

**SLOUGH BOROUGH COUNCIL**

**REPORT TO:** Cabinet **DATE:** 19<sup>th</sup> March 2018

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**WARD(S):** Colnbrook with Poyle

**PORTFOLIO:** Cllr James Swindlehurst – Regeneration and Strategy  
Cllr Martin Carter – Planning and Transport

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

**RESPONSE TO HEATHROW AIRPORT CONSULTATION DOCUMENT**

**1 Purpose of Report**

- 1.1 The purpose of the report is to obtain Member's approval for the proposed response to the public consultation exercise for the expansion of Heathrow Airport with a third runway and associated development.

**2 Recommendations**

The Cabinet is requested to resolve that the responses to the questions raised in the Airport Expansion Consultation Document, which are set out in Appendix, 1 be agreed.

**3. The Slough Joint Wellbeing Strategy, the JSNA and the Five Year Plan**  
**3a. Slough Joint Wellbeing Strategy Priorities**

Actively responding to the consultation by seeking to address health, amenity and environmental issues will support the Slough Joint Wellbeing Strategy (SJWS) priorities of:

- 2. Increasing life expectancy by focusing on inequalities*
- 3. Improving mental health and wellbeing*

**3b Five Year Plan Outcomes**

Actively responding to the consultation by seeking to resolve outstanding issues so that the proposed development can go ahead in an acceptable way, will help to deliver the Five Year Plan outcome whereby:

*Slough will attract, retain and grow businesses and investment to provide jobs and opportunities for our residents*

**3 Other Implications**

- (a) Financial

There are no financial implications of the proposed action

(b) Risk Management

Recommendation from section 2 above	Risks/Threats/ Opportunities	Current Controls	Using the Risk Management Matrix Score the risk	Future Controls
That the responses to the questions raised in the Airport Expansion consultation Document be agreed.	Failure to engage in the consultation process would reduce the Council's ability to ensure that the proposed expansion of the airport is properly planned and proper mitigation is in place.	The Council is in close dialogue with Heathrow Airport Ltd. It has incorporated the expansion of Heathrow. with proper mitigation, into the emerging Local Plan. It is a member of the Heathrow Strategic Planning Group.	N/A	Continue to fully engage with Heathrow about expansion plans and keep current controls in place.

(c) Human Rights Act and Other Legal Implications

There are no Human Rights Act implications as a result of this report.

(d) Equalities Impact Assessment

There are no equalities implications as a result of this report.

**5 Supporting Information**  
Introduction

5.1 The Government published a draft Airports National Policy Statement (NPS) in February 2017 which set out it's preference for a new northwest runway at Heathrow. The Cabinet at it's meeting on 18<sup>th</sup> April 2017 welcomed this, but set out a number of requirements for any proposal to meet and sought some clarification to ensure future decision making is made on a sound basis.

5.2 A second consultation on the NPS was carried out in September 2017 to allow updated evidence to be taken into account. A final version will now be produced this year which is expected to be the subject to a vote in Parliament in the first half of this year. Once approved this will provide the policy support for the third runway and set out the policy tests that the project must meet.

- 5.3 In the meantime Heathrow Airport has produced its consultation on its emerging proposals for what the expanded airport and necessary new infrastructure could look like and be operated. This is the subject of a 10 week public consultation exercise until 28<sup>th</sup> March.
- 5.4 Heathrow are then intending to carry out a second consultation on the proposed scheme which it intends to submit for planning approval through the Development Consent Order (DCO) process. This involves submitting the proposal to the Planning Inspectorate for a six month public examination period. At the end of this the Inspector will make a recommendation to the Secretary of State who will make the final decision.
- 5.5 Officers been heavily involved in discussions about the third runway, both through the Heathrow Strategic Planning Group (HSPG) and directly with Heathrow Airport. Whilst we have seen much of the supporting information, we did not see the contents of the public consultation documentation until the process began.

#### Lack of a Coherent Strategy

- 5.6 One of the problems with the current consultation is that the options are not presented as part of coherent strategies. The public is being asked to comment on a series of alternative uses for parcels of land, or elements of the new road layouts, without being able to understand how these fit together.

#### Lack of Options

- 5.7 The background papers set out an extensive range of options for all items but in many cases only a few of these are being presented to the public for consultation. In some cases there are no options at all.
- 5.8 The alignment of the proposed runway is, for example, fixed but there are options to move it east or west. There are no options for where the proposed runway apron and taxi ways should go which appear to be fixed and as a result have significant implications for where other pieces of infrastructure and roads can go. The route of the diverted M25 appears to be fixed.

#### New Implications

- 5.9 The publication of all of the information in the consultation document means that we now have the opportunity to assess some of the potentially serious implications of elements of the proposed design for the first time.
- 5.10 It has now become clear that it is proposed to raise the level of the new runway and taxi ways between 3 and 5 metres above ground level as they cross the M25. This could have serious impacts upon nearby residential property and upon Pippins School in terms of visual impact, increased noise and worsening air pollution.

5.11 It can be now seen that the diversion of the M25 by 150 metres to the west could involve the loss of residential properties at Elbow Meadow and part of the Galleymead Trading Estate.

5.12 It now appears that there could be demolitions of properties in Poyle Trading Estate for new roads which will add to the loss of employment and business rates in Slough.

5.13 The consultation document shows that proposed location of the runway would mean that the Public Safety Zone would extend over residential properties in Brands Hill which ever option is selected. This would seriously blight these properties.

5.14 Concerns about all of these issues have been included in the proposed responses to specific questions in Appendix 1.

### Planning Issues

5.15 This Council's broad support for the expansion of Heathrow has been incorporating into the review of the Local Plan for Slough. One of the key elements of the "emerging" Preferred Spatial Strategy is to "*accommodate the proposed third runway at Heathrow and mitigate the Impact.*"

5.16 As part of this, it was agreed that the following planning principles should apply to any development at Heathrow which should:

- Protect Colnbrook and Poyle villages in a "Green Envelope"
- Enhance the Conservation Area and built realm.
- Prevent all through traffic but provided good public transport and cycle routes to the airport
- Provide for the replacement of Grundons energy from waste plant and the rail depot north of the new runway
- Ensure that there are good public transport links into Heathrow from Slough.
- Enlarge the Poyle Trading Estate for airport related development but with access only from the M25.
- Provide mitigation for the Colne Valley Park and ensure that existing connectivity is maintained through Crown Meadow.
- Develop tangible measures to improve air quality in the Heathrow area
- Ensure that all homes in the Borough that are eligible for noise insulation are provided for under the Quieter Homes Scheme.

5.17 Elements of the proposed consultation are in direct conflict with these principles.

5.18 For example new infrastructure and multiple forms of new development are proposed within the "Green Envelope" around the villages.

5.18 A major new road is proposed through Colnbrook and Poyle area which would increase traffic and have serious impacts upon the environment and amenities of residents. The 4 options for this road are shown in Figure 1 below.

Figure 1: Options for the relocation of the A 3044 through Colnbrook & Poyle



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**Key**

- Current Heathrow boundary
- Illustrative airport expansion boundary
- Proposed north west runway
- Potential A3044 alignment
- Potential A3044 underpass
- Existing A3044 alignment

- 5.19 All of these options would replace the existing A3044 Stanwell Moor Road and the Western Perimeter Road, which form part of two ring roads around the airport, with a new road through or around Colnbrook and Poyle. In addition to taking all of the diverted traffic it would provide a rat run between the M4 and M25. All of this traffic would pass through the Brands Hill Air Quality Management Area.
- 5.20 It is proposed that a strong objection is made to all of these 4 options and the option of an alternative route to the east of the M25 motorway be brought forward.
- 5.21 There are no proposed public transport or cycling routes from Colnbrook and Poyle to the airport to compensate for the closure of the Old Bath Road. This means that residents will have much worse access to jobs and flights.
- 5.22 At the same time none of the proposed new road networks will provide as direct access for buses from Langley and Slough as there is at present. There are no dedicated public transport links proposed and all routes will take much longer to get to the terminals. As a result it is not clear how Heathrow will be able to meet the modal shift targets that it has been set.
- 5.23 No provision has been made to replace Grundons energy from waste plant.
- 5.24 There could be the loss of existing business premises in Poyle in order to accommodate new roads and new junctions. This, along with the potential land take for other infrastructure and non employment generating uses, could limit the Council's ambitions to expand the Poyle Trading Estate for airport related employment uses.
- 5.25 It is considered that all of these issues demonstrate a disregard for this Council's objectives and proposals for mitigating the impact of the expanded airport in a way that will allow it to successfully go ahead.

#### Detailed Response to the Consultation Document

- 5.26 The Consultation Document sets out a series of specific questions. It is important that we answer all of these at this stage in order to influence future decisions and show that we have participated fully in the consultation process.
- 5.27 A short analysis of each question and a proposed response is set out in Appendix 1 for approval.

## **6 Comments of Other Committees**

- 6.1 There are no comments from other Committees about this specific consultation. It should be noted that the "planning principles" for Heathrow, which are set out in paragraph 5.16 above, were approved by the Planning Committee as part of the emerging Preferred Spatial Strategy for Slough.

## **7 Conclusion**

- 7.1 The current consultation on the expansion of Heathrow is an important early stage in developing the proposals for the third runway and its associated uses. This has identified a number of elements which could have an unacceptable impact upon Colnbrook and Poyle. As a result it is proposed that the Council raises appropriate objections to some of the options being proposed.
- 7.2 This does not affect the Councils overall position of seeking to accommodate the expansion of Heathrow subject to all of the necessary mitigation measures being put in place.

## **8 Appendices**

Appendix 1 – Proposed Responses to the Detailed Questions in the Airport Expansion Consultation Document

## **9 Background Papers**

Airport Expansion Consultation Document – HAL – January 2018  
UK Airspace Change Consultation – January 2018