



# **WOKINGHAM BOROUGH COUNCIL**

A Meeting of an **INDIVIDUAL EXECUTIVE MEMBER DECISION** will be held in 2nd Floor Landing Meeting Room - Civic Offices, Shute End, Wokingham RG40 1BN on **TUESDAY 17 SEPTEMBER 2019 AT 11.00 AM**

A handwritten signature in black ink, appearing to read 'Susan Parsonage', written in a cursive style.

Susan Parsonage  
Chief Executive  
Published on 9 September 2019

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# **WOKINGHAM BOROUGH COUNCIL**

## **Our Vision**

A great place to live, an even better place to do business

## **Our Priorities**

Improve educational attainment and focus on every child achieving their potential

Invest in regenerating towns and villages, support social and economic prosperity, whilst encouraging business growth

Ensure strong sustainable communities that are vibrant and supported by well designed development

Tackle traffic congestion in specific areas of the Borough

Improve the customer experience when accessing Council services

## **The Underpinning Principles**

Offer excellent value for your Council Tax

Provide affordable homes

Look after the vulnerable

Improve health, wellbeing and quality of life

Maintain and improve the waste collection, recycling and fuel efficiency

Deliver quality in all that we do

**For consideration by  
John Halsall, Leader of Council**

**Officers Present**

**Luciane Bowker, Democratic & Electoral Services Specialist**

**Robert Curtis, Transport Planning Team Manager**

<b>IMD NO.</b>	<b>WARD</b>	<b>SUBJECT</b>	
IMD 2019/23	None Specific	<b>HEATHROW AIRPORT EXPANSION CONSULTATION RESPONSE</b>	<b>5 - 56</b>

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# Agenda Item IMD23

## INDIVIDUAL EXECUTIVE MEMBER DECISION

REFERENCE IMD: IMD 2019/23

<b>TITLE</b>	<b>Heathrow Airport Expansion Consultation Response</b>
<b>DECISION TO BE MADE BY</b>	Leader of the Council - John Halsall
<b>DATE, MEETING ROOM and TIME</b>	17 September 2019 SF Landing Meeting Room at 11:00am
<b>WARD</b>	None Specific;
<b>DIRECTOR / KEY OFFICER</b>	Director of Locality and Customer Services - Sarah Hollamby

### **PURPOSE OF REPORT (Inc Strategic Outcomes)**

To set out a draft response to the current consultation on Heathrow expansion which is open from 18<sup>th</sup> June to 13<sup>th</sup> September 2019

### **RECOMMENDATION**

It is recommended that the Leader of the Council approves the proposed responses to the questions posed in the Heathrow expansion consultation and gives Officers authority to submit the response on behalf of Wokingham Borough Council.

### **SUMMARY OF REPORT**

This report outlines the proposed response to the Heathrow expansion consultation on the proposed Development Consent Order Application. This is a major consultation exercise with multiple local, regional and national areas of interest covered. The focus of this report and our response is in relation to the local impact the expansion and increased air travel will have on the environment in terms of greenhouse gases/climate change, noise and air quality, in addition to the impact it will have on local traffic in the borough due, in part, to the fact that the Western Rail Access is not included in Heathrow's proposal.

The Key issues affecting the borough are described in the report with a more detailed analysis provided in Appendix A and then the proposed response is provided in Appendix B.

## **Background**

The Heathrow expansion consultation is on the proposed Development Consent Order Application, including providing preliminary environmental information on the proposed application.

This is a two-stage consultation process relating to the expansion itself as well as other consultations for airspace changes which have been taking place in parallel. In terms of the Airport expansion, the first consultation sought views on the emerging proposals in terms of what the expanded airport could look like, how it might operate, and how we might best mitigate against the potential impacts, including proposals for compensation and noise insulation. The consultation ran from 17 January 2018 – 28 March 2018.

WBC's response to that consultation can be found online at:

<https://wokingham.moderngov.co.uk/documents/s24206/Heathrow%20Expansion%20and%20Airspace%20consultation.pdf>

The current consultation has used the responses to the first exercise to help shape their masterplan and is statutory, so Heathrow is required by Government to hold it to determine the preferred plan for expansion.

Since the last consultation, Wokingham Borough Council has declared a Climate Emergency; consequentially support for the expansion of the airport is contingent upon satisfying the Borough Council that the expansion is not detrimental to environmental health, noise, carbon emissions and congestion.

### *Next steps - Development Consent Order (DCO) Process*

After the Airport Expansion Consultation in June 2019, Heathrow will submit a final proposal to the Planning Inspectorate as part of an application for a Development Consent Order (DCO) under the Planning Act 2008. The DCO application will include requests for a range of powers and authorisations, including powers for the compulsory acquisition of land.

The Planning Act 2008 establishes the consenting process for nationally significant infrastructure projects (NSIPs). NSIPs are projects considered to be so large and important that permission to build them must, by law, be given at a national level by a Secretary of State.

Heathrow will submit an application for development consent (the DCO application) to the Planning Inspectorate, and an independent examining authority will then be appointed to examine it on behalf of the Secretary of State.

## **Analysis of Issues**

The consultation comprises 8 Topic areas each of which contains a number of sub-topics. Within each of these there is further information and documentation resulting in a plethora of information. Whilst every effort has been made to scrutinise this information it has been necessary to focus those on which we anticipate to be of greatest interest to the borough. The topics and sub-topics are listed below (as links to the website):

<p><b>Our Preferred Masterplan</b> The latest thinking on the layout of the future airport's physical infrastructure is called the Preferred Masterplan.</p>	<ul style="list-style-type: none"> <li>• <a href="#">Airport Masterplans 2022-2050*</a></li> <li>• <a href="#">Airfield; Terminals, Satellites and Aprons</a></li> <li>• <a href="#">Roads and rail; Active travel; and Parking</a></li> <li>• <a href="#">Airport supporting development</a></li> <li>• <a href="#">Displaced land uses and community facilities; and Utilities</a></li> <li>• <a href="#">Landscape; and Water environment</a></li> <li>• <a href="#">Phasing the expansion of Heathrow</a></li> </ul>	
<p><b>Travelling to and from Heathrow – surface Access</b> Describes how they propose to improve and develop transport and travel for an expanded Heathrow to help achieve the pledge to deliver expansion with no more airport-related traffic on the roads than there is today.</p>	<ul style="list-style-type: none"> <li>• <a href="#">Surface Access Introduction*</a></li> <li>• <a href="#">Public Transport Proposals*</a></li> <li>• <a href="#">Colleague Travel Proposals</a></li> <li>• <a href="#">Car Parking Proposals</a></li> <li>• <a href="#">Road User Charging Proposals*</a></li> <li>• <a href="#">Taxi and Private Hire Proposals</a></li> <li>• <a href="#">Freight Proposals</a></li> <li>• <a href="#">Intelligent Mobility Proposals</a></li> </ul>	
<p><b>Construction</b> Recognising that the construction and operation of an expanded airport will affect the day to day lives of local people</p>	<ul style="list-style-type: none"> <li>• <a href="#">Indicative Construction Programme</a></li> <li>• <a href="#">Construction and logistics management</a></li> <li>• <a href="#">Managing the effects of construction*</a></li> </ul>	
<p><b>Future Operations</b> Explains how they propose to operate the runways at a three runway airport.</p>	<ul style="list-style-type: none"> <li>• <a href="#">Future operations introduction</a></li> <li>• <a href="#">Runway Alternation*</a></li> <li>• <a href="#">Directional Preference</a></li> <li>• <a href="#">Ban on scheduled night flights*</a></li> <li>• <a href="#">Early Growth*</a></li> </ul>	
<p><b>Local Neighbourhoods</b> This document summarises our proposals for building and operating a three-runway airport, managing our impacts as we grow, and investing in the local area</p>	<ul style="list-style-type: none"> <li>• Contains 17 local topics covering each local area and specifically covering local: noise, transport, Walking and cycling, benefits to the community, construction traffic and how they intend to build and Air Quality</li> </ul>	
<p><b>Managing the effects of Expansion</b> Planned measures to avoid or reduce effects, or to improve the current environment wherever possible.</p>	<ul style="list-style-type: none"> <li>• <a href="#">Environmental Introduction*</a></li> <li>• <a href="#">Air Quality*</a></li> <li>• <a href="#">Community</a></li> <li>• <a href="#">Health*</a></li> <li>• <a href="#">Noise*</a></li> <li>• <a href="#">Noise Insulation*</a></li> <li>• <a href="#">Socio-economic and Employment*</a></li> <li>• <a href="#">Transport Network Users</a></li> </ul>	<ul style="list-style-type: none"> <li>• <a href="#">Biodiversity</a></li> <li>• <a href="#">Historic Environment*</a></li> <li>• <a href="#">Land Quality</a></li> <li>• <a href="#">Landscape and Visual Impact</a></li> <li>• <a href="#">Water Environment</a></li> <li>• <a href="#">Carbon</a></li> <li>• <a href="#">Climate Change</a></li> <li>• <a href="#">Waste</a></li> </ul>
<p><b>Compensation</b></p>	<ul style="list-style-type: none"> <li>• <a href="#">Community Fund*</a></li> <li>• <a href="#">Property and Compensation*</a></li> </ul>	
<p><b>General</b></p>	<ul style="list-style-type: none"> <li>• <a href="#">Airspace change</a></li> <li>• <a href="#">Growing Within Environmental Limits*</a></li> <li>• <a href="#">Development Consent Order*</a></li> <li>• <a href="#">Comments and Feedback*</a></li> <li>• <a href="#">Consultation videos</a></li> </ul>	

An overview of the key issues from these documents relating to Wokingham Borough is provided as Appendix A, however, below is a short summary of the key areas of interest including a comment on WBC's proposed response regarding each:

*Greenhouse Gases (GHG)*

The GHG emissions (normally expressed as tonnes of Carbon) have been assessed in a preliminary assessment of the likely effects of the expansion project. This does not yet consider any mitigation measures and they are characterised as high probability; with long or continuous duration, permanent but potentially reversible and international in extent, with high magnitude. The combined nature of these effects led to the conclusion that the “Project without mitigation” scenario should be considered to result in a Significant Negative effect.

International flights are by far the largest source of emissions. To address these, the international aviation industry has put in place a scheme known as CORSIA (Carbon Offsetting and Reduction Scheme for International Aviation). CORSIA has been set up by the United Nations to deliver “carbon neutral growth” from 2020 by offsetting the growth in emissions from international aviation.

A framework of potential environmental measures is currently being developed for construction, air transport, airport buildings and ground operations, to ensure reductions in GHG emissions over and above those considered in the without mitigation scenario. As a result, a preliminary assessment of significance has not been made for the “with mitigation” scenario. This assessment will be made in the Environmental Statement as part of the DCO process, but the Airport consider it likely that it will also result in a significant negative effect.

The assessment suggests that over the 2022-2050 assessment period, the total GHG emissions (including international air transport) increase by almost 38%. Despite this increase, Heathrow consider that CO<sub>2</sub> emissions from air transport from expansion will not have a material impact on the ability of the UK to meet its carbon reduction targets and budgets.

#### *WBC position:*

Wokingham Borough Council’s support is conditional upon reassurance that there will be a reduction in the emission of greenhouse gases including carbon emissions, and a clear pathway to carbon neutrality. The data shows that there will be an increase in Carbon/GHG before eventually reducing by the target date of 2050 to become Carbon neutral. WBC does not support any such increase. It is accepted that carbon offsetting will be necessary, though it should be a last resort.

#### *Air Quality*

In respect of emissions from aeroplanes, aircraft on approach and departure from Heathrow have a limited impact on ground-level concentrations of NO<sub>2</sub>, PM<sub>10</sub> and PM<sub>2.5</sub> beyond the Airport boundary. This is because aircraft are high enough for emissions to be dispersed before reaching the ground.

Heathrow propose several measures which ensure that the air quality close to the airport is also not adversely affected by the expansion, including ensuring wide separation between emissions and receptors, and providing power and air for aircraft whilst they are stationary to reduce the time engines need to be running.

#### *WBC position:*

Wokingham Borough Council requires reassurance that the expansion will have no adverse effect on the health and quality of life of our residents, including those who work or visit the area surrounding the airport. Wokingham Borough Council's support is conditional upon it being demonstrated that there is no adverse effect on the health and quality of life of residents from ground-level concentrations of NO<sub>2</sub>, PM<sub>10</sub> and PM<sub>2.5</sub>. It is accepted that this would mainly be from additional traffic caused by poor access to the airport which forces many who might use the train to travel by private car. It is therefore essential that the Western Rail access is completed as part of the proposals.

### *Noise*

Aircraft using Heathrow usually fly over the Borough at above 3000ft registering less noise than the prescribed 56db limit contour, where noise mitigation measures are deemed necessary.

Whilst there is no change to the level of noise, the amendments to flight paths will increase the number of flights passing over some areas in Wokingham Borough. It is not clear from the consultation documents if these changes will affect residents in Wokingham Borough. From the information provided the Council considers it likely that additional flights will pass over Wokingham Borough. An increase in aircraft flying lower than 3000ft over Wokingham Borough is not being proposed in the consultation and consequently it is unlikely that there will be any further impact on the level of noise and Wokingham will remain outside the 56db limit contour. As technology progresses and flight paths are amended it is likely that there will be a small decrease in noise levels in the borough.

Heathrow also proposes a change to the night flights. The new proposals contain a period of no operations (except in very exceptional circumstances) lasting 5 hours and 15 minutes from midnight to 05:15 every day. Early morning arrivals will be restricted to one runway starting at 05:15. Currently the Airport has some discretion to allow aircraft not meeting Government criteria to arrive and depart during the period of no operations. As part of the expansion proposals, Heathrow are proposing to remove this additional dispensation and so, in future, only flights permitted under the Government regulations will be permitted to take off and land and the Airport will have no additional discretion.

### *WBC position:*

As our 2018 response suggested, the issue of aircraft noise affects residents of Wokingham Borough even though our closest point is some 15 miles from the airport. Although we continue to be outside the 56dB limit contour, there are likely to be additional flights passing over the borough. Wokingham Borough Council's support is conditional upon reassurance that any increase in the proposed number of overflights in Wokingham Borough will have no adverse effect on the health and quality of life of residents

## *Surface Access*

The Airports National Policy Statement (NPS) requires that any application for development consent made by Heathrow must include details of how the Airport will increase the proportion of journeys made to the Airport by public transport, cycling and walking to achieve a passenger public transport mode share of at least 50% by 2030 and at least 55% by 2040. Such a significant modal shift will clearly have a positive impact on both emissions levels and congestion close to the airport.

In response to this requirement, Heathrow have proposed a 'toolbox' approach consisting of a number of fixed initiatives to be implemented in all circumstances and a number of more flexible initiatives that can be scaled up or down as needed to meet their commitments and targets. These initiatives are made up of a mix of 'pull' measures designed to encourage the use of public transport or cycling or the use of vehicles in a more sustainable way and 'push' measures that dis-incentivise car use.

The mode share targets are predominantly achieved through modal shift from taxis and private hire vehicles (PHV) onto enhanced and more competitively priced rail services. The Heathrow Express fare is proposed to be reduced to be broadly similar to the fare charged on the Elizabeth Line and the Elizabeth Line will provide Heathrow with enhanced connectional opportunities. Taxis and PHVs will be subject to the additional Heathrow Vehicle Access Charge, so users will be encouraged to take a taxi or PHV to Paddington to catch the train, rather than taking a taxi or PHV all the way to the Airport. The detailed measures do not include either the Western or Southern Rail Links.

Although Heathrow staff from the area may be dis-incentivised from making regular car journeys to the airport, there will remain a high number of passengers wishing to access the airport from the west and with rail users still having to travel into London to access the airport, the car would still appear to be an attractive option for many.

### *WBC position:*

For Wokingham Borough, the fact that the Western Rail Link is not included is a disappointment. Heathrow does however state that they 'recognise the importance of the Western Rail Link scheme to the Airport and will therefore contribute to the costs of delivery, based on the benefits to our Airport passengers and in agreement with our regulator'. The Western Rail Link is essential for the borough to ensure that there is less dependence on private motor vehicles to access Heathrow from Wokingham Borough and beyond.

In the event that the Western Rail Link does go ahead, there will be additional pressure on Twyford station and the associated issues there relating to lack of accessibility and parking availability; Heathrow would be expected to provide necessary infrastructure to support any such increase in demand. The level of infrastructure required for this as well as the existing demand needs to be identified. This will need careful negotiation and work with stakeholders so that the best outcome can be achieved for the borough and the local community.

The Council requires reassurance that any increase in carbon emissions resulting from increased traffic in the borough and the potential increased pressure on Twyford Station will be mitigated, this may include investment by Heathrow Airport in active and sustainable transport options within the Borough.

## Conclusion

There are four key areas which concern the borough namely the Climate Change Emergency, environmental health, noise and the need for the Western Rail Link. The expansion of Heathrow airport brings with it a range of economic benefits for Thames Valley region including Wokingham Borough. The negative environmental impacts on air quality and noise level, do not adversely affect our communities significantly due to the distance of the borough boundary from the Airport, however, these should be monitored to demonstrate that this remains the case throughout the construction period and once the runway is operational.

In the light of these concerns the support of the Council to the expansion of Heathrow Airport is conditional on:

- The need to reduce the emission of greenhouse gases including carbon emissions and to demonstrate a clear pathway to carbon neutrality by all means which may include offsetting.
- It being demonstrated through monitoring (at a suitable location within the Borough) that any increase in the proposed number of overflights in Wokingham Borough will have no adverse effect on the health and quality of life of residents.
- The need for Western Rail Access and associated improvements to the Twyford Station area.

## FINANCIAL IMPLICATIONS OF THE RECOMMENDATION

***The Council continues to face severe financial challenges over the coming years as a result of reductions to public sector funding and growing pressures in our statutory services. It is estimated that Wokingham Borough Council will be required to make budget reductions of approximately £20m over the next three years and all Executive decisions should be made in this context.***

	How much will it Cost/ (Save)	Is there sufficient funding – if not quantify the Shortfall	Revenue or Capital?
Current Financial Year (Year 1)	£0	No	0
Next Financial Year (Year 2)	£0	No	0
Following Financial Year (Year 3)	£0	No	0

### Other financial information relevant to the Recommendation/Decision

None

### Cross-Council Implications

None

### Public Sector Equality Duty

No EQIA has been completed for this consultation response.

## SUMMARY OF CONSULTATION RESPONSES

Director – Corporate Services

No comments

<b>Monitoring Officer</b>	No comments
<b>Leader of the Council</b>	

<b>List of Background Papers</b>
Appendix A – Overview of relevant consultation materials/information
Appendix B – Proposed Response to the Consultation

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# Heathrow Airport Expansion Consultation

## Evidence Base Overview

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## 2 INTRODUCTION

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- 2.1 This report has been produced to provide a brief overview of the key transport related information contained within the Heathrow Airport Expansion Consultation evidence base. It should be noted that, due to time constraints, this review is not comprehensive in nature and only seeks to highlight some of the key information. This information has been used to help inform the borough's response to the consultation.

## 3 FORECAST GROWTH

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- 3.1 Table 1 shows the increase in air traffic movements (ATM) and annual passenger numbers that is forecast to occur during and beyond the expansion.

Table 1 – Forecast increase in ATMs and passenger numbers with expansion

Year	ATMs	Pax Per Annum	Average Pax/ATM
2022	485,000	82,500,000	170
2023	495,500	84,800,000	171
2024	500,000	86,200,000	172
2025	505,000	86,800,000	172
2026	505,000	87,400,000	173
2027	567,000	98,700,000	174
2028	607,500	106,000,000	174
2029	631,500	110,800,000	175
2030	665,000	115,000,000	173
2031	685,000	118,000,000	172
2032	700,000	121,000,000	173
2033	715,000	124,000,000	173
2034	730,000	127,000,000	174
2035	740,000	130,000,000	176
2036	742,000	131,000,000	177
2037	744,000	132,000,000	178
2038	746,000	133,000,000	178
2039	748,000	134,000,000	179
2040	750,000	135,000,000	180
2050	756,000	142,000,000	188

Source: Preliminary Environmental Information Report Volume 1, Chapter 6 Table 6.14

- 3.2 The data between 2022 and 2026 shows the impact on annual passenger numbers during the early growth period, when Heathrow is proposing a small increase in the number of air traffic movements prior to the opening of the new runway.
- 3.3 Despite this passenger growth, Heathrow have committed to ensuring that landside airport-related traffic is at a level no greater than its current level.

## 4 MODAL SHIFT OBJECTIVE

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- 4.1 In 2018, the Department for Transport released its Airports National Policy Statement: new runway capacity and infrastructure at airports in the South East of England (NPS)<sup>1</sup>. This document stated that it should be used to provide the primary basis for decision making on development consent applications for a Northwest Runway at Heathrow Airport.
- 4.2 The NPS requires that any application for development consent made by Heathrow must include details of how the Airport will increase the proportion of journeys made to the Airport by public transport, cycling and walking to achieve a passenger public transport mode share of at least 50% by 2030 and at least 55% by 2040. Such a significant modal shift will clearly have a positive impact on both emissions levels and congestion.
- 4.3 In response to this requirement, Heathrow have proposed a ‘toolbox’ approach consisting of a number of fixed initiatives to be implemented in all circumstances and a number of more flexible initiatives that can be scaled up or down as needed to meet their commitments and targets. These initiatives are made up of a mix of ‘pull’ measures designed to encourage the use of public transport or cycling or the use of vehicles in a more sustainable way and ‘push’ measures that dis-incentivise car use, as shown below in Table 2.

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<sup>1</sup> <https://www.gov.uk/government/publications/airports-national-policy-statement>

**Table 2 – Surface access initiatives**

Rail	Active Travel
R1 Maximise the impact and mode share potential of the Elizabeth line	AT1 Provide improved, segregated cycle infrastructure on 'hub' roads around and across the Heathrow campus
R2 Maximise the impact and mode share potential of Heathrow Express	AT2 Develop improved infrastructure on 'spoke' roads serving Heathrow
R3 Maximise the impact and mode share potential of the Piccadilly line upgrade	AT3 Provide crossing improvements at key gateway junctions close to the airport to reduce severance and improve walking and cycling access
R4 Upgrade the customer experience for rail users	AT4 Increase provision of high quality, secure and covered cycle parking at key employment areas
R5 Maximise the impact and mode share potential of the HS2 / Old Oak Common Interchange	AT5 Develop long term strategies for first and last mile walking links, wayfinding and branding
R6 Work with stakeholders to influence the delivery of Western Rail	AT6 Promote and market a cycling culture, including a Cycle Friendly Employer scheme for workplaces, and a driver behaviour campaign
R7 Work with stakeholders to influence the delivery of Southern Rail	AT7 Develop a cycle hire offer for those without access to a bike
Bus	Parking Supply and Management
B1 Optimise bus capacity and operational effectiveness within the Heathrow Campus	P1 Incentivise car sharing
B2 Support and improve local bus services	P2 Reduce colleague parking spaces and introduction of needs-based permit system
B3 Upgrade the customer experience for bus users	P3 Increase passenger parking up to T5 consent
B4 Invest strategically beyond the Heathrow Campus	P4 Construct new multi-storey car park on T4 long-stay site to facilitate future consolidation of parking products
B5 Define the role for increasing provision of express bus routes	Freight
B6 Define the role of demand responsive bus services	F1 Implement virtual consolidation
B7 Ensure the Heathrow bus strategy benefits local communities	F2 Implement vehicle call forward facility
Coach	Intelligent Mobility
C1 Support and improve coach services	IM1 Enhance mobility information services
C2 Develop strategy to enhance coach connectivity to the rail network	IM2 Introduce a colleague travel wallet
C3 Upgrade the customer experience for coach users	Road User Charging
C4 Set out Heathrow's role in the strategic London coach hub market	VP1 Introduce a Heathrow Ultra Low Emissions Zone (HULEZ) charge beginning in 2022
Taxi and Private Hire Vehicles	VP2 Introduce a Heathrow Vehicle Access Charge (HVAC) after opening of the third runway
T1 Improve private hire efficiency	Electric Vehicle
T2 Improve taxi efficiency	E1 Improve EV charging points provision, in the right locations, to meet anticipated growth in demand
T3 Secure appropriate regulation and enforcement powers	E2 Implement a flexible business, commercial, and operational model that allows Heathrow to anticipate and respond to the changing market for EVs, in line with the Expansion Programme
T4 Introduce a first and last mile solution to integrate with public transport services at key rail stations	E3 Introduce smart charging system for Heathrow colleagues and long-stay parking
T5 Improve monitoring and data collection for taxi and PHV movements and operations	E4 Introduce targeted incentives to encourage wider adoption of EVs
T6 Optimise road user charging and airport infrastructure to achieve taxi and private hire vehicle efficiency	E5 Work with freight companies and bus/coach operators to identify the infrastructure and operational models for enabling increased EV adoption for these modes

Source: Surface Access Proposals – Annex Table 1.1

4.4 It is worth noting that public transport is defined as bus, coach, train and underground services that operate for public usage, serving both passengers and workers. It does not include taxis or private hire vehicles.

4.5 The impacts of some of these measures have been modelled in the Heathrow London Airports Surface Access Model (LASAM). The core modelled scenario (the 'Assessment Case') includes only transport initiatives that are committed (i.e. are funded and have all necessary consents in place) or are reasonably capable of being delivered or funded by Heathrow. The assumptions used are set out in Table 3.

Table 3 – Assessment Case modelling assumptions

	2017	2030	2040
<b>Heathrow Express</b>	4tph	4tph	4tph
<b>Piccadilly line</b>	12tph	15tph	15tph
<b>Elizabeth line</b>	2tph TfL Rail service	6tph	6tph
<b>HS2</b>	Not included	Phase 1 to/from Birmingham	Phase 1 to/from Birmingham
<b>Western Rail</b>	Not included	Not included	Not included
<b>Southern Rail</b>	Not included	Not included	Not included
<b>Coach Services</b>	Existing	Improved	Improved
<b>Bus Services</b>	Existing	Improved	Improved
<b>Passenger PT fares</b>	2017 prices	Grow in line with guidance, reduced HEx fare	Grow in line with guidance, reduced HEx fare
<b>Colleague PT fares</b>	Existing system of discounts and railcards	Flat discount	Flat discount
<b>Vehicle Access Charge<sup>46</sup></b>	Not included	£18	£29
<b>Proportion of empty taxi / PHV return trips</b>	70%	60%	60%
<b>Colleague car parking spaces</b>	29,792	17,000	11,600
<b>Agile Working</b>	2017 levels	Colleagues will work remotely where possible	Colleagues will work remotely where possible

Source: Surface Access Proposals – Table 2.9

- 4.6 The performance of the Assessment Case with respect to modal share is shown in Table 4 below, demonstrates that both the 2030 and 2040 modal share targets are achieved, **despite both the Western and Southern Rail Links not being included.**
- 4.7 The mode share targets are predominantly achieved through modal shift from taxis and private hire vehicles (PHV) onto the enhanced and more competitively priced rail services, as the Heathrow Express fare is reduced to be broadly similar to the fare charged on the Elizabeth Line, the Elizabeth Line will provide Heathrow with enhanced connectional opportunities and, as taxis and PHVs will be subject to the additional Heathrow Vehicle Access Charge, users will be encouraged to take a taxi or PHV to Paddington to catch the train, rather than taking a taxi or PHV all the way to the Airport.

Table 4 – Assessment Case passenger mode share

	2017	2030	2040
Piccadilly line	18%	18%	20%
Heathrow Connect / Elizabeth line <sup>48</sup>	0.4%	10%	11%
Heathrow Express	9%	12%	14%
Bus and Coach	11%	11%	12%
<b>PUBLIC TRANSPORT SHARE</b>	<b>38%</b>	<b>51%</b>	<b>57%</b>
Taxi / PHV	33%	23%	18%
Park and Fly	8%	8%	8%
Kiss and Fly	21%	18%	17%

Source: Surface Access Proposals – Table 2.11

- 4.8 It is worth noting that, in the Assessment Case, the Elizabeth Line train pattern was switched from the pattern currently planned for use by Transport for London (TfL) so that 4 trains an hour will serve Terminal 5 and 2 trains an hour will serve Terminal 4. This switch was made to better match the likely passenger demand and Heathrow also state that it is operationally feasible. Whilst it is agreed that such a switch would be sensible, given the projected demands of Terminals 4 and 5, this service pattern has yet to be agreed with TfL.
- 4.9 Also noteworthy is that another modelling scenario has been run that included all anticipated transport measures, including both the Western and Southern Rail Links, and similar levels of modal shift have been achieved in 2040, despite the 2040 Vehicle Access Charge only being set at £13.50, compared with £29.00 in the Assessment Case.

## 5 STAFF TRAVEL OBJECTIVE

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- 5.1 The Airports NPS requires that any application for development consent made by Heathrow must include details of how, from a 2013 baseline level, the Airport will achieve a 25% reduction of all staff car trips by 2030, and a reduction of 50% by 2040.
- 5.2 Currently, 60% of staff drive to work alone and so to achieve the staff car trip reduction targets set in the Airports NPS Heathrow proposes the following five staff travel policies:
- Providing targeted improvements to public and active transport options along corridors where staff live;
  - Developing a public and active transport masterplan to enable sustainable staff travel choices;
  - Providing appropriate parking management in line with the proposed reduction in on-site staff parking;
  - Providing colleagues with a range of accessible, easy to use travel incentives such as the Heathrow Travel Wallet, an incentivised car sharing programme and journey planning tools; and
  - Targeted HR approaches that encourage non-car travel and reduce the need to travel.
- 5.3 Seven key staff commuter corridors have been identified which, when combined, account for around 50% of all staff and therefore have the maximum potential for Heathrow to influence staff commuting behaviour. Along each of these corridors Heathrow have sought to identify public and active transport measures that will optimise the existing and develop new public transport routes, maximise the benefits from committed public transport improvements, support the introduction of new and improved cycle routes and enhance active mode accessibility to rail and underground stations.

## **6 ROAD USER CHARGING**

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- 6.1 A passenger arriving at the Airport by private car is either parking their car and flying (Park and Fly) which would involve two vehicle trips or being dropped off and picked up on their return (Kiss and Fly) which usually involves four vehicle trips. Heathrow is proposing to use road user charging to try to reduce the amount of Kiss and Fly movements in particular, as these are the most inefficient in terms of vehicle movements per passenger and, therefore, they will be subject to two charges instead of one
- 6.2 Two forms of road user charging are proposed by Heathrow, the Heathrow Ultra Low Emission Zone (HULEZ) and the Heathrow Vehicle Access Charge (HVAC). The HULEZ is proposed to open in 2022 and operate until the new runway opens when it will be replaced by the HVAC. Both schemes will be enforced through ANPR technology.
- 6.3 The charge will apply at all times of the day and on all days of the year and it will apply to all vehicles entering the Airport to park, pick-up or drop-off, including black cabs and Private Hire Vehicles.

## **7 CAR PASSENGER TRAVEL/PARKING**

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- 7.1 The staff car parking spaces that were removed as part of the initiatives implemented to meet the staff travel objective will be reallocated to passenger car parking spaces, providing limited extra passenger parking capacity whilst not significantly increasing the total number of staff and passenger spaces. Also, despite the increased passenger numbers at the Airport due to the expansion, the ratio of passenger parking to passenger demand will actually be lower in the future.
- 7.2 Some remaining parking areas will also be relocated to give better highway access and reduce the need to circulate around the Airport. They will also be future proofed with electric vehicle charging points to support the HULEZ and provide easy and efficient transition to terminals.

## 8 ACTIVE TRAVEL

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- 8.1 In and around the Airport itself Heathrow are proposing to adopt a 'hub and spoke' network with high quality cycling infrastructure. The 'hub' network would be the core network used by most people, supplemented by a set of radial 'spoke' routes. At key gateway junctions close to the Airport, crossing points are proposed reducing severance and improving active mode access.
- 8.2 To ensure the proposed cycle mode share is achieved, high quality, secure and covered cycle parking is proposed at key employment and transport hubs.
- 8.3 Promotion of a cycling culture is to be encouraged through a 'Cycle Friendly Employer' recognition scheme and the feasibility of introducing a cycle scheme will be investigated.
- 8.4 The development of the pedestrian network is proposed to focus on a first/last mile strategy, supplemented by wayfinding and branding to ensure ease of use.

## 9 RAIL SERVICES

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- 9.1 As highlighted earlier, rail service enhancements and changes are the key factor that will enable Heathrow to achieve its modal shift objective. The importance of the additional connectivity and enhanced frequency on the Elizabeth Line service, the additional Piccadilly Line services, the ability to dynamically adjust fares on the Heathrow Express and the connection as Old Oak Common to HS2 services have all been highlighted as key drivers facilitating the expansion.
- 9.2 The Western and Southern Rail links were both excluded from the Assessment Case modelling as neither are currently committed schemes. Therefore, Heathrow have been able to demonstrate that expansion is not dependent on either scheme. Heathrow does however state that they 'recognise the importance of the Western Rail Link scheme to the Airport and will therefore contribute to the costs of delivery, based on the benefits to our Airport passengers and in agreement with our regulator'.
- 9.3 The Western Rail Link has been included in their 'Expected Surface Access Case' modelling and they have assumed that Reading will be served every 15 minutes, with Twyford receiving a service every 30 minutes and all services operating as extensions of existing Heathrow Express services, although they note that the future operator of the services has not been determined, should the Western Rail Link be completed.

## 10 LOCAL BUS SERVICES

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- 10.1 Local bus services are identified as playing an important role at Heathrow with an effective peak frequency directly serving at least one terminal of 79 buses per hour across 20 routes. Thirteen routes provide early morning or 24-hour services.
- 10.2 The proposals outline Heathrow's desire to optimise existing services and develop new routes. Proposed new services include routes along the western corridor to Maidenhead and Slough and the south-western corridor towards Crowthorne and Camberley.
- 10.3 The proposed service to Crowthorne may have the potential to serve a very small percentage of Wokingham Borough residents, depending on its routing, although in general the Borough is forecast to remain unserved by direct local bus services to Heathrow.

## 11 COACH TRAVEL

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- 11.1 Heathrow is reviewing how long-distance coach capacity can be maximised prior to expansion and have identified that most coach demand comes from areas west of Heathrow with no rail connection and often these areas have high student populations, such as Bristol and Cardiff.
- 11.2 Therefore, a key coach corridor is identified along the M4 and this corridor is forecast to experience a growth in coach passengers travelling to and from the Airport of in excess of 80% between 2017 and 2035 with the expansion. This could lead to extra coaches serving the Mere oak Park and Ride Coach Stop, as many of the current M4 Corridor services stop en-route to Heathrow at Mere oak and so it is reasonable to assume that some or all of the potential additional services would also stop.
- 11.3 No mention is made, however, of addressing the overnight Reading coach stop issue, whereby the stop moves from Mere oak to the side of a poorly lit playing field next to Calcot Sainsbury's during the overnight hours of 21:31 and 05:59, which acts as a significant deterrent to use for early morning/late night flights due to the lack of any signage or shelter facilities and also safety concerns.
- 11.4 Heathrow also set out their potential to play a more active role in the strategic London coach hub market, given the impending partial or full closure of Victoria Coach Station in London.
- 11.5 Additionally, if neither the Western nor the Southern Rail Links are in place by 2030, Heathrow propose looking at increasing the frequency of RailAir coach services to Reading with a 'turn up and go' style service suggested. A more express RailAir type service to Slough is also proposed for consideration.

11.6 It is worth noting that Heathrow are not proposing any other review of the Reading RailAir service review prior to 2030. Also, Heathrow have not committed to deliver either of the two rail links and, in the event neither rail link is delivered, Heathrow have not committed to delivering any enhanced RailAir services along the M4 corridor beyond 2030.

## **12 TRAVEL BY TAXI OR PRIVATE HIRE VEHICLE (PHV)**

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12.1 Whilst Heathrow's focus is to encourage modal shift to public transport and active modes, taxis and PHVs currently have a significant modal share at Heathrow. To help mitigate the adverse effects of this, the Airport is seeking to increase their operational efficiency by promoting backfilling of journeys, so a taxi or PHV carries a passenger in both directions.

12.2 Consideration is also being given to adjusting the current system where an arriving taxi has to join the back of the queue to get a return fare, as this is leading to taxis returning empty. A system whereby arriving taxis or those with electric vehicles could be given priority for return fares is being investigated.

12.3 PHVs currently pick up passengers from the short-stay car parks and so dedicated pick up zones are currently being created with branding and wayfinding to improve passenger flow and reduce driver dwell time. Along with the Heathrow Vehicle Access Charge, these measures are expected to remove the dis-incentive to backfill a trip.

12.4 Heathrow is also seeking to secure appropriate regulation and enforcement powers, looking to improve monitoring of both operations and movements and developing an integrated PHV / Heathrow Express ticket allowing passengers to cover both elements of the journey at a fixed price.

## 13 TRAFFIC MODELLING

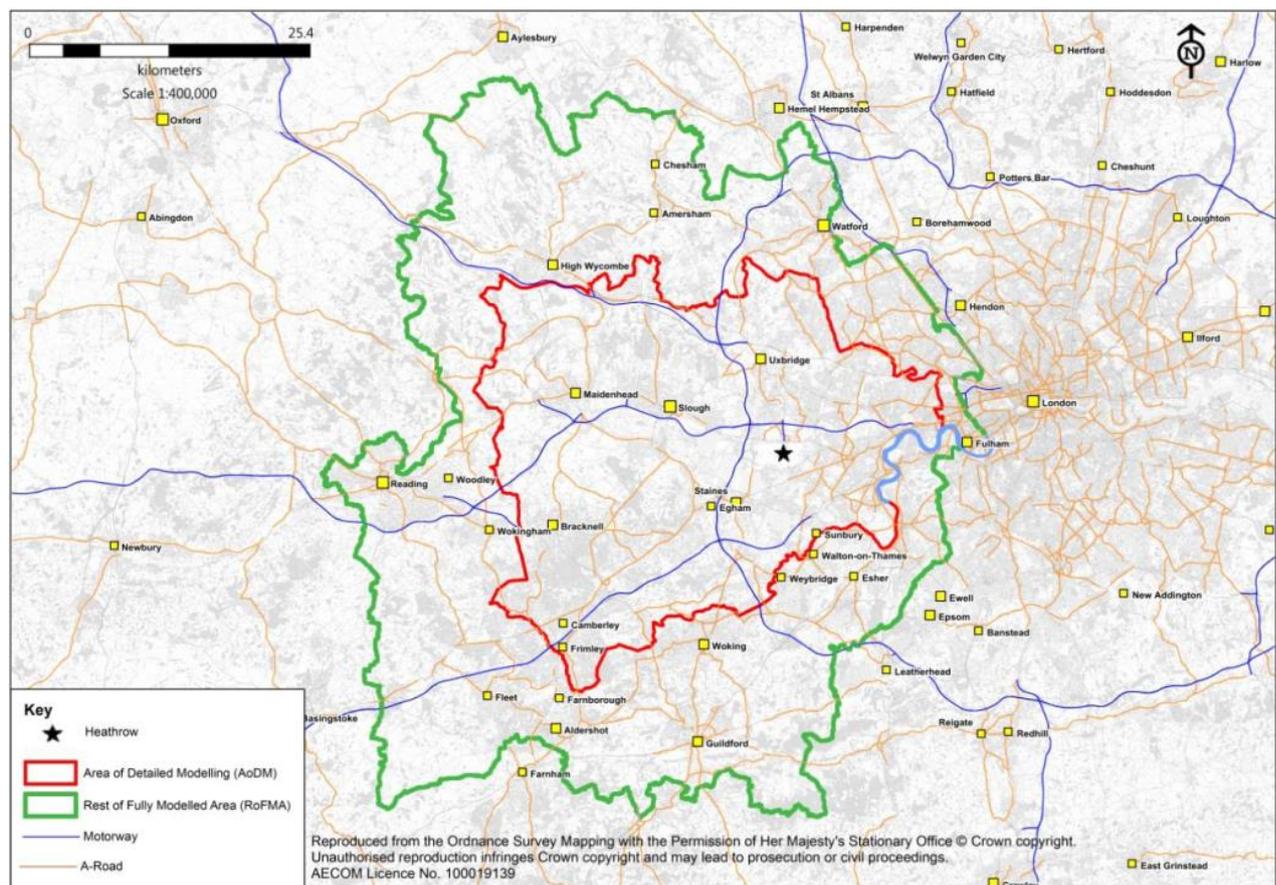
13.1 Figure 1 shows the Area of Detailed Modelling (AoDM) and the Rest of Fully Modelled Area (RoFMA), used within the highway modelling process. The whole of Wokingham Borough falls into the RoFMA, in an area referred to as the North-West (Wider) Area.

13.2 The RoFMA is defined as the area where impacts are quite likely, but are expected to be relatively weak in magnitude. Unfortunately, only very limited detailed traffic modelling results are presented for the RoFMA.

13.3 Comparison plots between the 2035 model scenarios with and without the expansion, provided in the Preliminary Transport Information Report, indicate minimal difference in maximum node and link volume vs capacity ratios across all time periods. 2035 network operation comparisons for neighbouring Windsor and Maidenhead and Bracknell Forest also mostly indicate limited change, although Airport related vehicle-kilometres fell in both areas.

13.4 A comparison of Airport related annual average daily traffic flow in 2035 with and without expansion, shows no noticeable impacts across Wokingham Borough.

Figure 1 – Highway model modelled area definition



Source: Surface Access Proposals – Graphic 4.3

## 14 CONSTRUCTION

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- 14.1 Heathrow state that construction works will be undertaken 24 hours a day, seven days a week with a peak workforce of 14,000 people. The Airport confirm that it will ensure that any works within the existing airfield will not adversely affect Airport operations.
- 14.2 However, specific confirmation that no additional flights will be necessary during respite periods, due to the construction impacting runway movements, is not given.
- 14.3 The new runway and taxiways will take approximately 2.5 years to complete and works are projected to start in 2024 with an opening date of December 2026. Construction will be guided by three strategic principles:
- Low carbon and sustainable construction;
  - Smart and low impact construction; and
  - Collaborative culture with long term opportunities for people and business.

- 14.4 The use of rail to transport materials during construction is proposed which is projected to reduce number of HGV by half. A new railhead is proposed to receive the trains which is scheduled to open on 2023.
- 14.5 With the enhanced Elizabeth Line and GWR services and the existing access restrictions at the West Drayton junction due to its layout, the availability of paths will be even more restricted than at present. Enhancements are proposed in the West Drayton area and these are considered essential, as currently westbound trains from the Airport site normally first travel eastbound to loops at either Hanwell or Hayes and Harlington, before reversing to head westbound again. This takes up valuable rail network capacity and can affect network performance.
- 14.6 Also, 24-hour working and a lack of daytime paths could lead to increased rail movements on the GWR mainline overnight, increasing noise impacts in the Twyford area and reducing the time available for Network Rail to undertake essential engineering works on this section of line.
- 14.7 To optimise deliveries and reduce carbon emissions and local air quality impacts, delivery management systems will be deployed.
- 14.8 16% of all HGV and LGV construction vehicle traffic is forecast to reach Heathrow via the M4 Corridor from the West.
- 14.9 The use of Construction Traffic Management Plans and Construction Workforce Travel Plans is proposed to mitigate impacts during construction with one aim being to achieve a public transport mode share of at least 60% amongst construction workers and it is expected that 60% of the construction workforce will also live within 15 miles of the site.
- 14.10 The modelling of the worker catchment area has demonstrated that some workers will also come from further afield, including Wokingham Borough, and these workers are likely to drive due to their distance from the Airport. As such, Heathrow estimate a requirement for 4,000 to 6,000 temporary workforce parking spaces.
- 14.11 The modelling of traffic impacts during the construction period has been hindered by the fact that traffic forecasts associated with construction activities were not available at the time of the highway assignment model runs and so were prepared using a bespoke spreadsheet-based model, meaning that accurate estimates of all construction impacts on the wider highway network have not been possible.

## 15 RUNWAY OPERATION AND NOISE

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- 15.1 Heathrow are proposing changes to runway operations, including night time flight restrictions. The Airport's preferred runway operational proposals are shown in Table 5 overleaf.
- 15.2 In addition to these proposals, a community due to experience flight operations before 06:00 on one day will not experience any flight operations after 14:00 / 15:00 the previous day and, in normal operations, a community experiencing any night flight operations (e.g. delayed aircraft) will not experience any flight operations the following day before 14:00 / 15:00.
- 15.3 The new proposals contain a period of no operations (except in very exceptional circumstances) lasting 5 hours and 15 minutes from midnight to 05:15 every day. Early morning arrivals will be restricted to one runway starting at 05:15.
- 15.4 During the period of no operations, the Government only permits flights to take off and land during exceptional circumstances such as periods of significant disruption, to help clear the flight backlog ready for the next day's operations
- 15.5 However, currently the Airport has some additional discretion to allow other aircraft not meeting the Government criteria to arrive and depart during this period of no operations. As part of the expansion proposals, Heathrow are proposing to remove this additional dispensation and so, in future, only flights permitted under the Government regulations will be permitted to take off and land and the Airport will have no additional discretion.
- 15.6 Heathrow also state that any proposals that require either a longer scheduled period of no operations or that prevent flight arrivals between 05:30 and 06:00 will lead to the Airport being unable to provide 740,000 flights a year, which was a key requirement of the Airports NPS.

Table 5 – Preferred runway operation proposals

Component	Our Preferred Operational Framework
Ban on Scheduled Flights Duration	6 hours 30 minutes
Hours of Ban	23:00 to 05:30
Runway Alternation Mode changes in 24 hour Period	2 (one at 14:00 or 15:00, and one at 00:00)
Runway time of 1 <sup>st</sup> Early Morning Arrival	05:15
Runways in use Pre 06:00	1
Communities at runway end overflow before 06:00 (out of 6 communities)	1
Recovery Period	23:00 to 23:30 (arrivals) 23:00 to 00:00 (departures)
Runways in use 23:00 to 23:30	2 (1 departure and 1 arrival)
Runways in use post 23:30	1 (departures only)
Communities at runway end overflow after 23:30 (out of 6 communities)	1
No Operations Period (except in very exceptional circumstances determined by Government Guidance on dispensations)	5 hours 15 minutes
Recovery Period (23:00 to 00:00) Controls	Restrictions on aircraft types that can be used to prevent noisiest aircraft (e.g. no QC4 aircraft)  QC Total Point Limit (reducing over time as technology permits)  Limit on number of aircraft movements (summer / winter limits).  <i>All to be set and reviewed through the Noise Envelope Process to deliver better noise outcomes than today (2013)</i>
Early Morning Period (1 <sup>st</sup> arrival to 06:00) Controls	Restrictions on aircraft types that can be used to prevent noisiest aircraft (e.g. no QC4 aircraft)  QC Total Point Limit (reducing over time as technology permits)  Limit on number of aircraft movements (summer / winter limits).
06:00 to 07:00 Period controls	Restrictions on aircraft types that can be used to prevent noisiest aircraft (e.g. no QC4 aircraft)
	QC Total Point Limit (reducing over time as technology permits)
Rules on Dispensations	The existing Government guidelines regarding dispensations would apply.
Restrictions during Low Visibility (low viz) Conditions	The existing safety based rules regarding flights during low viz conditions would apply – i.e. aircraft scheduled to arrive after 06:00 but which arrive earlier, before 06:00, will in low viz conditions, be permitted to land before 06:00 without being allocated to the movement limits of QC Total Point Limit applicable to the Early Morning Period. The same principle would apply to flights scheduled to arrive after 07:00 but arriving earlier, between 06:00 and 07:00.

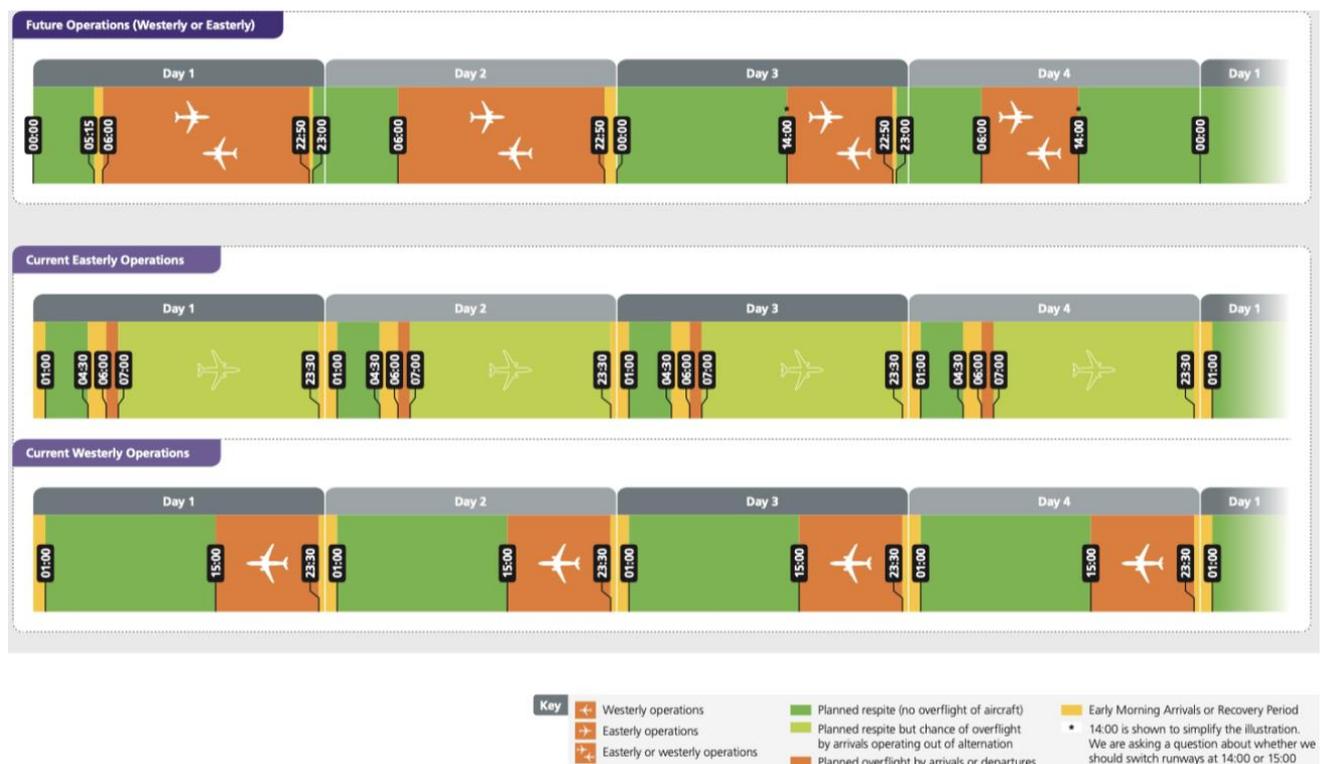
Source: Future Runway Operations – Figure 6.1

15.7 In addition to Heathrow’s preferred runway operational proposals, the Airport is also proposing changes to the runway alternation procedures, which determine the periods of overflight and respite affecting surrounding communities.

15.8 Detailed procedures are set out for communities close to the Airport, to enable them to plan for disturbance. As Wokingham Borough lies over 20km to the west of the Airport, detailed plans for Wokingham Borough were not provided. From the six community areas covered by plans, I estimate that flights passing through Community Area C (covering Stanwell Moor, Wraysbury and Old Windsor) are the most likely to pass through Wokingham Borough.

15.9 A comparison of the current and future proposed 4-day flight operations over Community Area C is shown in Figure 2 below and it shows that the future runway alternation plans appear to represent a significant worsening, with flights operating for more than twice the number of hours they currently do on two of the four days. On the other two days of the cycle the hours of flight operation are slightly longer in the current scenario.

Figure 2 – Community Area C flight operation comparison



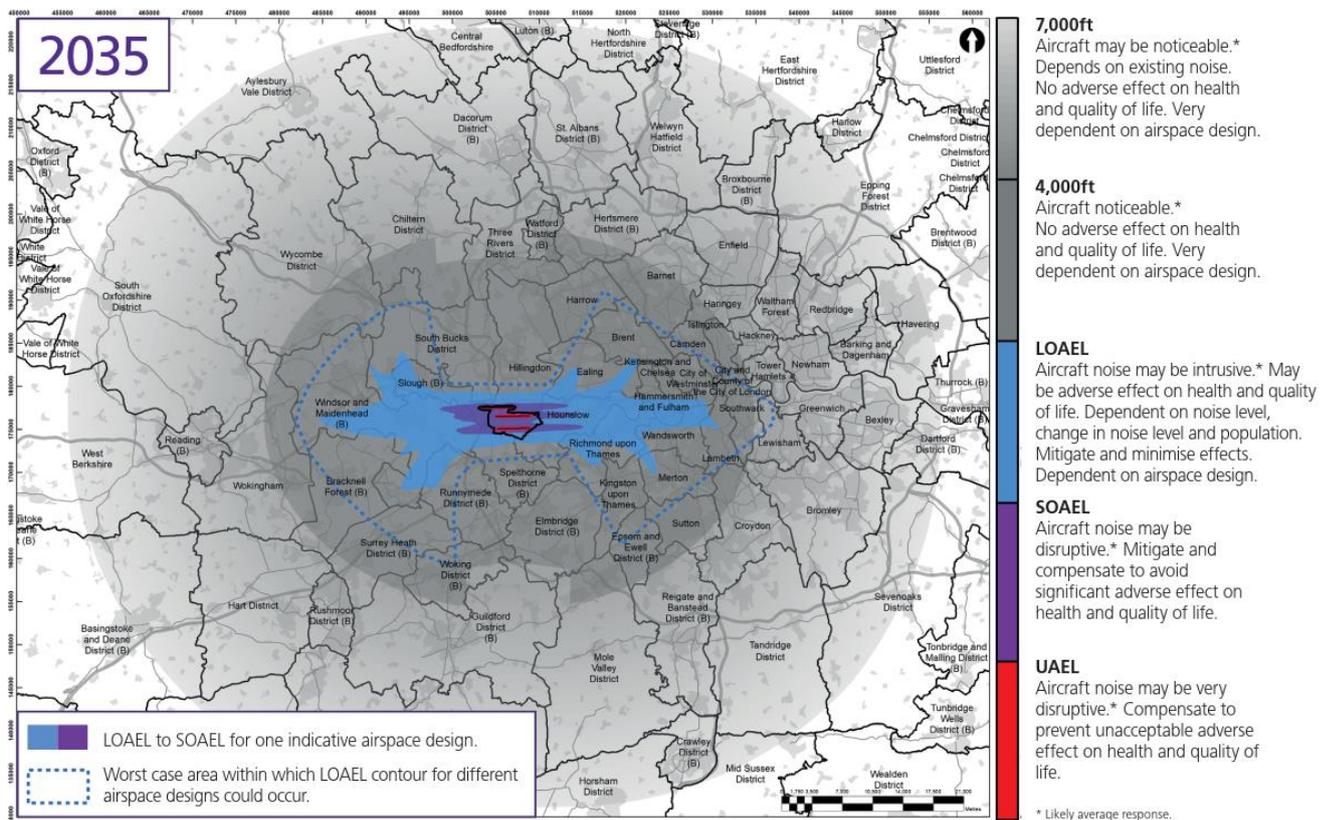
Source: Future Runway Operations – Page D10

15.10 The apparent increase in the time of flight operations is likely to result in increased noise impacts within Community Area C and, depending on flight paths, potentially over Wokingham Borough.

15.11 Figure 3 shows the amount of aircraft noise predicted by Heathrow in 2035 and Wokingham Borough falls outside the area where aircraft noise would be considered intrusive, even in the worst case. However, it does show that noise from aircraft from aircraft at 4,000 feet will be noticeable in some parts of the Borough.

15.12 This noise may potentially be mitigated however, as Heathrow are working on securing permission for Continuous Climb and Descent Operations which will lead to aircraft taking off / landing at steeper gradients then climbing to / descending from a higher altitude and, therefore, the level of aircraft noise at lower altitudes over Wokingham Borough may diminish.

Figure 3 – Predicted aircraft noise level in 2035



Source: Heathrow Airport Expansion Consultation Document - Page 77

## **16 AIR QUALITY**

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- 16.1 In addition to measures already detailed, Heathrow also proposes to design aircraft stands to provide electricity and air for the aircraft which would avoid the need for aircraft to use their engines.
- 16.2 The Airport is also proposing to supply aircraft fuel directly via pipelines to prevent fugitive odour emissions.
- 16.3 In respect of emissions from aircraft, aircraft on approach and departure from Heathrow have a limited impact on ground-level concentrations of NO<sub>2</sub>, PM<sub>10</sub> and PM<sub>2.5</sub> beyond the Airport boundary. This is because aircraft are so high that emissions are dispersed before reaching the ground.
- 16.4 No significant effects are forecast in relation to dust and odour.
- 16.5 Any roads outside of the Airport boundary that require diversion will be aligned to maximise the separation between highway and receptors.

## **17 GREENHOUSE GASES**

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- 17.1 Heathrow have undertaken a preliminary assessment of the likely effects of the expansion project (referred to as the DCO Project in this section) with respect to carbon and greenhouse gas (GHG) emissions and Table 6 shows the preliminary significance of the DCO project without mitigation scenario for each of the assessment criteria.

17.2 Table 6 – Preliminary significance rating of the DCO project without mitigation scenario, with respect to carbon and GHG emissions

Criteria	Significance Rating
Probability that effect will occur based on available evidence	<b>High</b> There is no doubt that the DCO Project will result in GHG emissions
Phase of effect	<b>Multiple phases</b> GHG emissions will be generated through construction and operational activities through all three development phases
Frequency of effect (defined by number of occurrences, for example per annum)	<b>Continual</b> GHG emissions will be generated on an ongoing, continual basis.
Duration of effect	<b>Long-term</b> GHG emissions will be generated for a period exceeding the assessment period.
Permanence of effect	<b>Permanent</b> The DCO Project will be a permanent development and is not expected to be removed. The effects from the operation of the DCO Project are therefore also considered permanent. Effects from construction will be temporary.
Reversibility of effect	<b>Irreversible</b> These effects could be reversed, for example by cessation of operations and removal of infrastructure, however this is not expected
Magnitude of effect	<b>High</b> The magnitude of GHG emissions from the DCO Project are large enough to be noticeable on a national scale.
Spatial extent of effect	<b>Effects extending beyond the UK</b> The receptor is the global atmosphere.

Source: Preliminary Environmental Information Report Volume 1, Chapter 9 Table 9.17

- 17.3 As can be seen, the GHG emissions from the DCO Project without mitigation scenario are characterised as high probability; with long or continuous duration, permanent but potentially reversible and international in extent, with high magnitude. The combined nature of these effects led to the conclusion that the DCO Project without mitigation scenario should be considered to result in a Significant Negative effect.
- 17.4 A framework of potential environmental measures is currently being developed for construction, air transport, airport buildings and ground operations, to ensure reductions in GHG emissions over and above those considered in the without mitigation scenario. As a result, a preliminary assessment of significance has not been made for the DCO Project with mitigation scenario. This assessment will be made in the Environmental Statement, but the Airport consider it likely that it will also result in a significant negative effect.
- 17.5 GHG emission estimates have been calculated for years relating to key stages in the DCO Project without mitigation scenario and these are compared in Table 7 against the Baseline (without expansion) scenario.
- 17.6 As can be seen, the GHG emissions from the DCO Project without mitigation scenario are characterised as high probability; with long or continuous duration, permanent but potentially reversible and international in extent, with high magnitude. The combined nature of these effects led to the conclusion that the DCO Project without mitigation scenario should be considered to result in a Significant Negative effect.
- 17.7 A framework of potential environmental measures is currently being developed for construction, air transport, airport buildings and ground operations, to ensure reductions in GHG emissions over and above those considered in the without mitigation scenario. As a result, a preliminary assessment of significance has not been made for the DCO Project with mitigation scenario. This assessment will be made in the Environmental Statement, but the Airport consider it likely that it will also result in a significant negative effect.
- 17.8 GHG emission estimates have been calculated for years relating to key stages in the DCO Project without mitigation scenario and these are compared in Table 7 against the Baseline (without expansion) scenario.

Table 7 – Annual GHG emission estimates for the Baseline (BL) and DCO Project without mitigation scenarios

Sub-Aspect	Annual GHG Emissions (MtCO <sub>2</sub> e)															
	Base Year	First year of construction works		Year of maximum release of first phase of capacity		First full year of third runway operations		Year of minimum ANPS capacity		Year of maximum capacity		Year of maximum GHG emissions over assessment period 2022-2050		Estimated aggregate total over assessment period 2022-2050		
		2017	2022		2025		2027		2035		2050		2022-2050		BL	DCO
		BL	DCO	BL	DCO	BL	DCO	BL	DCO	BL	DCO	BL	DCO	BL	DCO	Diff
Construction	0.14	0.00	0.48	0.00	0.54	0.00	0.14	0.00	0.05	0.00	0.00	n/a	0.64 (2023)	0.00	3.70	3.70
Air transport (including international air transport)	20.09	18.81	19.11	17.98	19.06	17.66	19.95	16.17	25.09	12.37	19.90	18.81 (2022)	25.09 (2035)	456.47	629.25	172.78
Air transport (excluding international air transport)	0.17	0.16	0.16	0.17	0.18	0.17	0.22	0.15	0.21	0.13	0.18	0.17 (2024)	0.22 (2030)	4.30	5.73	1.43
Surface access	0.77	0.95	0.95	0.94	0.97	0.93	1.03	0.92	1.19	0.91	1.26	0.95 (2022)	1.26 (2050)	26.69	33.57	6.88
Airport buildings and ground operations	0.09	0.09	0.09	0.08	0.09	0.08	0.10	0.06	0.09	0.04	0.07	0.09 (2022)	0.1 (2027)	1.72	2.39	0.67
<b>Total (including international air transport)</b>	<b>21.09</b>	<b>19.85</b>	<b>20.63</b>	<b>19.00</b>	<b>20.66</b>	<b>18.67</b>	<b>21.22</b>	<b>17.14</b>	<b>26.42</b>	<b>13.32</b>	<b>21.23</b>	<b>19.85 (2022)</b>	<b>26.42 (2035)</b>	<b>484.88</b>	<b>668.91</b>	<b>184.03</b>
<b>Total (excluding international air transport)</b>	<b>1.17</b>	<b>1.20</b>	<b>1.68</b>	<b>1.19</b>	<b>1.78</b>	<b>1.17</b>	<b>1.49</b>	<b>1.12</b>	<b>1.54</b>	<b>1.07</b>	<b>1.51</b>	<b>1.20 (2022)</b>	<b>1.87 (2023)</b>	<b>32.71</b>	<b>45.39</b>	<b>12.68</b>

Source: Preliminary Environmental Information Report Volume 1, Chapter 9 Tables 9.10 and 9.14

- 17.9 It should be noted that no construction GHG emissions are included in the Baseline scenario for the entire assessment period between 2022 and 2050, as all currently consented development is scheduled for completion before 2022.
- 17.10 The table shows that, over the 2022-2050 assessment period, the total GHG emissions (including international air transport) increase by almost 38%.
- 17.11 Despite this increase, Heathrow consider that CO<sub>2</sub> emissions from air transport from the DCO Project will not have a material impact on the ability of the UK to meet its carbon reduction targets and budgets.
- 17.12 International flights are by far the largest source of emissions. To address these, the international aviation industry has put in place a scheme known as CORSIA (Carbon Offsetting and Reduction Scheme for International Aviation). CORSIA has been set up by the United Nations to deliver “carbon neutral growth” from 2020 by offsetting the growth in emissions from international aviation
- 17.13 Growth in CO<sub>2</sub> emissions from additional flights after expansion will be largely offset through CORSIA but Heathrow are exploring options to offset all the growth in emissions from flights
- 17.14 The Aviation 2050 strategy states that the Government wishes to limit CO<sub>2</sub> emissions from UK aviation to 37.5MtCO<sub>2</sub> by 2050. Based on the above table, Heathrow’s percentage of this target will decrease in the DCO Project without mitigation scenario to 53.1% (19.90MtCO<sub>2</sub>) in 2050, from the 53.6% (20.09MtCO<sub>2</sub>) it was 2017. Emissions from the DCO Project with mitigation scenario are anticipated to be even lower.

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# AIRPORT EXPANSION CONSULTATION FEEDBACK FORM – JUNE 2019

This is our statutory consultation on our preferred proposals for Heathrow Expansion. Please use this feedback questionnaire to respond to our consultation. Your feedback is really important to us and we have used your feedback from our previous consultations to develop the proposals on which we are now seeking your views.

The questions are grouped into the following sections:

<b>Masterplan</b> .....	page 3
<b>Construction</b> .....	page 6
<b>Future operations</b> .....	page 6
<b>Surface access</b> .....	page 8
<b>Preliminary environmental information and managing the effects of expansion</b> .....	page 9
<b>Environmentally managed growth</b> .....	page 13
<b>Community fund</b> .....	page 13
<b>Property and compensation</b> .....	page 14
<b>Development Consent Order</b> .....	page 14
<b>General comments</b> .....	page 15

## Please respond to the consultation by using one of the following methods:

- Feedback questionnaire:** You do not have to answer every question. Please complete as many sections of this feedback questionnaire as you would like and send it to: **Freepost LHR AIRPORT EXPANSION CONSULTATION**. You do not need a stamp.

If you need more space to answer any of the questions, please continue on a separate piece of paper and attach it to this questionnaire.

If you would prefer to send us a letter please send this to the freepost address.

- Online:** Feedback can be submitted online at **aec.heathrowconsultation.com**
- Email:** Feedback provided by email should be sent to **feedback@heathrowconsultation.com**

We cannot accept responsibility for responses that are sent to any addresses other than those described.

Thank you for your feedback.

**The deadline for responding to the consultation is 11.55pm on 13 September 2019.**

## If you would like any help to complete this questionnaire, or information about our proposals, you can:

- Call our dedicated consultation helpline **0800 307 7996**
- Go online at: **aec.heathrowconsultation.com**
- Send an email to us at **info@heathrowconsultation.com**

If you need more space to answer any of the questions, please use the notes page at the back of this feedback form or continue on a separate piece of paper and attach it to this questionnaire.

## About you

It's useful for us to understand who has taken part in the consultation, so please can you provide the following details.

Name

Robert Curtis

Postcode / Location

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Are you responding on behalf of an organisation or group? (please tick): Yes  No

If yes please specify the name of your organisation/group and a brief description of its role and membership:

This response is from Wokingham Borough Council

Please note that this response is subject to confirmation through the borough's IEMD sign off on the 17 September.

Please confirm you have the authorisation to respond to the consultation on behalf of this organisation (please tick):

*For information on how we will use your information, please see the Privacy Notice on the back of this feedback questionnaire.*

# Masterplan

Expanding Heathrow is about more than building a new runway. To operate a three-runway airport, we also need to build passenger facilities, infrastructure and relocate or replace some existing buildings and land uses.

Our Preferred Masterplan sets out our plans for the future expansion of Heathrow. It has been developed taking into account feedback from previous consultations, as well as community, consumer and stakeholder engagement events and our ongoing design and assessment work.

*For more information on our Preferred Masterplan please see section 3 of the Consultation document and the Preferred Masterplan document.*

## **1. Please tell us what you think about any specific parts of our Preferred Masterplan or the components that make up the masterplan.**

There are four key areas which concern the borough namely the Climate Change Emergency, Environmental health, noise and the need for the Western Rail Link. The expansion of Heathrow airport brings with it a range of economic benefits for Thames Valley region including Wokingham Borough. The negative environmental impacts on air quality and noise level, do not directly adversely affect our communities significantly due to the distance of the borough boundary from the Airport, however, these should be monitored to demonstrate that this remains the case throughout the construction period and once the runway is operational.

In the light of these concerns the support of the Council to the expansion of Heathrow Airport is conditional on:

1. The need to reduce the emission of greenhouse gases including carbon emissions and to demonstrate a clear pathway to carbon neutrality by all means which may include offsetting.
2. It being demonstrated through monitoring (at a suitable location within the Borough) that any increase in the proposed number of overflights in Wokingham Borough will have no adverse effect on the health and quality of life of residents.
3. The need for Western Rail Access and associated improvements to the Twyford Station area.

Given the location of the existing rail links, we consider focussing growth on Terminals 2 and 5 a sensible approach; western rail access is an critical issue for Wokingham Borough Council without the expansion of the airport. It is essential that the DCO includes this as part of the application or, (preferably) that the western rail access is completed ahead of any expansion.

We also support the preferred option for the M25 realignment scheme as, being predominantly offline, it will help ensure network performance in that key location is not significantly adversely affected.

Responses to other aspects of the Preferred Masterplan are provided in answers to subsequent questions.

The expansion of Heathrow will require a number of existing buildings and community facilities to be moved, such as the Immigration Removal Centres at Harmondsworth and Colnbrook.

*For more information on our preferred masterplan please see section 3 of the Consultation document and section 7.8 of the Preferred Masterplan document.*

**2. Please tell us what you think about the sites we have identified for buildings and facilities we are proposing to move.**

Wokingham Borough is not directly affected by this and so expresses no opinion, it should be considered at a local level.

The boundary of an expanded Heathrow will be carefully designed to improve the overall appearance of the airport and help it blend into the surrounding area.

*For more information on the landscaping proposed please see section 3 of the Consultation document and section 7.9 of the Preferred Masterplan document.*

**3. Please tell us what you think of our boundary design proposals to manage noise and the effects on views around the boundary of the expanded airport.**

Wokingham Borough is not directly affected by this and so expresses no opinion, it should be considered at a local level.

Our Heathrow Expansion and Your Area documents set out our development proposals, their potential effects and how we propose to reduce them. The ten local areas covered are:

- Bedfont and Mayfield Farm;
- Brands Hill;
- Colnbrook and Poyle;
- Cranford, Hatton and North Feltham;
- Harlington and Cranford Park;
- Harmondsworth;
- Longford and Bath Road;
- Richings Park;
- Sipson; and
- Stanwell and Stanwell Moor.

*For more information on the effects of the Project on these local areas please see the Heathrow Expansion and Your Area documents.*

**4. Please tell us what you think about our development proposals and the measures proposed to reduce effects in these areas.**

*(Please list the area you are commenting on followed by your response. If you would like to comment on more than one area, please use the notes pages at the back of this feedback form).*

Local area –

**Wokingham Borough is not directly affected by this and so expresses no opinion, it should be considered at a local level.**

Response –

## Construction

The expansion of Heathrow will require careful planning to ensure that it is successfully delivered in a way that considers the effects of construction on local communities, the environment and the transport network.

*For more information on our construction proposals please see section 4 of the Consultation document and the Construction Proposals document.*

### 5. Please tell us what you think of our construction proposals and the ways we are proposing to minimise effects on communities and the environment.

With regard to the environment WBC insists that there should be no increase in GHG emissions throughout construction and post-opening; the environmental sections of the consultation identify carbon neutrality by 2050, however, there should be no increase prior to this time.

We note that specific confirmation that no additional flights during respite periods will be necessary due to the construction impacting runway movements has not been provided; this requires confirmation. The use of rail to transport materials during construction is welcomed. The proposed enhancements in the West Drayton area are considered essential as currently westbound trains from the airport site normally first travel eastbound to loops at either Hanwell or Hayes and Harlington, before reversing to head westbound again, which takes up capacity and can affect network performance. Also, 24-hour working and lack of daytime paths could lead to increased rail movements on the GWR mainline overnight, increasing noise impacts in the Twyford area and reducing the time available for Network Rail to undertake essential engineering works.

We also note that traffic forecasts associated with construction activities were not available at the time of the highway assignment model runs and so were prepared using a bespoke spreadsheet-based model and so accurate estimates of all construction impacts on the wider highway network have not been possible. It is acknowledged that, based on the modelling available, such impacts are expected to be of a lower magnitude than post opening impacts, but this has yet to be demonstrated conclusively

## Future Operations

In response to our previous consultation, we have developed a combined runway alternation and night flights scheme which prioritises respite for communities closest to the airport in the evening, night and early morning periods.

As part of our plans for runway alternation, we are proposing four runway operating patterns. We would rotate between these patterns at either 2pm or 3pm and again at midnight each day. The sequence of these patterns will be repeated every four days.

*For more information on our runway alternation proposals please see section 5 of the Consultation document and section 3 of the Future Runway Operations document.*

### 6. Please tell us what you think of our runway alternation proposals, in particular we would like to know if you think we should alternate the runways at 2pm or 3pm.

The future runway alternation plans appear to represent a significant worsening for communities in Group C, along with neighbouring areas including potentially Wokingham Borough, with flights operating for more than twice the number of hours they currently do on two of the four days. On the other two days of the cycle the hours of flight operation are slightly longer in the current scenario. This requires clarification as although the area falls outside the 56dB Envelope we would consider additional flights to be unacceptable if there is a likelihood of decreased quality of life for our residents. See Noise (Q16) later in this response.

We do however agree that the runway should alternate at 3pm not 2pm.

The proposed use of continuous climb and continuous descent operations is envisaged to be of particular value to the residents of Wokingham Borough, as it should result in aircraft operating at higher altitudes over the Borough.

Section 5 of the Consultation document and section 4 of the Future Runway Operations document explains our preferred proposal for the length and timings of a ban on scheduled night flights. Our consultation materials also describe alternative options we have considered.

**7. Please tell us what you think of our preferred proposal for a ban on scheduled night flights, and/or whether you would prefer an alternative proposal.**

We agree with the preferred proposal for a ban on scheduled night flights between 23:00 and 05:30, with aircraft only being allowed to operate between midnight and 05:15 if they have been dispensed under the Government's dispensation rules. We consider that it will offer the best compromise for our residents.

We plan to increase the number of arrivals and departures at Heathrow prior to the new runway opening, to respond to the urgent need for additional airport capacity.

*For more information on our proposals for early growth please see section 5 of the Consultation document and the Early Growth document.*

**8. Please tell us what you think about our proposals for managing early growth.**

Please note our response to Question 12. It is essential that as we all aim for a Carbon Neutral economy that Heathrow does all it can to minimise the negative impacts of air travel on the environment. With this in mind we will not support the expansion if it leads to an increase in Carbon emissions at Any time throughout or after the expansion of the airport.

The proposals for managing early growth are generally considered acceptable and it is noted that the PIER report identified no likely significant effects arising from the early growth in air traffic movements, in advance of the new runway becoming operational. It should be noted, however, that the western rail access needs to be delivered as soon as possible to improve current conditions as well as assisting with public transport as the expansion works begin.

## Surface Access

Our proposals for public transport at an expanded Heathrow are based on:

- Making best use of existing public transport;
- Supporting committed improvements; and
- Developing new public transport routes.

*For more information please see section 6 of the Consultation document and the Surface Access Proposals document.*

### 9. Please tell us what you think of our proposals and how we could further encourage or improve public transport access to the airport.

We consider that enhanced surface access is essential to help relieve congestion on the approach roads and, in particular, the motorways and to improve air quality. Therefore, we welcome the pledge that at least 50% of passengers will use public transport by 2030 and at least 55% by 2040. We note that much of the observed modal shift is from taxi and private hire vehicles to rail which will also have a positive impact on both emissions and congestion. We also welcome the pledge to reduce staff parking, coupled with measures to encourage staff to switch to public transport or active modes, again having a positive impact on both emissions and congestion locally. However, we share the Thames Valley Berkshire LEP's frustration that, although Heathrow have expressed their support for the Western Rail Link and promised to pay their 'fair share to the costs of delivery', these surface access proposals do not contain a commitment to deliver this scheme either prior to or as part of the airport expansion.

Instead the proposals only commit to look at enhancements to RailAir services to Reading and Slough in the event that the Western Rail Link is not delivered by 2030.

We consider that a review of RailAir provision along the M4 corridor to Slough and Reading should be undertaken prior to runway opening and the Surface Access Strategy should include a firm commitment to enhance Reading RailAir services. The Western Rail Link is needed now and not as a by-product of expansion; however the link should be included in the proposals to ensure that it comes forward as part of the expansion (if not before). Much of the modal shift is from London and we expect that conditions for those travelling from the west/Wokingham towards London (and internally within the region) will worsen. Upon delivery of the Western Rail Link, Twyford Station will have a significant role for access to Heathrow as it will be connected to Heathrow by both the Elizabeth Line and Western Rail Link services. This station already suffers from poor access by all modes and Twyford itself has an AQMA and traffic problems. It is essential therefore that consideration must be given to mitigating any infrastructure requirements arising from the proposals, as Twyford is the only Elizabeth Line station which has not been proposed for improvement. In addition, in the event of increased traffic in the borough due to the expansion, Wokingham would also require funds to mitigate this increase by making improvements to the sustainable transport network in the borough.

We are proposing to introduce a Heathrow Ultra-Low Emission Zone by 2022, which will help us to manage emissions and encourage passengers to consider other modes of transport or cleaner vehicles. We are also proposing to use charging to supplement improvements to public transport and encourage its use, this is known as the Heathrow Vehicle Access Charge. This would be introduced from the opening of the new runway.

*For more information please see section 6 of the Consultation document and the Surface Access Proposals document.*

### 10. Please tell us what you think about our proposals for the Heathrow Ultra Low Emission Zone and Heathrow Vehicle Access Charge as ways to manage congestion and air quality impacts.

We welcome the use of Heathrow Ultra Low Emission Zone (HULEZ) and the Heathrow Vehicle Access Charges (HVAC) to encourage a reduction in 'Kiss and Fly' trips, along with encouraging cleaner vehicles and taxi/PHV backfilling, all of which will help to reduce emissions and the number of vehicle trips and hence congestion. However, we consider that they will have limited modal shift impact on business travellers initially, as the extra charges will just be added to expenses. The ongoing effectiveness of these measures on business travellers is likely to rely on the increasing desire of employers to be carbon neutral which in turn reduces the level of acceptance employers have to pay these fees.

For leisure travellers we believe that these measures will form an immediate part of their decision on transport mode and the transport modelling already shows that, coupled with other 'pull' and 'push' factors such as lowering prices on the Heathrow Express and increasing rail service frequency, they can have a significant impact on mode choice in a relatively short period of time.

## 11. Do you have any other comments on our Surface Access Proposals?

Whilst the delivery of modal shift targets has been demonstrated to be possible without the construction of the Western and Southern Rail Links, those targets have been achieved through the use of stronger 'push' and 'pull' measures.

Should these measures not be as effective as forecast, the flexibility to strengthen them still further will be diminished by their high initial implementation level.

The modelling showed that, with the construction of the Western and Southern Rail Links, the delivery of modal shift targets was achievable using much weaker 'push' and 'pull' measures, giving more scope to increase their level later if needed.

## Preliminary Environmental Information and Managing the effects of Expansion

Our Preliminary Environmental Information Report carefully considers the effects that expansion may have on the environment and provides measures to reduce them or improve the current environment wherever possible.

*For further information please see section 7 of the Consultation document and the Preliminary Environmental Information Report.*

## 12. Please tell us what you think about our proposals to manage the environmental effects of expansion.

Greenhouse Gases/Carbon are a primary concern and the Preliminary Environmental Information report suggests that there is likely to be a significant negative impact on this.

The NPS states:

“Any increase in carbon emissions alone is not a reason to refuse development consent, unless the increase in carbon emissions resulting from the project is so significant that it would have a material impact on the ability of Government to meet its carbon reduction targets, including carbon budgets.”

Although the Environmental Statement will need to ensure that the requirements of the NPS are met at submission, WBC would request that the mitigations should seek to achieve the maximum reduction in Carbon and Greenhouse gas emissions rather than a do minimum approach. It is difficult to see what can be achieved as the mitigations are yet to be developed. The figures also suggest that there will be a peak around 2035 before receding at the target date of 2050. This should be managed to ensure no increase during the project to 2050 to ensure that the expansion can be consider Carbon neutral throughout the project, not just at the end.

It is accepted that it may be necessary to offset carbon, however, this should be a last resort and local offsetting would be preferred

## Air Quality

Our surface access proposals will help us manage airport-related emissions and our Preferred Masterplan has been designed to reduce the impact of the airport on local air quality. Chapter 7 of the Preliminary Environmental Information Report, published as part of this consultation sets out in detail the work we have done to assess the effects on air quality from the construction and operation of an expanded Heathrow.

*For further general information on air quality please see section 7.1 of the Consultation document and Chapter 7 of the Preliminary Environmental Information Report.*

### 13. Please tell us if there are any other initiatives or proposals that we should consider in order to address the emissions from airport related traffic or airport operations?

Wokingham Borough Council's support is conditional upon it being demonstrated that there is no adverse affect on health or quality of life of resident's caused by the expansion. This includes poor air quality caused either by the aircraft but also secondary sources such as increased congestion in the borough due to poor public transport provision from the West (in the absence of the western rail link).

We support Heathrow's pledge to have landside airport-related traffic no greater than today.

We welcome the aircraft stand design and fuelling proposals along with the provision of infrastructure for charging electric and hybrid vehicles in the consolidated car park areas.

We also support the implementation of the Construction Traffic Management Plan, the Construction Workforce Travel Plan and the deployment of delivery management systems to optimise deliveries and reduce carbon emissions and local air quality impacts.

We note that no significant effects are forecast in relation to dust and odour or in relation to PM and NO2 emissions, however, whilst no significant effects are forecast during construction in relation to NO2, the importance of effectively managing construction road traffic should not be underestimated to ensure forecast levels are not exceeded.

This again highlights the importance of the rail access works at West Drayton as, if the predicted level of rail involvement in the construction process cannot be realised, this would lead to a significant increase in construction road traffic.

## Health and Well Being

The health and well-being of our passengers, colleagues and neighbours is important to us and we have carefully considered the effects expansion may have on them.

*The outcomes of our preliminary health assessments are explained in section 7.3 of the Consultation document and Chapter 12 of the Preliminary Environmental Information Report.*

### 14. Please tell us what you think about our proposals to help health and well-being. Are there any other proposals that you think we should consider to address the effects of the Project on the health and wellbeing of our colleagues, neighbours and passengers?

Wokingham Borough's support is conditional upon it being demonstrated that there is no adverse affect on health or quality of life of residents caused by the expansion.

Our key concerns are covered in the rest of this document, many of the issues in Section 7.3 are concerned with more local impacts, closer to Heathrow. It should not be forgotten that secondary impacts such as any increase in traffic in the west due to the lack of rail access will also impact on those further away from the airport.

## Noise Insulation Scheme

We are proposing to introduce three noise insulation schemes for eligible local residents to address the effects of noise from an expanded airport. These will open in stages and prioritise properties in the highest noise areas.

*For more information please see section 7.4 of the Consultation document, the Proposals for Mitigation and Compensation document and the draft Noise Insulation Policy document.*

### 15. Please tell us what you think about our noise insulation schemes.

Wokingham Borough is not directly affected by this and so expresses no opinion, it should be considered at a local level.

Noise is one of the biggest concerns for communities living close to airports. We are proposing to introduce new and improved ways to manage noise at an expanded Heathrow such as introducing a 6.5 hour scheduled night flight ban, utilising runway alternation and developing a noise envelope.

*For further general information on noise please see section 7 of the Consultation document and Chapter 17 of the Preliminary Environmental Information Report.*

### 16. Please tell us what factors are most important as we develop our proposals for noise management, in particular our proposals for the design and implementation of a noise envelope.

In addition to our earlier responses to Questions 6 and 7, 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. Therefore, it is important to consider the impacts of any noise management strategy across both the local and wider modelled areas, particularly taking into consideration the proposed changes in runway operations. When designing flight paths for an expanded three-runway Heathrow these paths should avoid our main towns and villages as far as is practically possible. As per question 13, Wokingham Borough Council's support is conditional upon it being demonstrated that there is no adverse effect on the health and quality of life of residents and in the case of both noise and air quality we would expect that appropriate monitoring will be undertaken throughout the construction and also during operation of the airport after the 3rd runway becomes operational. Also, we are aware that modern aircraft are less noisy than even their immediate predecessors and, therefore, the use of newer aircraft should be encouraged by differential pricing of landing charges for noisier aircraft.

## Economic Development

Heathrow is a cornerstone of the local economy and we are one of the largest single-site employers in the country. Expansion will provide a range of new employment and training opportunities.

*For further information please see section 7 of the Consultation document and Chapter 18 of the Preliminary Environmental Information Report and the Economic Development Framework document.*

### **17. Please tell us what you think of our proposals for maximising new jobs and training. Are there any other ways that we can maximise skills and training opportunities to benefit our local communities?**

Wokingham Borough Council welcomes the proposals. Given the borough's proximity to the airport, Wokingham borough residents should also have access to these opportunities provided that there are sustainable means of access to the workplaces. This again highlights the need to ensure that there is a suitable alternative for travel into the airport from the West.

## Historic Environment

The expansion of Heathrow presents both challenges and opportunities for the historic environment and for the historic buildings and features which may be affected. We have set out in the Preliminary Environmental Information Report a series of historic environment principles that are informing the design and development of the expansion of Heathrow and have included a number of measures within the scheme design to minimise effects on the historic environment. We are proposing four historic environment strategies that will address effects on the historic environment.

*For further information please on the effects on the historic environment please see section 7 of the Consultation document, section 7.10 of the Preferred Masterplan document and Chapter 13 of the Preliminary Environmental Information Report.*

### **18. Please tell us what you think about our approach to addressing effects on the historic environment, including any particular proposals you would like us to consider.**

Wokingham Borough is not directly affected by this and so expresses no opinion, it should be considered at a local level.

## Environmentally Managed Growth

We are proposing to operate an expanded Heathrow within a set of strict environmental limits which would be monitored and enforced by an independent body.

*For further information please see section 8 of the Consultation document and the Environmentally Managed Growth document.*

**19. Please tell us what you think of our proposed approach to manage the future growth of the airport within environmental limits. Is there anything else we should consider as we develop the framework and its potential limits?**

The proposed approach appears to be beneficial as it will allow monitoring and adjustments to the mitigations to ensure that Heathrow is able to remain within the agreed limits. If these are legal limits and the commitment is legally bound it will ensure that there is some restriction to the growth and unintended negative impacts, however, it is essential to Wokingham Borough Council that these limits are sufficiently stringent to help the whole country achieve its carbon neutral aspiration.

Of the four areas of interest, Surface Transport and Carbon are the borough's primary concern. Wokingham Borough Council is committed to becoming Carbon neutral by 2030 and we would expect any other responsible body to be aiming for this deadline as the climate change emergency needs to be addressed as soon as practicable. Whilst complying with the NPS is important for the DCO process, the changes in the Climate Change Agenda since the NPS was created means that WBC feel it is necessary for more stringent limits to be set for the expansion of Heathrow. The greenhouse gases remain a major issue for air travel and it is not clear how this is being mitigated; the documentation seems to suggest that this is still being developed, WBC would suggest that the limits and mitigations are key elements of the expansion and so should form part of a consultation before being submitted.

Surface access is closely linked to the climate change agenda, particular for those to the west of Heathrow who are still likely to depend on private vehicles for access due to lack of alternative. We are therefore insistent that there should be a Western Rail access as part of the expansion.

## Community Fund

We are proposing a new Community Fund to help address the positive and negative effects of the Project and to improve the quality of life in the area around the airport.

*For further information please see section 9 of the Consultation document and the Proposals for Mitigation and Compensation document.*

**20. Please tell us what you think about our proposals for the Fund, including what it is spent on, where it is spent, and how it should be funded and delivered.**

Wokingham Borough is not directly affected by this and so expresses no opinion, it should be considered at a local level.

## Property and Compensation

People who live in or own property near Heathrow airport could be affected by its expansion. We will need to acquire areas of land which currently include residential, commercial and agricultural properties.

We have prepared the interim Property Policies to explain our general approach to buying properties and land and set out the discretionary compensation offers available for eligible properties. These discretionary offers are intended to enhance the terms available under the Statutory Compensation Code for eligible properties, but do not change your statutory rights.

*Section 10 of the Consultation document and the Property Policies Information Paper set out a summary of the interim Property Policies.*

### **21. Please tell us what you think about our interim Property Policies, including our general approach to buying properties and land and our approach to compensation, including our discretionary compensation offers.**

Wokingham Borough is not directly affected by this and so expresses no opinion, it should be considered at a local level.

## Development Consent Order

To get permission for our expansion proposals we will need to apply for a specific type of permission called a Development Consent Order (DCO). The DCO will contain the legal powers we need to build and operate the expanded airport. It will also place certain constraints on us, including obligations to minimise and reduce the effects of expansion and to pay compensation for land that has to be compulsorily acquired.

*For more information about the DCO process and on what we think will need to be contained in our DCO, please see our 'How do we obtain approval to expand Heathrow?' document.*

### **22. Do you have any comments on what we think will need to be contained in our DCO and do you have any views on anything else the DCO should contain?**

Taking into account the previous questions in this consultation, the council has nothing further to add.

## General comments

### 23. Do you have any other comments in response to this consultation?

No.

### 24. Please give us your feedback on this consultation (such as the quality of the documents, website and events).

There appears to be a significant amount of duplication between the documents, making the evidence base longer than potentially is necessary.

## Thank you for your time

### Equalities Questionnaire

Please help us by completing our monitoring form. This helps us to check that no group of people is missed out from taking part in the consultation.

### Thank You

Your feedback is really important to us and we have used your feedback from our previous consultations to develop the proposals on which we are now seeking your views.

# Notes (Please use these pages if you require any extra space)

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# Notes (Please use these pages if you require any extra space)

# Privacy Notice

## Airport Expansion Consultation Updated: 18th June 2019

This privacy notice tells you what to expect when you provide your personal information to Heathrow Airport Ltd (**Heathrow**) in connection with the Airport Expansion Consultation.

Heathrow is committed to protecting your personal information. Whenever you provide personal information we are legally obliged to use it in line with all applicable laws concerning the protection of personal data, including the General Data Protection Regulation (**GDPR**) and the Data Protection Act 2018.

### What is the Airport Expansion Consultation?

The Airport Expansion Consultation is a statutory 12 and a half-week consultation on Heathrow's expansion plans, and will be open between 18 June 2019 and 13 September 2019. During the Airport Expansion Consultation, you will be able to submit your views on the expansion plans by post or by using our online form which are available at [aec.heathrowconsultation.com](http://aec.heathrowconsultation.com)

### What information is collected when using the "Protect Your Response" and "Complete Later" facilities on the online form?

If you use our online form to submit your views, you will be provided with two facilities, which are to either "Protect Your Response" or "Complete Later". If you use either of these facilities, Heathrow will collect and use your email address in order to send you a URL (a website link) that is unique to you only. We will email this link to you so that, providing you save your responses using the button, you can return to them at any time should you get disconnected or wish to complete your response over a number of days. The facility is open until the closure of the consultation. All responses must still be completed by 23:55 on September 13th 2019. In the final week of consultation, Heathrow may send a reminder so that you do not miss your opportunity to respond.

Email addresses collected for use of the "Protect Your Response" or "Complete Later" facilities are only used for the successful operation of these facilities, they will not be attached to your final submission (although you may choose to provide your email address in the course of submitting your views, as described below).

### What data is collected when submitting my views?

When you submit your views to Heathrow in connection with the Airport Expansion Consultation, whether through our online form or by post, we will collect the following information about you:

1. Name;
2. Postcode/Location;
3. Email address; and
4. Any additional items of information that you choose to provide in the course of submitting your views (please see "Who will have access to my information?").

We will also collect certain information automatically when you visit our website. This will include your IP Address and Browser ID; the combination of these two pieces of information enable the identification of a specific computer or other network device on the internet.

### How will Heathrow use the information it collects about me?

Heathrow will use your personal information for a number of purposes, including the following:

- To record accurately and analyse any questions you raise during the Airport Expansion Consultation or feedback you have provided in response to the Airport Expansion Consultation;
- To report on the Airport Expansion Consultation, setting out what issues have been raised and how we have responded to that feedback; and
- To ensure the safety of our staff.

Heathrow will use the information, along with the responses provided to help enable us to develop our designs further.

### Who will have access to my information?

We will keep personal information within Heathrow and our trusted third parties except where disclosure is required by law, for example to government bodies and law enforcement agencies. Your information will be handled and may be used by the following recipients in order to provide this service:

- **Postcode Checking Webservice:** We use a third party webservice to enable the postcode and address look-up facility on the Airport Expansion Consultation website. The webservice will not retain your information;
- **Response Review Team:** We use a UK based third party to analyse consultation responses and pass the results and data to Heathrow;
- **Professional advisors:** We engage the services of professional advisors in the UK who may receive your personal information to provide advice in connection with Heathrow's expansion plans;
- **Website Management:** We use a UK based third party to host, design and support the Airport Expansion Consultation website on behalf of Heathrow;
- **Email Webservice:** We use this webservice to relay emails from this website to you in order to provide URLs for users to complete their responses at a later date, and also to provide an email receipt upon submission of a response. Personal details will be stored on this secure facility for no more than 30 days. Please refer to "How long will Heathrow keep my information?" for more information about data retention and removal. Your information will be processed in the UK, however email records will be stored on US based servers. This transfer of personal information is carried out on the basis of the EU-U.S. Privacy Shield Framework.

We may be required to make copies of responses to the Airport Expansion Consultation available to the Secretary of State and/or the Planning Inspectorate. We will request that personal information is not placed on the public record, however, please note the Secretary of State and/or the Planning Inspectorate may use any personal information that is disclosed to them in accordance with their own privacy policies, over which we have no control. We recommend that you do not include any information in your response to the Airport Expansion Consultation that you would not want to be viewed by these third parties, or potentially to be placed on the public record.

### Optional equalities survey

To demonstrate that Heathrow is engaging with and seeking the views of, the widest possible range of local residents and communities, we are inviting you to provide the information set out below, but only if you are over the age of 18 and you wish to do so. You are under no obligation to provide it and it will not affect the consideration of your consultation responses:

- Age;
- Postcode;
- Gender;
- Identity assigned at birth;
- Sexual Orientation;
- Whether you consider you have a disability;
- Ethnicity;
- Details of religion or belief;
- Whether you are or have recently been, pregnant;
- Marital or Civil Partnership status.

At the point you voluntarily submit responses, the information will be collected by a third party called Mott MacDonald PLC. The information you provide will be held separately from the personal information and consultation views referenced above. The information will be aggregated and used for statistical purposes only. Your responses to the equalities survey will NOT be linked to your IP or Browser ID nor will we ever attempt to identify the individuals behind these survey responses.

### What is the legal basis for processing personal information?

The lawful basis for our processing of personal information is that it is necessary for the purposes of our legitimate interest in conducting a statutory consultation in connection with developing and progressing our plans for the proposed expansion of Heathrow airport.

We are further using your personal information as necessary in order to fulfil our statutory obligations under planning law. We may use your personal data in exceptional circumstances where necessary for our legitimate interests to ensure the safety of our staff.

### How long will Heathrow keep my information?

If you submit a response to the Airport Expansion Consultation, your information will be retained until the outcome of the Development Consent process is complete. If consent is granted, your information will be retained until the proposed development is operational. Access to personal information will be restricted only to those who have a legitimate interest in seeing it.

### What rights do I have over my personal data?

Under the GDPR and the Data Protection Act 2018, you have the right to:

- Obtain a copy of the personal data we hold about you by making a subject access request;
- Ask us to correct any incorrect information we hold about you;
- Ask us to delete any of your personal information which we no longer have a legitimate reason for keeping;
- Restrict the processing of your information if we are using it for a purpose other than for which it was originally collected;
- Object to the processing of your information where this is justified;
- Withdraw consent for the processing of your information where this is justified, and we have no other legitimate grounds for processing it.

To exercise your rights in respect of your data, please contact the Heathrow Data Protection Officer using the following contact details:

**By email to:** [privacy@heathrow.com](mailto:privacy@heathrow.com)

**By post to:** Privacy Requests, Office of the DPO, Heathrow Airport Ltd, The Compass Centre, Nelson Road, Hounslow, Middlesex.TW6 2G

### What if I find your response unsatisfactory?

Should you find our response unsatisfactory, you have the right to lodge a complaint with the UK's supervisory authority for information rights – the Information Commissioner's Office (ICO). You can find more information on the ICO website: <https://ico.org.uk/make-a-complaint/>

### Changes to this privacy notice

We will keep this privacy notice under regular review. At the start of this privacy notice we will tell you when it was last updated.



## What happens next?

Thank you for completing this feedback questionnaire. Your views are important to us.

You have until **11.55pm on 13 September 2019** to provide us with your feedback to this consultation.

At the end of this consultation we will analyse and consider all of the feedback received as we develop our proposals. We will then produce a report that sets out how we have had regard to the feedback received.

If you would like a large text or alternative format of this document, please contact us on 0800 307 7996 or send an email to us at: [info@heathrowconsultation.com](mailto:info@heathrowconsultation.com)

There are lots of ways you can contact us and find out more information:

- visit our project website: [aec.heathrowconsultation.com](http://aec.heathrowconsultation.com)
- send us an email at: [info@heathrowconsultation.com](mailto:info@heathrowconsultation.com)
- call our dedicated consultation FREEPHONE: **0800 307 7996** (open Monday to Friday, 9am-6pm)
- follow us on Twitter [@LHRConsultation](https://twitter.com/LHRConsultation)