

1a. Please tell us what you think about Heathrow's plans to expand the airport.

Wokingham Borough Council acknowledges that the proximity of Heathrow Airport is an essential factor in driving economic growth in the Thames Valley. Consequently we endorse the view of the Thames Valley Berkshire Local Enterprise Partnership that expansion at Heathrow is essential to maintain economic activity in the Thames Valley cluster. We acknowledge the recommendation of the Airports Commission in its unequivocal view that Heathrow should be expanded supported by the Government's National Aviation Policy Statement of 2017 again recommending expansion at Heathrow using the NW runway option. As Heathrow expands consideration will be required with respect to the pressure for Housing and associated infrastructure required in the Borough and the importance of good surface access (see response to 5g.).

2a. Please tell us what you think about the options for the new runway.

No direct effect on this Council but a runway of 3,500m would permit maximum flexibility and respite

2b. What factors do you think should be important in fixing the precise location and length of the runway?

No direct effect on this Council.

2c. What factors do you think should be important in locating new terminal and apron space?

We agree that apron space needs to be primarily between the runways together with any required satellite terminal facilities. We consider that any new terminal should be co-located with Terminal 5 as far as is practical and further use made of Terminal 2, perhaps with another satellite to maximise their accessibility from the existing rail facilities under these main terminals.

2d. What factors do you think should be important in deciding the location of new taxiways?

This is an operational matter on which we do not feel competent to comment apart from observing that aircraft taxiing should be minimised as far as is practical to reduce aircraft noise and emissions

3a. Please tell us what you think about the re-positioning of the M25.

We support the proposal to re-locate the M25 about 150m to the west for the reasons given in the consultation document together with bridging the motorway for runway construction. It is essential to minimise the impact on traffic flow on the M25 during these works.

3b. Please tell us which family of options you prefer for the alterations to Junctions 14 and 14a and the reasons why.

This council expresses no view

3c. Please tell us which option you prefer for the diversion of the A4 and the reasons why.

This council expresses no view

3d. Please tell us which option you prefer for the diversion of the A3044 and the reasons why.

This council expresses no view

3e. Please tell us which option you prefer for the Stanwell Moor junction and the reasons why.

This council expresses no view

3f. Please tell us what you think about the options to improve access to the Central Terminal Area.

We favour Option S6 as the design would be optimised as a passenger road link

3g. Please tell us what you think about the options for the diversion of rivers and the approaches to replacement flood storage.

This council expresses no view

4a. Please tell us what you think about the locations and sites that we have identified as being potentially suitable for airport supporting facilities.

This council expresses no view

4b. Please tell us what you think about our approach to providing car parking and the potential site options we have identified.

We consider that Heathrow's current thinking on this is the correct approach

4c. Do you have any comments on the land uses that will be affected by Heathrow's expansion.

This council expresses no view

4d. Please tell us what you think about the sites identified for the relocation of the Immigration Removal Centres, if you have a preference please tell us why.

This council expresses no view

4e. Please tell us what you think about the locations and sites that we have identified as being potentially suitable for airport related development.

This council expresses no view

4f. Do you have any views on how the demand for additional airport related development such as hotels and offices might best be delivered?

This council expresses no view

4g. Please tell us how you think we should best bring the various components together to build our masterplan for the expansion of the airport and what factors you think should be most important in our decision-making.

This council expresses no view

4h. Please tell us what you think about the sites we have identified as potential construction sites, and the approaches we are considering to manage the effects of construction.

We consider that the principles outlined in the consultation document to be sound and will help to minimise additional construction traffic for the site

5a. Please tell us what you think about our Property Policies.

No views

5b. A noise envelope is a package of measures that can be used to reduce noise. Please tell us your views on the objectives of the noise envelope and the timeline for its development.

Wokingham Borough Council acknowledges that a number of its residents consider that they are affected by aircraft noise, mainly from aircraft inbound or outbound from Heathrow (even though they are at least 23km from Heathrow) although there is also noise from other aircraft travelling in uncontrolled airspace. We are aware that modern aircraft are less noisy than even their immediate predecessors and that this process should be further encouraged by differential pricing of landing charges for noisier aircraft. We are aware of the work being done by Heathrow to minimise noise intrusion such as steeper glide angles. We consider that the measures described in the consultation document form a reasonable approach in addressing this subject

5c. Is there anything further we should be considering to reduce noise?

No views

5d. Please tell us what you think about our suggested approach to the provision of respite.

The principle factor affecting aircraft noise is wind direction and the prevailing winds normally give westerly operations at Heathrow minimising aircraft noise in the Borough. Easterly operations rarely last for extended periods therefore we see no requirement for formal respite measures.

5e. Please tell us what you think of our proposals for noise insulation and phasing of delivery.

No views

5f. A 6.5 hour night flight ban on scheduled flights is required between 11pm and 7am. Our current preferred option for this is from 11pm to 5.30am. Please tell us when you think the night-flight ban should be scheduled and why.

We agree that the night flight ban should be from 11pm to 5.30am as that offers the best compromise for our residents

5g. Please tell us what you think about the priorities and initiatives we propose to use to develop our surface access strategy.

We consider that enhanced surface access is essential to help relieve congestion on approach roads and, in particular, the motorways and to help air quality. We are conscious that currently many single flights in and out of Heathrow involve a car journey to drop off the passenger or to collect them all contributing to congestion.

We welcome the pledge that at least 50% of passengers will use public transport by 2030 and at least 55% by 2040. However, this raises 3 questions:

- What is public transport? Easy with trains, London Transport buses and National Express coaches but where is the line to be drawn between small mini-buses and people carrier type taxis carrying, say, a single passenger?
- How and by whom are usage figures to be measured?
- What happens if the stated levels of 50% by 2030 and 55% by 2040 are not reached?

We support the Thames Valley Berkshire LEP's view that Western Rail Link to Heathrow is its Number 1 infrastructure project and welcome the promise by Heathrow to "Provide a fair and reasonable contribution to the costs". We understand that Government has promised funding for this link 'subject to contributions from the aviation industry'. We hope that this promise for additional funding will allow the DCO to be applied for the construction of the rail link and that an opening date in 2024 can still be achieved.

We note the easy interchange at the proposed Old Oak Common station on HS2 but in no way, do we consider that this obviates the need for Western Rail Link.

We also note that Twyford Station, in the Borough, will have an increasingly important role for access to Heathrow as it will be connected to Heathrow by both Elizabeth Line and Western Rail Link services. Consideration should be given to mitigating any infrastructure requirements arising from the proposals as Twyford is the only station on the crossrail route which has not been proposed for improvement.

Heathrow should continue their commuter programme to reduce the numbers from their own workforce travelling to work by car.

5h. Please tell us what you think about the options to use road-user charging to reduce emissions and to manage vehicular access to the airport.

The aim has to be to make public transport attractive to use, reliable and comprehensive to form the transport mode of choice. Road pricing and drop off charges will not have a significant effect on business travellers where the charges will be added to expenses. However, for leisure travellers these charges will form part of the decision on transport mode. We see it inevitable that some form of road charging will be introduced at Heathrow (following the example at Stansted) to encourage the use of public transport and to help in improving air quality.

5i. Please tell us what you think about the measures proposed to manage emissions. Are there any other measures that we should consider?

No views

5j. Do you have any comments on our approach to limiting carbon emissions from the design, construction and operation of an expanded Heathrow?

We support the strategy outlined in the consultation document.

5k. Please tell us what you think about our approach to natural environment issues.

No views

5l. Are there any opportunities that the expansion of Heathrow could provide to enhance the natural environment?

No views

5m. Please tell us what you think about our approach to historic environment issues.

No views

6. Having considered everything you have read, do you have any further comments in relation to our proposals for the expansion of Heathrow?

No further comments

7. Please tell us your views on this consultation (for example, the information we have provided, any printed material you have received, any maps or plans, the web site and feedback form etc.).

No views