

Adding Capacity at Heathrow Airport

Consultation Questions:

1. Adding a third runway and passenger terminal facilities

Do you agree or disagree with the proposal that a third runway at Heathrow, if built, should be supported by associated passenger terminal facilities? What are your reasons? Are there any significant considerations you believe need to be taken into account? If so, what are they?

The County Council agrees that if a third runway were built, operationally a sixth terminal would be necessary to support it. The operation of a third runway north of the A4, with two connecting taxiways, would probably not be feasible without additional passenger facilities. However, the land required for the third runway and sixth terminal will result in the loss of 700 homes, an area of Green Belt and mineral deposits. The consequent need for alternative housing for those displaced could mean a proportion seeking new homes in Surrey which would be of concern.

2. Do you agree or disagree with the Government's view on the continuing validity of the environmental conditions? What are your reasons? Are there any significant considerations you believe need to be taken into account? If so, what are they?

The County Council has concerns whether government targets and climate change objectives can be met with the growth in aviation emissions. It is also concerned about the environmental implications relating to the government's own projections for the doubling of people travelling to the airport by road and would seek assurances that an adequate surface access strategy will be provided with appropriate investment in transport infrastructure including rail links.

3. Do you agree or disagree with the Government's view on adding a third runway and being able to meet air quality limits without further measures? What are your reasons? Are there any significant considerations you believe need to be taken into account? If so, what are they?

The air quality projections are considered optimistic. They depend on technological progress and the aircraft operators renewing their aircraft fleets. It is also noted that emission forecasts do not include additional emissions that may emanate from additional traffic on the road due to additional air traffic movements.

4. Do you agree or disagree with the Government's view that adding a third runway is achievable within the noise contour limit of 127 sq km, at the indicated levels of air traffic? What are your reasons? Are there any significant considerations you believe need to be taken into account? If so, what are they?

The government is asked to reconsider the validity of the assumption that noise only becomes a problem at Leq for values of over 57 decibels in the light of the government commissioned study *Attitudes to Noise from Aviation Sources in England* (ANASE), which found that sensitivity to noise significantly increases at Leq levels in excess of 43 decibels. The scope for staying within the 57 Leq is dependent on replacing noisier aircraft with quieter fleets, including removal of 747s. The noise climate is currently not simply controlled by the noise contour, but by a cap on

movements imposed by the Terminal 5 Inspector, but this will be significantly breached.

Introducing mixed mode on the existing runways

5. Do you agree or disagree with the Government's view that mixed mode operations could be introduced within the noise limits set out in the White Paper? What are your reasons? Are there any significant considerations you believe need to be taken into account? If so, what are they?

The introduction of mixed mode is not supported, because of the importance communities attach to runway alternation, which would be lost. There is particular concern on the potential impact for Surrey residents living under the flight path of the southern runway that will no longer have the benefit of runway alternation.

6. To what extent would you support the introduction of mixed mode operations:
- a) throughout the day?
 - b) limited to specific hours (if so, would you support mixed mode between 0600 and 1200 hours? Some other period? (please specify)
 - c) within the current planning cap (i.e. with no extra capacity overall)?

If you support additional movements, in what periods of the day do you think they should be provided?

What are your reasons for these answers? Are there any significant considerations you believe need to be taken into account? If so, what are they? Please provide evidence where you can (e.g. environmental impacts, business benefits).

Mixed mode should only be introduced during the peak hours and alternation should prevail during the late afternoons and early mornings to give respite to those living under the flight path. Any additional movements should avoid the night-time period and special consideration needs to be given to providing respite to those living under the flight path.

7. Do you agree or disagree with the Government's view that full mixed mode operations could be introduced by 2015 and be compatible with compliance with the air quality limits in the vicinity of the airport? What are your reasons? Are there any significant considerations you believe need to be taken into account? If so, what are they?

The County Council is concerned that the air quality calculations are based on the airport operator's view of how the aircraft fleet will evolve and the possibility that the airlines may react to capacity constraints with larger more polluting aircraft.

8. Westerly preference

Do you agree or disagree with the Government's views on retaining westerly preference? Are there any significant considerations you believe need to be taken into account? If so, what are they?

The County Council considers that it reasonable to reconsider westerly preferences. A more equal distribution of noise levels would be welcome along with reduction of NO₂ levels.

9. **The Cranford agreement**

Do you agree or disagree with the Government's proposal to end the Cranford agreement? What are your reasons? Are there any significant considerations you believe need to be taken into account? If so, what are they?

The County Council would not support the ending of the Cranford agreement, because although it which would spread the noise burden and allow some respite through alternation for people living under the flight path of the southern runway, both the Cranford and Stanwell communities would suffer greater impacts. Landings on easterly operations would affect Stanwell for the first time.

10. **Night time rotation of westerly and easterly preference**

Do you agree or disagree with the Government's views on continuing night time rotation? What are your reasons? Are there any significant considerations you believe need to be taken into account? If so, what are they?

The County Council welcomes night time rotation of easterly and western preferences in order to spread the night time noise burden more equably, in particular because it reduces the number of landings over London.

11. **Runway alternation for arrivals in the early morning (0600 to 0700 hours)**

Do you agree or disagree with the Government's views on continuing runway alternation in the 0600 to 0700 period? What are your reasons? Are there any significant considerations you believe need to be taken into account? If so, what are they?

The County Council agrees that alternation should operate in the early morning period if mixed mode is to be introduced during peak periods in order to give respite from disruptions to sleep patterns of those living under the flight path.