

**INDIVIDUAL EXECUTIVE MEMBER  
DECISION RECORD SHEET  
IMD 2015 - 05**

<b>Title of the report</b>	Considering a Response of the Council to the Consultation by the Airports Commission on Increasing the UK's Long-Term Aviation Capacity
----------------------------	---

**DECISION MADE BY** [REDACTED] Executive Member for Planning & Highways and Councillor Anthony Pollock, Executive Member for Economic Development and Finance.

**ACTION BY** [REDACTED] Director of Environment

**DECISION MADE ON** Wednesday 4 February 2015 at 8:30am

**Recommendation contained in the report**

The Executive Members for Strategic Planning and Highways & for Economic Development and Finance

- a) approves the comments outlined in this report; and
- b) that they be submitted as a formal response to the consultation from the Airports Commission on increasing the UK's long term aviation capacity (particularly the acknowledgement that the Thames Valley Berkshire Local Enterprise Partnership (which includes the Council) supports the options for growth at Heathrow).

**Decision**

- a) That the comments outlined in the report; and
- b) That the comments be submitted as a formal response to the consultation from the Airports Commission on increasing the UK's long term aviation capacity (particularly the acknowledgement that the Thames Valley Berkshire Local Enterprise Partnership (which includes the Council) supports the options for growth at Heathrow).

[REDACTED]

**Reasons for Decision if different to recommendation**

N/A

**Alternative options considered and rejected at time of the decision**

The Executive Member for Planning and Highways and the Executive Member for Economic Development and Finance considered comments made by [REDACTED] and agreed to discuss the matter with him outside of the meeting.

**Summary of consultations undertaken**

<b>Director – Resources</b> [REDACTED]	No response received.
[REDACTED]	No specific comments (23/1/15)

	Ok with report (22/1/15)
--	--------------------------

**Reasons why the report was deemed to have contained Confidential or Exempt Information (if applicable)**

N/A

**Any conflict of interest declared by any Executive Member who is consulted by a Member which relates to the decision**

N/A

**Any dispensation granted by the Head of Paid Service in respect of any declared conflict of interest**

N/A

**Background papers**

Information published by the Airports Commission regarding increasing the UK's long term aviation capacity which is available at

<https://www.gov.uk/government/consultations/increasing-the-uks-long-term-aviation-capacity> together with the information published by the Thames Valley Berkshire Local Enterprise Partnership on their response to the Airports Commission - [http://thamesvalleyberkshire.co.uk/document\\_library/thames-valley-berkshire-lep-statement-to-the-airports-commission-18377](http://thamesvalleyberkshire.co.uk/document_library/thames-valley-berkshire-lep-statement-to-the-airports-commission-18377).

Information on employment at Heathrow Airport -

<http://www.heathrowairport.com/static/Heathrow/Downloads/PDF/Employment-survey.pdf> and <http://www.heathrowairport.com/static/Heathrow/Downloads/PDF/Heathrow-Related-Employment-Report.pdf>.

Information regarding the London Plan - <https://www.london.gov.uk/priorities/planning>.

**PUBLISHED ON:** Wednesday 4 February 2015

**EFFECTIVE ON:** Thursday 12 February 2015

**CALL-IN PERIOD EXPIRES:** Wednesday 11 February 2015

[REDACTED]

[REDACTED]

# **WOKINGHAM BOROUGH COUNCIL**

**AN INDIVIDUAL EXECUTIVE MEMBER DECISION**

**[REDACTED] EXECUTIVE  
MEMBER FOR PLANNING AND HIGHWAYS [REDACTED]  
[REDACTED] EXECUTIVE MEMBER FOR  
ECONOMIC DEVELOPMENT AND FINANCE**

**RELATING TO CONSIDERING A RESPONSE OF  
THE COUNCIL TO THE CONSULTATION BY THE  
AIRPORTS COMMISSION ON INCREASING THE  
UK'S LONG-TERM AVIATION CAPACITY**

**WILL BE MADE IN FF4B**

**ON**

**WEDNESDAY 4 FEBRUARY 2015**

**AT**

**8.30am**

**YOU ARE WELCOME TO ATTEND**

**NOTICE OF  
INDIVIDUAL EXECUTIVE MEMBER DECISION**

<b>ITEM NO.</b>	IMD 2015 - 05
<b>TITLE</b>	Considering a Response of the Council to the Consultation by the Airports Commission on Increasing the UK's Long-Term Aviation Capacity
<b>DECISION TO BE MADE BY</b>	[REDACTED] Executive Member for Planning & Highways and [REDACTED] [REDACTED] Executive Member for Economic Development and Finance
<b>DATE AND TIME OF DECISION</b>	Wednesday 4 February 2015 at 8:30am
<b>VENUE</b>	FF4B
<b>REPORT TO BE PUBLISHED ON</b>	27 January 2015

**INDIVIDUAL EXECUTIVE MEMBER DECISION  
REFERENCE IMD 2015-05**

**TITLE** Considering a Response of the Council to the Consultation by the Airports Commission on Increasing the UK's Long-Term Aviation Capacity

**FOR CONSIDERATION BY** [REDACTED] Executive Member for Planning & Highways and [REDACTED], Executive Member for Economic Development and Finance

**ON** Wednesday 4 February 2015

**TIME** 8.30 am

**WARD** None specific

**DIRECTOR** [REDACTED]

**OUTCOME / BENEFITS TO THE COMMUNITY**

That the final location chosen by the Airports Commission for increasing the UK's long term aviation capacity has minimal negative impacts upon Wokingham Borough and that any positive benefits are maximised.

**RECOMMENDATION**

The Executive Members for Strategic Planning and Highways & for Economic Development and Finance

- a) approves the comments outlined in this report; and
- b) that they be submitted as a formal response to the consultation from the Airports Commission on increasing the UK's long term aviation capacity (particularly the acknowledgement that the Thames Valley Berkshire Local Enterprise Partnership (which includes the Council) supports the options for growth at Heathrow).

**SUMMARY OF REPORT**

The Airports Commission have published their increasing the UK's long term aviation capacity consultation which details three options for achieving this to meet forecast need/demand in south-east England. Two of the options relate to Heathrow airport and involve either extending the existing northern runway to around double its current length so that it can be simultaneously used for both arriving and departing aircraft or to construct an additional runway to the north-west of the existing airport. The third option is to build an additional runway at Gatwick, to the south of the existing one.

The information published by the Airports Commission indicates that delivery of either of the Heathrow options could require additional homes in Wokingham Borough so that the additional people who would work at the airport, following the expansion, have somewhere to live. It is therefore important to respond so that any issues for Wokingham Council associated with increasing aviation capacity can be addressed.

## **Background**

The Airports Commission is consulting upon their three options for increasing the UK's long term aviation capacity until 3 February 2015. A copy of this report has been provided to the Airports Commission as a holding response of the Council pending its formal consideration.

It is important to provide a response to the consultation so that those factors which could concern Wokingham Borough can be resolved. This includes responding to the information provided by the Airports Commission on the extent that any additional people who would work at an expanded Heathrow would live in Wokingham Borough.

Additionally, the Thames Valley Berkshire Local Enterprise Partnership (LEP) (which includes the Council as a partner alongside representatives of the business community) is *"committed to the future of Heathrow as the UK's hub airport in order to protect the £137bn Western Wedge economy"*. The LEP indicates that the Western Wedge comprises West London and the parts of the South East radiating out from London along the M40, the M4, the M3 and the A3. It is therefore appropriate to consider the views of the LEP with regard to Heathrow and how this influences economic prosperity in the area, since this is one of the Council's priorities.

## **Analysis of Issues**

The Airports Commission conclude the additional runway capacity is required to meet the needs of the South East. To address the identified need, three options for additional runway capacity have been identified. As detailed above, two of the options involve expansion at Heathrow with the third solution involving expansion at Gatwick. Whilst all of these options would address the capacity issue identified by the Airports Commission, it is acknowledged that the delivery of one of the Heathrow based options would reflect the approach of the LEP (which includes the Council). Although delivery of one of the Heathrow based options would reflect the approach of the LEP, there are further matters which should be addressed. These are outlined below:

### Aircraft Noise

It will be necessary to assess both the operating hours of an expanded Heathrow (with respect of reducing the number of early morning and late evening flights) together with re-routing of inbound and outbound aircraft throughout the day (including angle of flight paths to the operating runway(s)) to maximise relief to existing and future communities from this harmful impact. The Airports Commission should ensure that these and other measures for reducing and mitigating the impacts of aircraft noise are delivered to address this issue for people who either live near Heathrow or under the flight paths to and from the airport.

### Surface Access, Traffic Congestion, Noise Pollution and Air Quality

Improving surface access will provide alternatives to the use of the private car which could reduce traffic congestion together with noise pollution and improve air quality. However, with respect of the solutions suggested, the following factors should be considered:

*Creating the Heathrow Hub on the Great Western Mainline* – this will lead to slower journey times for trains from Reading into London once delays associated with the additional Old Oak Common stop (for HS2) have been considered. The need to transfer trains to a local shuttle to the terminals would reduce the attractiveness of this when compared to direct services available through Crossrail together with the

## Western/Southern rail accesses to Heathrow

*Western Rail Access to Heathrow (WRAtH)* – The Council (as recognised by policy CP10 of its Core Strategy) supports the LEP in seeking early delivery of this project especially as it provides the potential for rail services to start at Paddington and then go through Heathrow (and its western access) to then serve stations (i.e. Slough, Maidenhead and Twyford) to Reading and potentially beyond i.e. on the route to Southampton via Basingstoke. However, to ensure the maximum benefits for reducing traffic congestion and noise pollution together with improving air quality are achieved, it is important that no premium fares are applied to these rail services. This will then ensure that they will be attractive to both workers in and around the airport together with travellers.

*Southern Rail Access to Heathrow* – The Core Strategy also indicates that the authority supports a southern rail access to Heathrow leading to the provision of direct rail services from Heathrow to Staines and other stations on the lines to Waterloo and potentially to Reading – the latter may initially be served through a change of trains at Staines. This again should not attract premium fares to maximise its benefits for wider communities. In addition, the impacts of any increased frequency of services between Reading and Staines as part of direct/connecting services into Heathrow should be thoroughly assessed, particularly with regard to longer barrier closures at level crossings.

*Gatwick Airport* – in addition to support for improved direct rail access to the terminal facilities at Heathrow, the Council recognises that enhancements to the North Downs Line would also lead to better more frequent services from Gatwick to Reading (via Guildford and Wokingham) which could potentially be extended to Oxford. An improved North Downs Line and the enhanced services to Gatwick are also supported, irrespective of whether additional runway capacity is provided here.

It is important that further work on identifying the implications of enhanced public transport services i.e. through extended closure of level crossings is considered with deliverable effective solutions identified before the Airports Commission selects their final solution to addressing aviation capacity. The Airports Commission's final report must detail those infrastructure improvements (including to wider public transport services) which have to be delivered as part of the package for increasing aviation capacity.

## Employment growth in and around Heathrow

Research by the Airports Commission indicates that by 2030, between 47,400 and 112,400 additional jobs could be generated directly and indirectly (latter through services meeting need of the direct employees which include baggage handling, cabin crew, inflight/airport hospitality) through expanding Heathrow. The Airports Commission then considers that these additional jobs would create pressure for between 11,000 and 70,800 additional homes which are likely (in their assessment) to be required across the following local authorities - Hounslow, Hillingdon, Ealing, Slough, Spelthorne, Windsor and Maidenhead, Richmond upon Thames, Runnymede, Harrow, Bracknell Forest, Reading, West Berkshire, **Wokingham** and South Buckinghamshire.

The Airports Commission assessment of the locations for where additional employees at an expanded Heathrow would live does not reflect the research by Heathrow Airport regarding where its current workforce resides (the top 10 being: Hounslow, Hillingdon, Ealing, Slough, Spelthorne, Windsor & Maidenhead, Richmond upon Thames, Runnymede, Surrey Heath and Bracknell Forest) and the extent that improved public

transport such as Crossrail together with Opportunity Areas identified in the London Plan, i.e. at Old Oak Common could have in changing commuting patterns to the Airport. Having regard to the borough's highly qualified population together with the approach of the LEP (in their Strategic Economic Plan) to further upskill the area's workers, this contrasts with the research by Heathrow Airport and the Airports Commission indicates that an expanded Heathrow Airport would require significant numbers of low skill workers. Therefore, the Airports Commission should explain how they have assessed where both the future demand for housing and workers with relevant skill levels could be addressed.

The submissions of the LEP to the Airports Commission indicate how firms (including multi-nationals) have historically located within Berkshire due to its proximity to Heathrow. The LEP's submissions also indicate how the area (including the skills and knowledge of workers) contributes towards the UK economy and how these will continue with an expanded Heathrow. However, whilst the Council considers that firms within the LEP area could grow following the expansion of Heathrow, this does not necessarily entail additional homes in the area (unlike the Airports Commission's assessment regarding Airport related workers) since this could be achieved through enhanced productivity associated with the further up-skilling of the areas workers.

There will be additional capacity for inward investment both from overseas and other parts of the UK—in the form of the science and innovation park approved in the Borough. These companies will be attracted by the additional capacity and improved access to Heathrow. This is a similar story for our other commercial landlords who are looking to increase the capacity of their business parks

## **FINANCIAL IMPLICATIONS OF THE RECOMMENDATION**

***The Council faces severe financial challenges over the coming years as a result of the austerity measures implemented by the Government and subsequent reductions to public sector funding. It is estimated that Wokingham Borough Council will be required to make budget reductions in excess of £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)	Nil	Nil	Nil
Next Financial Year (Year 2)	Nil	Nil	Nil
Following Financial Year (Year 3)	Nil	Nil	Nil

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

None anticipated

### **Cross-Council Implications** (how does this decision impact on other Council services, including property and priorities?)

A decision by the Airports Commission regarding the choice of location for increasing the UK long term aviation capacity could support economic prosperity in the Borough through encouraging retention and growth of business due to their proximity to an airport, particularly if Heathrow is selected. Depending upon the extent that business



growth is due to productivity improvements rather than changes in the numbers employed by business in the borough, there could be related impacts on demand for housing, schools, transport, healthcare, etc. within the area.

#### **SUMMARY OF CONSULTATION RESPONSES**

<b>Director - Resources</b>	No response received.
<b>Monitoring Officer</b>	No specific comments (23/1/15)
<b>Leader of the Council</b>	Ok with report (22/1/15)

#### **Reasons for considering the report in Part 2**

n/a

#### **List of Background Papers**

Information published by the Airports Commission regarding increasing the UK's long term aviation capacity which is available at <https://www.gov.uk/government/consultations/increasing-the-uks-long-term-aviation-capacity> together with the information published by the Thames Valley Berkshire Local Enterprise Partnership on their response to the Airports Commission -

[http://thamesvalleyberkshire.co.uk/document\\_library/thames-valley-berkshire-lep-statement-to-the-airports-commission-18377](http://thamesvalleyberkshire.co.uk/document_library/thames-valley-berkshire-lep-statement-to-the-airports-commission-18377).

Information on employment at Heathrow Airport -

<http://www.heathrowairport.com/static/Heathrow/Downloads/PDF/Employment-survey.pdf> and

<http://www.heathrowairport.com/static/Heathrow/Downloads/PDF/Heathrow-Related-Employment-Report.pdf>.

Information regarding the London Plan - <https://www.london.gov.uk/priorities/planning>.


I attach a copy of the report which will be considered by the authority on 4 February 2015 to agree the response of the authority to the current consultation by the Commission. Since the authority will not formally consider its response until after the consultation period has closed, I am forwarding you a copy of the report detailing the Council's provisional response so that you are aware of its contents. I will write to you after the 4 February to confirm the final decision of the authority with respect of the consultation by the Airports Commission.

Yours faithfully,

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

[REDACTED]

[REDACTED]

[www.wokingham.gov.uk](http://www.wokingham.gov.uk)



***Please note, this email is an opinion of an officer of this council which is of an advisory nature only, and is given without prejudice to any formal decision taken in respect of development under the Town and Country Planning Act.***

#### DISCLAIMER

You should be aware that all e-mails received and sent by this Council are subject to the Freedom of Information Act 2000 and therefore may be disclosed to a third party. (The information contained in this message or any of its attachments may be privileged and confidential and intended for the exclusive use of the addressee). The views expressed may not be official policy but the personal views of the originator.

If you are not the addressee any disclosure, reproduction, distribution, other dissemination or use of this communication is strictly prohibited.

If you received this message in error please return it to the originator and confirm that you have deleted all copies of it.

All messages sent by this organisation are checked for viruses using the latest antivirus products. This does not guarantee a virus has not been transmitted. Please therefore ensure that you take your own precautions for the detection and eradication of viruses.

[REDACTED]

[REDACTED]

[REDACTED]  
[REDACTED]  
[REDACTED]