

IEMD: 5th March 2019. Heathrow Airspace and Future Operations Consultation

Appendix A: Response to Consultation

Heathrow want all responses to be entered via their online portal.

Below are the categorised questions in italics, with Wokingham Borough Council Response in bold.

Summary

Name: Rob Curtis: Transport Planning Team Manager

E Mail: robert.curtis@wokingham.gov.uk

Postcode; RG40 1BN

This is a response on behalf of Wokingham Borough Council, one of the six Berkshire unitary authorities. Wokingham Borough extends from the Hampshire border to Remenham (opposite Henley-on-Thames) on the River Thames which forms our boundary with Oxfordshire. The three principal towns are Earley, Wokingham and Woodley. The Borough is overflowed by aircraft using Heathrow Airport although the nearest point of the Borough to the Heathrow perimeter is 23km.

Managing noise for an expanded Heathrow

Q1a. Do you support our proposals for a noise objective?

Yes No I don't know

Q1b. Please provide any comments you have on our proposals for a noise objective:

A1b: We agree the draft proposal for a noise objective and welcome the commitment to consider the effect of night flights as early morning arrivals give rise to complaints from Borough residents.

Q1c. Please provide any other comments or suggestions you have on our proposed approach to developing a package of noise measures for an expanded Heathrow:

A1c. We support the proposals to develop noise envelopes and we endorse the moves to reduce aircraft noise at source such as incentivising the use of modern quieter aircraft and requiring airlines to use quieter operating procedures whenever possible.

Respite through runway and airspace alternation

2a. Would you prefer to have longer periods of respite less frequently (all day on some days but no relief on other days) or a shorter period of respite (e.g. for 4-5 hours) every day? Please tick one of the following options:

- A longer period of respite, but not every day
- A shorter period of respite every day
- I don't know

Q2b. Please tell us the reasons for your preference:

A2b. The principal factor affecting the perception of aircraft noise in the Borough is the direction and strength of the wind with the prevailing wind from the west minimising noise impacts. Therefore, as the wind direction may change overnight so changing the operational pattern, Borough residents are more likely to benefit from respite if that is available every day.

Q2c. Please provide any other comments or suggestions you have on runway and airspace alternation:

A2c. The noise envelopes will affect the Borough, although runway alternation has minimal effect upon the Borough.

Directional Preference

Q3a. Should we continue to prefer westerly operations during the day and easterly operations at night to reduce the total number of people affected by noise?

Yes No I don't know

Q3b. Please tell us the reasons for your answer

A3b. Following these operational principles minimises aircraft noise for Wokingham Borough residents.

Q3c. Should we sometimes intervene to change the direction of arriving and departing aircraft to provide relief from prolonged periods of operating in one direction – even if that means slightly increasing the number of people affected by noise?

Yes No I don't know

Q3d. Please tell us the reasons for your answer

A3d. Settled weather conditions may last for some days. Intervening to change operational direction would give some respite to communities affected by overflying and aircraft noise.

Q3e. Please provide any other comments or suggestions you have on directional preference:

A3e. None

Night Flights Early Morning Arrivals

4a. To help inform our consideration of the options, we want to know whether you would prefer for us to:

Please note the exact times are subject to further evaluation of the options.

- Option 1 - Use one runway for scheduled arrivals from 5.30am (runway time 5.15am)
- Option 2 - Use two runways for scheduled arrivals from 5.45am (runway time 5.30am)
- I don't know

Q4b. Please tell us the reasons for your preference:

A4b Option 2 simply because it has a later runway time.

Q4c. Please provide any other comments or suggestions you might have on early morning arrivals:

A4c. We understand the necessity for early morning arrivals but we have a significant number of Borough residents who consider the aircraft noise from these early morning arrivals is intrusive and disruptive.

We note that Heathrow will aim to have easterly operations at night so this perception is likely to continue.

Night Flights Other Night Restrictions.

Q5a. Please provide any comments or suggestions on how we should encourage the use of the quietest type of aircraft at night (outside the proposed scheduled night flight ban):

A5a We consider that Heathrow should use the landing charge mechanism to intensify the use of the quietest types of aircraft as well as charging a premium for flights landing, say, prior to 0630.

We recognise that there will be some unscheduled night flights due to a variety of factors. However this should not excuse avoidable delays by airlines such as inadequate turn round times in their schedules resulting in a late arrival or departure. Again, we see the landing charge mechanism being used to encourage airlines to operate within their scheduled timings.

Q5b. Please provide any other comments you have on night flights and restrictions:

A5b. None.

Airspace Change

Q6. What sites or local factors should we be aware of in your area (or other area of interest to you), when designing flight paths for an expanded three-runway Heathrow?

Please give enough information (e.g. postcode, address or place name) for us to identify the site(s) or local factor(s) you are referring to and tell us why you think it is important. (You have 5000 characters remaining)

A6. Having examined the design envelopes proposed for use for airport expansion, we are aware that Wokingham Borough is not in close proximity to Heathrow. Nevertheless, when designing flight paths for an expanded three-runway Heathrow they should avoid our main towns and villages as far as is practically possible and, where some overflying is considered necessary then regular respite should be designed in.

We do not consider that there are any special sites of interest within Wokingham Borough which would require special consideration when considering design envelopes for flight paths.

Q7. What sites or local factors should we be aware of in your area (or other area of interest to you), when designing new arrival flight paths to make better use of our existing two runways?

Please give enough information (e.g. postcode, address or place name) for us to identify the site(s) or local factor(s) you are referring to and tell us why you think this local factor is important. (You have 5000 characters remaining)

A7. None

Q8 Please provide any other comments you have relating to the airspace elements of the consultation

A8. None

One last thing

Q9. Please provide any other comments you have relating to the airspace elements of the consultation (You have 5000 characters remaining)

A9: The consultation documents clearly explained Heathrow's proposals and where consultations responses were invited. The number, coverage and scale of the various information events indicated that Heathrow was taking the consultation seriously.

Q10. Please give us your feedback on this consultation (such as the documents, website or events)

A10: It was helpful to respond having a Feedback Questionnaire but that was only available at one of the information events.

Q11. Please tell us how you found out about this consultation:

A11: Invitation from Heathrow

Q11a Are you responding on behalf of an organisation or group? By answering yes, you are also confirming that you have authorisation to respond on behalf of the organisation. If yes, please specify the name of your organisation/group and a brief description of its role and membership:

A11a: This consultation response has been shared with officers and Councillors of Wokingham Borough Council and is subject to approval for submission, on behalf of Wokingham Borough Council, by Individual Executive Member Decision on the 5th March 2019.

Ends.