



RICHINGS PARK

Residents' Association

Heathrow Expansion – Flood Control and Gravel Extraction in Iver

Meeting Notes and Actions

16 December 2019

Attendees

Steven Beauchamp, Community Relations Manager, Heathrow Expansion (Iver & Colnbrook)
Marc Boulter, Heathrow Expansion Implementation Director
Councillor Wendy Matthews, Iver parish Council
Graham Young, RPRA Chairman
Lisa Popa, RPRA

Notes and Actions

Flood Control Sites

1. There were 7 sites within the Iver area originally identified for flood storage. The current position of these is as follows:

| Location | Selected? | Reason |
|----------------------------|-----------|--|
| South of Saxon Lake | No | Hydraulically unsuitable |
| East of Saxon Lake | No | Set aside for use as a thermal store or public open space |
| East of Bangors Road South | ? | Believed to have been eliminated from further assessment – to be confirmed (Action: MB) |
| Huntsmoor Park | Yes | Dual function: hydraulically optimal for flood storage and as landscaped green space to replace lost habitat |
| Thorney Park Golf Course | Yes | Dual function: hydraulically optimal for flood storage and as landscaped green space to replace lost habitat Suitable as public open space |
| Thorney Country Park | Yes | Dual function: hydraulically optimal for flood storage and as landscaped green space to replace lost habitat Suitable as public open space |
| Poynings (Gravel Pit) | Yes | Dual function: hydraulically optimal for flood storage and as landscaped green space to replace lost habitat Availability of gravel for the project |

2. The selection criteria were based on: hydraulic links to the Colne River/Brook; potential use as green space (for habitats) or public open space; and proximity to the development.

General Summary of Construction

3. Sites will be used for flood waters on an exceptional basis by creating flooding volume above normal water level. At all other times they will be dry and will fulfil Heathrow's requirements for green space, eg foraging grounds for bats and birds. Some sites (as noted above) will also become or continue as public open spaces. RPRA made the point that the groundwater level in the area is generally high and HAL needed to make clear the impact on this in respect of localised flooding.
4. In general (and subject to variations in landscape elevations) the ground level will be reduced by about 2 metres by excavating the soils and then landscaped. Former landfill sites will also be lined before landscaping. Bunds will be created from topsoil, but there will be surplus soil that will need to be removed from site. All material imports and exports will be by HGV. MB will revert on actual volumes and hence, potential HGV movements. **Action: MB.**
5. These sites will need to be build early in the project schedule, as they will be needed for flood storage, particularly when the Colne Brook is diverted, which is a critical path activity for construction of the third runway. Construction of each site is expected to take about 6-12 months and could be expected in 2022-23, although at this stage it is not known whether these will be simultaneous or sequential activities. Some tree planting will be carried out in advance of construction in 2021, subject to the land owner's permission.
6. Heathrow currently have professional landscapers working with them in developing the plans for these and other sites.
7. RPRA requested details of water control measures (sluices and pumps) and how the different sites would be managed eg height of bunds. HAL to provide details. **Action: MB.**

Sites Specifics

8. Thorney Lake will not be expanded, as such, but will be bunded over a wider area to allow for expansion during times of flooding. The space problem for bunds next to the motorway (raised by the Highways Agency) has not been resolved.
9. The second area within Thorney Country Park designated for flood storage is the was the site of the cricket pitches. MB was not sure about the current proposal for this site, but will seek some outline sketches. **Action: MB.**
10. Thorney Golf Course will cease to function, but the site will be retained as a public open space. It is not certain what will happen to the golf club – MB to confirm. **Action: MB.**
11. The Huntsmoor farm will cease to function, but the land will be retained as a green space (not a public open space). It is not certain what will happen to the grade II listed farm house – MB to confirm. **Action: MB.**

Poynings Gravel Pit

12. The site was selected for flood control, but as it is one of the few areas that still has gravel below ground, then this will be extracted to backfill Old Slade Lake, which will be used for airport related development. The actual original selection criteria for this site were not published in the Heathrow consultation document. MB will follow-up on this and send on the details. **Action: MB.**

13. The gravel will be used wet (ie unfiltered) and hence, there will be no processing on site. Excavations will take place over a period of 1-2 years. The gravel will be removed from site and taken across the re-built Old Slade Lane bridge in 20 tonne trucks (the new bridge will have a 20 tonne weight limit). Heathrow are looking to see if 24/7 working can be avoided. This is being considered as part of a gravel extraction study taking place now – results are expected at the end of Q1 2020.
14. Topsoil will be used to build bunds around the site to reduce noise and visual impact on local residents.
15. The gravel pit will be backfilled with demolition waste from other sites and brought over the Old Slade Lane bridge in 20 tonne trucks.
16. The flood storage zone will only be the area of the gravel pit and not the entire green space originally identified in the Heathrow consultation document that extends around the back of the Poynings to Richings Way. The farm will cease to operate and the area will be designated as green space – not a formal public open space as previously considered by Heathrow, although it could still be used by the public. The residents would want to ensure that the public do not use the private roads for parking if using this area – barriers would need to be installed to protect these roads. Heathrow will consider this. **Action: MB/SB.**
17. Residents in Old Slade Lane (private road) will expect a contribution to the upkeep of their road during construction if Heathrow are likely to use it. Heathrow to confirm. **Action: MB.**
18. The stream running across the field will probably be diverted to the south beside the motorway, but this needs to be confirmed. **Action: MB.**
19. Flood risk in the roads around this field will be managed with suitable drainage to ensure it is not worsened by the bunds – MB will revert on the likely design. **Action: MB.**

Surface Access

20. HGVs will use the village roads to access the flood control sites during construction. RPRA expressed deep concern about this given that these are unclassified residential roads not suitable for HGVs; and that there is already c.1,000 HGV movements per day using North Park road, which is already beyond capacity and is causing traffic congestion and significant environmental impact.
21. Heathrow could not advise likely routes, number of HGV movements or mitigation, but would revert with further detail so that residents could consider and provide feedback at subsequent community engagement events in 2020. **Action: MB.**
22. There will be some on site parking of HGVs during the construction period; other HGV parking will be at a designated parking zone south of the M4.
23. Staff will likely access the sites by private motor vehicle, although employee numbers will be very low. There will be staff welfare facilities brought onto site.

Local economic impact

24. These proposals will result in 2 local businesses being closed and another severely impacted. RPRA stressed that mitigation must be provided to support local employment. The question was raised about why areas that are not actually required for immediate and continual flood storage (eg around The Poynings/Ridings) cannot be retained as agricultural land. HAL to advise. **Action: MB.**
25. HAL mentioned several times the planting of grasses – RPRA questioned the environmental driver for this. HAL to advise. **Action: MB.**

Further community engagement

26. Heathrow will not finalise its design until further consultation is carried out. They are planning to engage with Richings Park residents in 2020 when the current studies are concluded and further information is available (eg gravel extraction study, surface access, landscaping) – this will provide an opportunity for residents to give their feedback. The details of this community engagement are still being worked up and then residents will be notified. **Action: SB.**

27. Heathrow will arrange another technical meeting with RPRA early in 2020 to cover the subject of aircraft noise. **Action: SB.**

28. The community will expect significant local mitigation measures to be put in place to address the impact as well as direct compensation for residents adjacent to the gravel works.

Summary of actions

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| Confirm whether the flood storage site East of Bangors Road South has been eliminated from further consideration | MB |
| Advise soil volumes to be removed from each flood storage site and hence, number of HGV movements | MB |
| Water control measures (sluices and pumps) and details of how the different sites would be managed eg height of bunds to be provided | MB |
| Advise what is planned for the cricket pitches near Thorney Lake and provide sketches of any outline flood storage scheme | MB |
| Advise what will happen to the golf club at Thorney Gold Course | MB |
| Advise what will happen to the farm house at Huntsmoor Park Farm | MB |
| Selection criteria for the Poynings site to be provided | MB |
| Heathrow to review the requirement for a vehicle barrier at Old Slade Lane/The Poynings | SB/MB |
| Heathrow to advise whether Old Slade Lane (private road) will be used during construction | MB |
| Confirm that the stream across the farmland at The Poynings will be diverted south of the field | MB |
| Advise on likely design of drainage to prevent flooding in the roads adjacent to The Poynings site | MB |
| Advise whether areas that are not actually required for the immediate flood storage eg round The Poynings/Ridings can be retained as agricultural land | MB |
| Advise the environmental driver for planting grasses | MB |
| Heathrow to provide details of likely routes, number of HGV movements and mitigation at community engagement events | MB |
| Details of community engagement events in early 2020 to be advised | SB |
| Follow-up meeting early in 2020 to cover the subject of aircraft noise to be arranged | SB |