

Cabinet

21 March 2018



Title	Heathrow – response to first public consultation		
Purpose of the report	To make a decision		
Report Author	Heather Morgan, Group Head Regeneration and Growth		
Cabinet Member/Lead	Cllr Boughtflower Cllr Barnard Cllr Gething Cllr Rybinski	Confidential	No
Corporate Priority	Economic Development and Clean and Safe Environment		
Recommendations	Cabinet to: Approve the main response to the consultation for submission Approve the response to the land use strategy for submission Endorse the list of requirements that the Borough are submitting to Heathrow		
Reason for Recommendation	As the borough which is probably most heavily impacted by the proposed expanded airport, Cabinet needs to make sure that its views are fed into the consultation process. The Council needs to ensure it protects the quality of life of its residents, and makes Heathrow Airport Limited fully aware of the Council's requirements.		

1. Key issues

- 1.1 The Council reaffirmed its support in principle for a third runway at Heathrow at an extraordinary meeting of Council on 16 January 2014. Its formal decision was:
 - (a) that the Council continues to support a third *northwest* runway at Heathrow as the best location in the local and national economic interest and that
 - (b) the Council will work with all appropriate parties to bring forward and promote an appropriate third *northwest* runway proposal, and associated transport links, that best mitigates the environmental and other impacts, whilst seeking to secure the best outcome for local residents.
- 1.2 At that time, the prime consideration was to maintain of Heathrow Airport's 'hub' status. The Council agreed that a Heathrow Hub was critical to the strength of the UK aviation industry and in turn the number of international

businesses who choose to locate near the airport. Failure to maintain this 'hub' status through expansion at Gatwick instead of Heathrow risked enormous damage to the UK economy.

- 1.3 It was also accepted that the scale of Heathrow exerts significant economic influence over the wider area providing both direct and indirect employment and a large number of supporting businesses. Heathrow provides significant economic benefits to the Borough including being the location where some 6.9% of all those in work in the Borough are employed (which rises to 25.3% in the ward of Stanwell North).

Airports Commission/Secretary of State for Transport position

- 1.4 The Airports Commission report was issued in the autumn of 2015 and concluded that the north-west runway was the preferred option. Heathrow Airport Limited (HAL) have agreed to meet or exceed the significant package of measures identified by the Airports Commission:

- Ban on scheduled night flights for 6.5 hours between 11pm and 7am
- Establish plans for a clear, legally binding noise envelope
- Predictable periods of respite when no planes will fly over homes
- Compensation for those who would lose their homes
- Over £1bn on community compensation (noise and property) and introduce a scheme to ensure airport users pay to compensate local communities for the impacts of the airport
- Independent Community Engagement Board to influence on how money is spent on compensation and community support
- Back an independent aviation noise authority with statutory powers
- 5,000 additional apprenticeships, bringing the total to 10,000 by 2030
- Incentivise and support a shift in transport modes for those working at and travelling through the airport
- New capacity will only be released when it is clear that the airport's contribution will not delay the UK's compliance with EU air quality limits
- Accept a commitment from Government ruling out a fourth runway

- 1.5 The Secretary of State for Transport set his key expectations for expansion at Heathrow which are:

1. Expansion is deliverable within air quality limits.
2. Fewer local people will be affected by aircraft noise with expansion than today.
3. There will be a package of compensation measures for those most affected by expansion.
4. It will lower passenger fares relative to no expansion.
5. It will benefit the whole of the UK

Spelthorne Borough Council position

- 1.6 Spelthorne Council acknowledges the case for a third runway at Heathrow Airport, and has been supportive of expansion proposals to date. We recognise the need for Heathrow Airport to maintain its 'hub' status. This is

critical to the strength of the UK aviation industry and in turn the number of international businesses who choose to locate near the airport. However, as a Council we need to hold HAL to account and ensure that they meet their own stated commitments and the Secretary of States key expectations.

- 1.7 Airport expansion brings with it huge challenges in terms of its impact on communities (noise, traffic, and air quality), the environment (loss of open space and habitat), infrastructure and local road networks. Spelthorne's support for Heathrow has always been entirely dependent on ensuring that any scheme coming forward comprehensively and effectively mitigates against all impacts, and provides lasting benefits for the local community. Mitigation measures must be integrated seamlessly into any scheme – they must not be an 'add on'.
- 1.8 Spelthorne's primary duty of care must always be to protect our borough and secure the best possible outcomes we can for our residents and businesses. In relation to Heathrow we must have particular regard to those most directly affected in the Stanwell Moor and Stanwell communities.
- 1.9 HAL will be expected by the Council to give full and detailed consideration to the legacy of this large scale infrastructure project, and bring future benefits to those existing communities who have already endured development on a significant scale. There has to be a lasting benefit for Stanwell Moor and Stanwell. These are set out in the List of Requirements referred to below.
- 1.10 The consultation documents do not provide any baseline data from which the Council can fully assess the impacts of all the proposed changes. The Council will expect HAL to provide a comprehensive suite of baseline data documents on issues including noise, traffic and air quality. Without this, local communities cannot have any real degree of confidence around the level to which they will be adversely affected (or not).
- 1.11 Many of the documents contain in-exact wording and the prevalence of the word "may" which is not helpful in understanding the concrete effects of the proposals. It is also clear that whilst a number of options which have been forward are technically feasible (e.g., some options for the Stanwell Moor junction) they are clearly either so expensive or impact so significantly on local communities that they are not a realistic option.
- 1.12 The consultation acknowledges that it does not deal with a number of issues which will impact on the borough of Spelthorne: Flight paths, runway modes, baggage, park and ride, public transport interchange, landscape mitigation, temporary construction and displaced uses. This is a concern as it does not set out the true picture in terms of the potential impact on the borough.
- 1.13 As a result of the dearth of technical information, the Council will have to reserve its final position at this stage on critical issues affecting our community such as traffic, noise and air quality.

2. Options analysis and proposal

- 2.1 Cabinet can decide not to respond to the consultation. This is not recommended as we would not be able to put forward our views and concerns in relation to the significant impacts that the expanded airport will have on our communities. Nor would the Council be able to set out its position in terms of mitigation and enhancements for those communities.
- 2.2 There are a suite of documents that Cabinet is being asked to approve. The first document is an Executive Summary (**Appendix 1**) setting out the Council's overall view and highlighting our key messages. The second is the Council's response to the main consultations being carried out on the Expansion and Airspace Change (**Appendix 2**). As part of this, we will be submitting plans for an extended Wider Property Offer Zone and a Controlled Parking Zone which are essential to protect our residents.
- 2.3 The third document is the Council's response to the land use strategy (e.g. where possible airport related uses such as hotels, offices, car parks, cargo and immigration removal centres might be located) (**Appendix 3**).

Council's List of Requirements

- 2.4 Cabinet is also specifically being asked to endorse a List of Requirements that will be submitted to Heathrow Airport Limited, which in the view of the Council are essential to best protect and enhance the future lives of residents in Stanwell Moor and Stanwell with a neighbouring and expanded airport.
1. **Expanded Wider Property Offer Zone** - To cover the whole of Stanwell Moor and large parts of Stanwell (as outlined in **Appendix 4**)
 2. **Parking controls** –
 - i) A Controlled Parking Zone (CPZ) to be set up for Stanwell Moor and large parts of Stanwell with capital and revenue costs to be met by HAL (as outlined in **Appendix 5**)
 - ii) Provision of suitable on-airport facilities to accommodate all taxis and private hire vehicles
 3. **Community legacy benefits** – Provision of an enhanced multi-purpose community hall for Stanwell Moor, and Stanwell Village and provision of a new leisure facility in the locality, provision of perimeter paths for open spaces in Stanwell Moor and Stanwell, improvements to leisure facilities at Long Lane Recreation Ground and Stanwell Moor Recreation Ground, fishing facilities, 3G pitches, with capital and revenue costs to be met by HAL. These should be provided in advance of any development work.
 4. **No Immigration Removal Centres** in the Borough. A development for this purpose would require a functional design with high-level security features and extensive hardstanding. In view of the very considerable effect this would have on the Stanwell Moor community, we contend that this is a totally unacceptable use of the site and object in the strongest possible terms to its relocation here.
 5. **Surface access/public transport** -
 - i) Support and commit to help fund the capital cost of implementing Southern Light Rail proposal to improve existing infrastructure, enhancing connectivity for the airport whilst integrating with the heavy rail network to the south).

- ii) Introduction of regular and quick bus routes into Heathrow to enable local residents to access jobs at the expanded airport with HAL paying capital and revenue costs.
 - iii) Full support from HAL for Spelthorne to be included within the London Transport Oyster Card Zone 6 operating area.
 - iv) Minimising unnecessary vehicle movements – e.g. provision of pod/shuttle link between the proposed cargo hub north and south of the Southern Perimeter Road
 - v) Development of a Construction Environmental Management Plan covering traffic management (including designated routes for HGVs), site management, accommodation for workers and effective communications to minimise effects on local residents.
- HAL to pay Council for any enforcement that has to be undertaken where sub-contractors do not comply with the Management Plan or do not get relevant permissions.

- 6. **Air quality** - Air quality must be no worse for our residents than it is now but our preference is that there are measures to ensure continuous improvement in the local air quality experienced by residents.
- 7. **Noise** - Spelthorne would expect that the development of the noise envelope would secure continuous improvement in the noise environment experienced by residents
- 8. **Night flights should be banned** – Not only should night flights be banned, strict penalties must be imposed for any breaches and all the monies must be put back into the communities affected. Whilst Spelthorne supports reducing the number of people overflowed by aircraft, insufficient information has been provided to enable us to make an informed decision. Spelthorne would expect that residents receive their full share of the benefits of quieter aircraft/airport technology and systems.
- 9. **Borough Boundary** - No loss of sovereignty by altering the borough-boundary with an expanded airport
- 10. **Staines Moor** - Whilst the land could be better managed in order to safeguard the site in perpetuity, it is not considered suitable for enhancement and is best left undisturbed. Work on redirecting the River Colne must not alter the flow or character of the river on the moor.

3. **Financial implications**

- 3.1 There are no financial implications at this stage. However Cabinet need to be aware that as the scheme moves forward the Council will need to engage experts to advise us in certain areas such as noise and transport.

4. **Other considerations**

- 4.1 There are none.

5. **Timetable for implementation**

- 5.1 The deadline for responses is 28 March 2018. HAL will undertake a second consultation at the end of this year (date to be determined) where they will consult on their proposed Development Consent Order application. It is only

at this stage that they will provide Preliminary Environmental Information on the proposed application.

- 5.2 The draft Airports National Policy Statement (ANPS) went out to consultation in autumn 2017, and the Transport Select Committee has recently heard evidence on the matter. It is anticipated that the House of Commons will make a decision on the matter before the summer recess. If approved by the House of Commons the ANPS will then go to the Secretary of State for Transport for designation. If this point is reached, the government will effectively be confirming their support for the NW runway at Heathrow.

Appendices:

- 1 Executive Summary
- 2 Response to main consultation
- 3 Response to land use strategy
- 4 Map of Wider Property Offer Zone
- 5 Map of Controlled Parking Zone
- 6 Map of other sites to be included for consideration