views as we develop proposals and a design for the noise barrier.

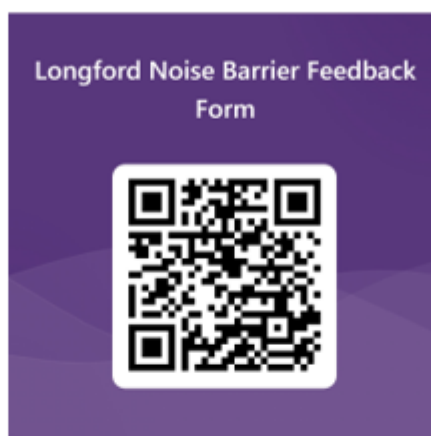
Do you think the barrier is a good idea, and do you have any thoughts on our proposed design?

The ground works on the airfield would enable easterly alternation. They are not related to the construction of a third runway, and there would be no increase in the number of flights. Runway alternation is a material part of our sustainability strategy, Heathrow 2.0, and our commitment to provide predictable periods of noise respite for communities living near the airport.



Who can I contact at Heathrow to give my feedback and for more information?

Please scan the QR code below using your smartphone to complete a short feedback survey. The form contains four simple multi-choice questions, and a fifth question to provide long-form feedback as text if you would like to. It should take only a few minutes to complete.



If you are unable to scan the QR code with your phone, please use this link:

<https://forms.office.com/e/2n9mnKPfDN>

If you are unable to complete the form electronically or require further assistance, please contact the Heathrow Community Relations team:

Call us on 0800 307 [2996](tel:08003072996)

Or email: communityrelations@heathrow.com

Where can I get more information online?

Please visit our dedicated easterly alternation webpage:

<https://www.heathrow.com/company/local-community/noise/operations/easterly-alternation>

Yours sincerely,

Becky Coffin

Communities & Sustainability Director

Graphic 5.1.3 Longford noise barrier survey

Longford Noise Barrier Feedback Form

This form is to provide Heathrow with feedback on a proposed noise barrier to be constructed in the vicinity of Longford, to mitigate the potential noise impacts for local residents from departures using the northern runway whilst on easterly operations in the future. Implementation of easterly runway alternation is currently planned for 2028.

Please only fill out this form if you are a Longford resident. If you don't live in Longford but wish to comment on our plans for easterly alternation, please contact our Community Relations team by calling 0800 307 7996 or emailing communityrelations@heathrow.com

To help us inform our planning application, responses will be collected until 5:00pm on Wednesday 31 January 2024, and then this form will be closed.

Further information on our plans for easterly alternation can be found at: <https://www.heathrow.com/company/local-community/noise/operations/easterly-alternation>

* Required

1. Do you live to the north or the south of the Bath Road? *

North

South

2. Do you support the introduction of a 5 metre high noise barrier? *

Yes

No

3. For the section around the Terminal 5 car park, do you support a 5 metre or 7 metre high barrier? *

5 metres in height

7 metres in height

4. Would you support the top 2 metres of the barrier being transparent? *

Yes

No

5. What other suggestions would you make in respect of appropriate ground noise mitigation for the residents of Longford?

Enter your answer

Submit

1.1.7 The results from the survey shown in **Graphic 5.1.3** are shown in **Table 1.1** below. All responses are verbatim and typographical errors have not been corrected.

Table 1.1 Longford Noise Barrier survey results

Online or Door Knocking	Do you live to the north or the south of the Bath Road?	Do you support the introduction of a 5 metre high noise barrier?	For the section around the Terminal 5 car park, do you support a 5 metre or 7 metre high barrier?	Would you support the top 2 metres of the barrier being transparent?	What other suggestions would you make in respect of appropriate ground noise mitigation for the residents of Longford?
Online	South	Yes	7 metres in height	Yes	Vibration and fumes are as a bigger problem for us as the noise from aircraft taking g off .
Online	South	Yes	7 metres in height	Yes	You fail to take into account the amount of fumes from aircraft awaiting takeoff also the vibration that us living here suffer from.when this end of the runway is used for takeoff.
Online	South	Yes	7 metres in height	Yes	
Online	North	Yes	7 metres in height	Yes	
Online	South	Yes	7 metres in height	Yes	No 3rd runway!
Online	North	Yes	7 metres in height	Yes	Don't do easterly alternation and you won't have to build a wall.
Online	North	Yes	7 metres in height	Yes	<p>As much as possible solutions need to be implemented to give Longford Residents peace and quiet.</p> <p>We are not Happy that, the Runway usage is going to change which will affect the quality of life with health and safety being priority for Longford Residents.</p> <p>The increased air pollution will be a serious issue. The stench of Kerosene fumes will be unbearable especially, in the summer months.</p>

Online or Door Knocking	Do you live to the north or the south of the Bath Road?	Do you support the introduction of a 5 metre high noise barrier?	For the section around the Terminal 5 car park, do you support a 5 metre or 7 metre high barrier?	Would you support the top 2 metres of the barrier being transparent?	What other suggestions would you make in respect of appropriate ground noise mitigation for the residents of Longford?
					<p>The increased Noise level will be equally unbearable again, particularly in the Summer months.</p> <p>The Southern Runway 27 Left 09 Right needs to be utilised much more than the Northern Runway.</p>
Online	South	Yes	5 metres in height	Yes	
Online	North	Yes	7 metres in height	Yes	
Online	South	No	7 metres in height	No	<p>Seriously, no barrier will prevent noise or vibrations from aircraft departing with high engine power. This is just a joke. Get a grip of reality.</p>
Online	South	No	5 metres in height	No	<p>I'm not bothered by the noise as it is , Just get on with building the 3rd runway</p>
Online	South	Yes	7 metres in height	Yes	<p>To mitigate ground noise for Longford residents, consider implementing noise barriers, soundproofing measures in buildings, and promoting green spaces to absorb sound. Engaging the community in noise reduction initiatives and adhering to strict construction noise regulations can also be beneficial.</p>
Online	North	Yes	7 metres in height	Yes	<p>Buy houses so we can move out.</p>
Online	North	No	5 metres in height	No	<p>The noise will be what it is, we already have a high level of noise, every day. I feel that a plan should be put in place for residents to have their house structure regularly checked for damage due to ground shake, which from experience, is significant. I don't feel the</p>

Online or Door Knocking	Do you live to the north or the south of the Bath Road?	Do you support the introduction of a 5 metre high noise barrier?	For the section around the Terminal 5 car park, do you support a 5 metre or 7 metre high barrier?	Would you support the top 2 metres of the barrier being transparent?	What other suggestions would you make in respect of appropriate ground noise mitigation for the residents of Longford?
					barriers will make any difference. I have put 5 metres for question 3 as there is no option to opt out.
Online	North	Yes	7 metres in height	No	Raise Longford to the ground and pay us compensation.
Online	North	Yes	7 metres in height	Yes	
Online	North	Yes	7 metres in height	Yes	Buy our property to put us out of our misery or give us replacement windows for noise prevention
Online	North	No	7 metres in height	No	By Only allowing aircraft to take off on the southern side of the airport. if there is a serious problem with the other runway or an incident that prevents the use of the other runway, then you have to use the northern runway. You are already using the northern runway and the barrier you are proposing won't stop the noise when they have left the ground which effects more of the residential part of Longford village
Online	North	Yes	7 metres in height	Yes	Try a direct the planes over space where there's no houses.
Door Knocking	South	Yes	7 metres in height	Yes	View is nice - especially at night Support 7m with Perspex
Door Knocking	South	Yes	5 metres in height	Yes	Spoken about a long time ago - was an earth mound Already done online

Online or Door Knocking	Do you live to the north or the south of the Bath Road?	Do you support the introduction of a 5 metre high noise barrier?	For the section around the Terminal 5 car park, do you support a 5 metre or 7 metre high barrier?	Would you support the top 2 metres of the barrier being transparent?	What other suggestions would you make in respect of appropriate ground noise mitigation for the residents of Longford?
Door Knocking	South	Yes	7 metres in height	No	Will Get used to the view
Door Knocking	South	Yes	7 metres in height	No	Can't see the airfield so no opinion on transparency
Door Knocking	South	Yes	5 metres in height	Yes	Not lived in property very long
Door Knocking	South	Yes	7 metres in height	Yes	Would like more explanation of how noise would be stopped No preference on transparency or height as long as it works
Door Knocking	South	Yes	7 metres in height	Yes	No issue with transparency- flat does not look over the airfield
Door Knocking	South	Yes	7 metres in height	Yes	
Door Knocking	South	Yes	7 metres in height	Yes	Hear some ground noise at night No opinion in transparency
Door Knocking	South	Yes	7 metres in height	Yes	Any height as long as it stops the noise No preference on transparency Last flight at night does shake the house Cracks have started to appear at roof level
Door Knocking	South	No	5 metres in height	No	Trees at boundary doesn't stop anything - they're too close to our boundary. Lived here since 1981 - runway has been extended

Online or Door Knocking	Do you live to the north or the south of the Bath Road?	Do you support the introduction of a 5 metre high noise barrier?	For the section around the Terminal 5 car park, do you support a 5 metre or 7 metre high barrier?	Would you support the top 2 metres of the barrier being transparent?	What other suggestions would you make in respect of appropriate ground noise mitigation for the residents of Longford?
					since cranford agreement Airport just needs to be replaced/moved Heathrow is a crap airport Appreciate aircraft are quieter Nb- clicked support 5m but does not support ANY heathrow development
Door Knocking	South	Yes	7 metres in height	Yes	How long is the construction? Construction noise would be a concern Traffic concern with additional traffic Don't mind 7m - has tree coverage at back of property, likes the greenery Interested in noise insulation scheme
Door Knocking	South	Yes	7 metres in height	No	Height no preference