

## **SLOUGH BOROUGH COUNCIL**

**REPORT TO:** Cabinet **DATE:** 15<sup>th</sup> December 2014

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**WARD(S):** All

**PORTFOLIO:** Councillor Sohail Munawar, Commissioner for Social and  
Economic Inclusion

### **PART I** **NON-KEY DECISION**

#### **APPROACH TO AIRPORTS COMMISSION CONSULTATION**

##### 1 **Purpose of Report**

This report is to seek guidance from Cabinet as to whether Slough Borough Council should submit a formal response to the Airports Commission consultation.

##### 2 **Recommendation(s)/Proposed Action**

The Cabinet is requested to resolve:

- (a) That all members be invited to comment on the list of potential mitigation and indicate their prioritisation, and that any further suggestions for mitigation are taken into consideration.
- (b) That the high level assessment of impacts, and the summary list of mitigations likely to be required be approved in principle.
- (c) That officers continue to engage with scheme promoters to encourage the inclusion of the required mitigations in scheme proposals.
- (d) That a draft response to the Airports Commission consultation be compiled by officers in time to be reviewed by Cabinet at its next meeting 19<sup>th</sup> January 2015, and submitted by the close of the consultation on 3<sup>rd</sup> February 2015.

##### 3. **The Slough Joint Wellbeing Strategy, the JSNA and the Corporate Plan**

Proposed expansion of aviation capacity in the south east, and especially at Heathrow, would have impacts on each of the priorities set out in the Slough Joint Wellbeing Strategy. Expansion of Heathrow could impact a number of measures included in the Joint Strategic Needs Assessment.

Setting out Slough's response to the proposals for expanding aviation capacity through the Airports Commission consultation ensures that technical expertise and local knowledge is captured by the Commission, and helps to ensure that mitigation identified by Slough Borough Council is considered and implemented in line with the vision for Slough as set across the council's strategic documents.

4 **Other Implications**

(a) Financial

Work required in the preparation of the consultation response will be accommodated within existing budgets.

(b) Risk Management

<b>Risk</b>	<b>Mitigating action</b>	<b>Opportunities</b>
Legal <i>None</i>		
Property <i>Runways proposed to impact Colnbrook with Poyle</i>	Set out concerns and mitigating actions to reduce negative impacts	Expansion at Heathrow could improve the local area
Human Rights <i>None</i>		
Health and Safety <i>None</i>		
Employment Issues <i>None</i>		
Equalities Issues <i>None</i>		
Community Support <i>Residents may not engage in the process</i>	The council should aim to represent the views of residents while addressing technical concerns	Residents views will be articulated and may be included within Airports Commission recommendation
Communications <i>Residents may feel the council has not acted in their best interests</i>	The council should aim to represent the views of residents while addressing technical concerns	Residents will have confidence in their council to articulate their views and safeguard the future of the town
Community Safety <i>None</i>		
Financial <i>Knock on impacts could cost the council income or expenditure, e.g. business rates</i>	Set out the council's concerns to the Commission for their consideration	The council could safeguard the economy or benefit financially by highlighting potential risks to the local economy
Timetable for delivery <i>Submission not completed in time</i>	Authorise officers to devote necessary resource	Slough may benefit as a result of the submission
Project Capacity <i>Insufficient officer resource</i>	Authorise officers to devote necessary resource	Slough may benefit as a result of the submission
Other		

(c) Human Rights Act and Other Legal Implications

There are no Human Rights Act or Legal implications relating to the compilation of this response. The council will make all efforts to represent the best interests of all of Slough's residents.

(d) Equalities Impact Assessment

The consultation response will take account of Equalities Impacts during compilation.

5 **Supporting Information**

The Airports Commission is an independent commission, chaired by Sir Howard Davies, and attended by 4 other Commissioners. The Commission is designed to examine the need for additional UK airport capacity, and to make recommendations to central government about how this need can be met.

In December 2013, the Commission published an Interim Report, which identified a short-list of three options for increasing the UK's aviation capacity.

The short-listed options are:

- Gatwick Airport Second Runway
- Heathrow Hub: Extended Northern Runway
- Heathrow Airport Limited: New North West Runway

On November 11<sup>th</sup> 2014, the Commission published a Consultation, allowing public comment on the three shortlisted options and the Commission's assessment. This consultation will run for 12 weeks, and will end on Tuesday 3<sup>rd</sup> February 2015.

Following this public consultation, the Commission will submit a final report to government by summer 2015, which will assess the environmental, economic and social costs and benefits of a number of solutions to increase airport capacity.

The eight questions outlined in the Commission's consultation, published on November 11<sup>th</sup> 2014, are as follows:

*Q1: What conclusions, if any, do you draw in respect of the three short-listed options? In answering this question please take into account the Commission's consultation documents and any other information you consider relevant. The options are described in section three.*

*Q2: Do you have any suggestions for how the short-listed options could be improved, i.e. their benefits enhanced or negative impacts mitigated? The options and their impacts are summarised in section three.*

*Q3: Do you have any comments on how the Commission has carried out its appraisal? The appraisal process is summarised in section two.*

*Q4: In your view, are there any relevant factors that have not been fully addressed by the Commission to date?*

Q5: Do you have any comments on how the Commission has carried out its appraisal of specific topics (as defined by the Commission's 16 appraisal modules), including methodology and results?

Q6: Do you have any comments on the Commission's sustainability assessments, including methodology and results?

Q7: Do you have any comments on the Commission's business cases, including methodology and results?

Q8: Do you have any other comments?

Both proposals for expansion at Heathrow would result in a third runway crossing the borough boundary, and impacting heavily on land uses in Colnbrook and Poyle ward. Some impacts are common to both proposals while some arise from one or other of the options.

The Heathrow Airport Limited (HAL) proposal is for a new north-west runway of 3,500m, 1,045m north of the existing northern runway.

The Heathrow Hub (HH) proposal is for an extension of the existing northern runway, creating two in-line runways of 3000m in length separated by a 650m safety zone.

The level of detail available for the HH proposal is generally much less than for HAL, and while the council has engaged with both scheme promoters the engagement with HAL has yielded greater detail.

### High level assessment of impacts

The two proposals considered below are those relating to Heathrow and which will impact Slough the most. Members may wish to comment on the relative merits of expansion at Heathrow or Gatwick. Expansion at Gatwick would have little physical impact on Slough residents. It is argued that expansion at Heathrow would secure this airports hub status, with the Airports Commission acknowledging that Heathrow will deliver greater national economic benefits. It is widely recognised that expansion at Heathrow would benefit business and employment in the local area more favourably than expansion at Gatwick.

<b>Impacts</b>	<b>North West runway</b>	<b>Extended Northern runway</b>
<b>Noise</b> – people affected by 55Lden (Airports Commission)	(Total thousands) Today – 766.1 2030 – 741.8 2050 – 820	(Total thousands) Today – 766.1 2030 – 992.4 2050 – 1,035.1
<b>Noise</b> – detailed information on flight paths unavailable	Noise contours move further north over Slough exposing more residents to aircraft noise. Alternation can be retained over three runways. Greater respite for densely populated areas of west London	Fewer newly affected communities in Slough as runways inline. Aircraft can land further west to alleviate noise for densely populated west London.

<b>Noise Operating procedures</b>	-	Both proposals claim new technology and operating procedures will be utilised to minimise noise, e.g. quietest aircraft, steeper descents, landing gear, curved approaches etc.
<b>Land use</b>	Runway crosses M25 and extends westwards to the north of Colnbrook approximately as far west as Mill Street. Re-routing of Bath Road and construction of a by-pass to M25 J14. Relocation of Energy from Waste plant.	Runway crosses M25 and extends westwards to south of Colnbrook to approximately as far west as Coppermill Road/ Wraysbury Reservoir. M25 relocated westwards, few proposals available for changes to local roads. Loss of 242 properties (most in Colnbrook) and loss of industrial/commercial space on Poyle Industrial estate which would result in a loss of business rates and potentially reduce employment opportunities.
<b>Economic impact</b>	Total £112bn - £211bn Additional cargo and commercial proposals	Total £101 - £214bn
<b>Jobs</b>	92k max	112k max
<b>Transport</b>	Both schemes claim no additional vehicles on the road network as a result of public transport improvements e.g. Crossrail, HS2 and improved and expanded bus routes. HAL has suggested if required a congestion charge may be imposed around the airport.	
	HAL is committed to delivering Western Rail Access to Heathrow and has included the project as part of their transport baseline. This project meets the Department for Transport specification for a direct main line rail connection between Reading, Slough and Heathrow.	Part of HH proposal includes a transport interchange on the Great Western Mainline at Iver, rather than delivering Western Rail Access to Heathrow. This would add an additional station to the Great Western mainline which could increase journey times for passengers travelling to and from the west which could impact on attractiveness of business. There is also little detail on how passengers would be transported from Iver to the airport. The Airports Commission is considering the runway and transport elements of HH proposals separately. However HH has said that the Iver interchange is not instrumental to their runway proposal.

### **Mitigation likely to be required**

Some of the mitigations covered below have to some extent or another already been accommodated by either of the scheme promoters. The council will pursue an ongoing dialogue to ensure the proposals meet the councils mitigation requirements.

It is important that all elected members have the opportunity to assess the impact on their local area and have the opportunity to input into the mitigation process.

	<b>North West runway</b>	<b>Extended Northern runway</b>
Noise	Robust noise insulation package for residential properties required, including those newly affected. Insulation scheme for schools and affected civic buildings to ensure learning atmosphere maintained	Mitigation unlikely to be required to the same extent in Slough, though enhancements required for more intensively affected areas under existing flight paths.
	Ban on night flights 23.00 – 6.00. Use of quietest aircraft. Zero tolerance and higher penalties for non-adherence to operating procedures, with funds allocated to local communities. Predictable and guaranteed periods of respite. Noise preferential routes to avoid Slough populations.	
Air quality	Modal shift to sustainable forms of transport for passengers and employees essential through investment in public transport schemes. Utilisation of electric vehicles on and off airport, and investment in supporting infrastructure. Low emission zone for Slough.	
Economy, jobs and skills	No net loss of businesses/business rates and compensation if losses do occur plus support to rebuild the business base. Heathrow must contribute to building Slough's business base. Ensuring Heathrow complements, and does not compete with industrial/commercial areas or Slough town centre. Step change in the level of apprenticeships during construction and operation, and collaboration on skills and training to allow local residents to access high skilled opportunities.	
Roads	Provision of Colnbrook by-pass to alleviate congestion on High Street.	Re-alignment of local roads to ensure communities are not severed
	Improve connectivity between Heathrow and its closest communities. Alleviate issues of congestion and parking in Colnbrook.	
Planning	Joint masterplanning to ensure the best long term deal for local communities. Flood alleviation projects.	
	Expansion will place additional pressure on housing capacity. Heathrow needs to work with surrounding authorities to plan for this	Proposals required on re-housing of displaced communities within Slough. Council requires compensation for lost income from council tax.
	Energy from Waste plant re-provided at no detriment to Slough Borough Council	-
Transport	Commitment to improved surface access and modal shift of passengers and staff. Good multi modal accessibility to the airport from the west	Delivery of WRAtH rather than the proposed transport hub as generates greater benefits for passengers
Community	Disruption to communities must be mitigated through enhanced community facilities, re-provision/enhancement of lost recreation or open spaces, support for disrupted communities to access required facilities.	

## 6 **Comments of Other Committees**

This particular report has not been considered by any other committees.

The issue of aviation was last considered by Cabinet on 7<sup>th</sup> August 2012, at which time the Cabinet resolved to *promote the economic importance of Heathrow to the economy of Slough*, to make all efforts to *mitigate the negative impacts of Heathrow*, to *adopt a pragmatic approach to expansion of Heathrow, believing that expansion is preferable to closure*, and to *encourage the increase of capacity by all other means prior to supporting infrastructure expansion*.

## 7 **Conclusion**

The national consultation currently being held by the Airports Commission is a valuable opportunity for stakeholders to express their views on the proposed options for expanding aviation capacity in the UK. Slough will be substantially impacted by the two Heathrow based of the three shortlisted options, and thus it is important that the council has the opportunity to submit any issues with the proposals, to inform the Commission of local knowledge they have omitted, and to submit mitigations which the borough council has identified.