

Heathrow Airport Ltd: Airspace and Future Operations Consultation - January 2019

Bracknell Forest Council consultation response:

General

The consultation is intended for individuals and groups who may respond to the consultation by entering their postcode at the consultation web site and by completing the on-line consultation document that follows.

This consultation documents are non-technical in nature and it is noted that no sound level calculations or predictions are provided.

As many of the consultation questions will relate to individual resident opinions and preferences, Bracknell Forest Council wishes to emphasise the need for HAL to take account of local resident responses to the consultation and feedback provided through the local exhibitions.

The main areas of concern for residents of Bracknell Forest Borough are likely to be:

- 1) How noise is managed beyond immediate areas around Heathrow;
- 2) The provision of 'respite' from noise impacts to communities surrounding Heathrow through runway and airspace alternation;
- 3) The proposals for a new approach to balancing operations between easterly and westerly when the wind direction is not a factor;
- 4) Airspace change – changes to flightpaths which mean that more aircraft will land and take off over Bracknell Forest;
- 5) Handling of night flights.

Therefore, the Council provides HAL with this overarching consultation response for their consideration alongside individual responses received directly from Borough residents.

Formal Response

In response to the specific questions are asked:

Q1 Do you support our proposals for a noise objective? Provide any comments you have on our proposals for a noise objective?

Bracknell Forest Council supports HAL proposals for a noise objective. The Council recognises that the links between noise and health are well established and that any steps to limit and reduce noise are welcome.

The Council supports the aim of providing regular breaks from noise from scheduled flights to communities around the airport but note, with some concern, that the new proposed flightpaths

and alternation of airspace will potentially have an impact on residents of the Borough and will potentially increase the number of people directly affected.

The Council accepts that the cost of noise mitigation measures must be balanced against the local and national economic benefits but consider that more weight should be given to the prevention adverse health impacts.

Q2 Would you prefer to have longer periods of respite? (all day on some days but no relief on other days, or a shorter period of respite every day)

This is down to personal preference and we hope that the views of local residents are taken into account through their individual consultation responses and feedback from the local exhibitions.

Q3 Should we prefer westerly operation during the day and easterly operations during the night to reduce number of people affected?

Should we sometimes intervene to reduce times when there is prolonged operation in one direction?

Bracknell Forest Council notes that night time operations are mainly restricted to the landing of late scheduled and un-scheduled flights. There are fewer take-offs during this period. During easterly operations, landings will be from the west and on occasions will fly over the Bracknell Forest area. The Council would prefer westerly operations during the night time period and would support intervention to reduce times when there is prolonged operation in one direction.

Q4 To help inform our consideration of the options we want to know whether you would prefer us to:

- **Use 1 runway for scheduled arrivals from 05:30 (runway time 5:15) or**
- **Use 2 runways for scheduled arrivals from 5.45 (runway time 5:30)**

Using 2 runways would provide a longer break in terms of noise, however, the Council feels this should be extended beyond 6am given the benefit the extra runway would provide.

Q5 Please provide any comments or suggestions how we should encourage the use of quietest aircraft at night.

Please provide any other comments you may have on night time restrictions.

Bracknell Forest Council agrees that only the quietest type of aircraft should be permitted to land at night and there should be a much stricter quota allocation to prevent the landing of un-scheduled planes above a certain noise category. Landing fees could be increased during the night-time period to encourage this further.

Steps should be taken to select flight path and angles of approach to minimise engine noise and the fluctuation of engine noise during landing.

The amount of stacking should be minimised at night and perhaps increase the average height of stacks above ground during this period if stacking is required. Stacks over the least populated areas should be given preference at night.

We would like you to tell us about the local factors that you think we should consider when designing flight paths within these design envelopes.

Bracknell Forest Council notes that flight envelopes are proposed that will pass over the Borough. The potential noise impacts have not yet been quantified. The Council would prefer the presentation of the various options for flight paths within each envelope, with noise impact predictions, to help all stakeholders make informed comment on this matter.

Whilst the Council accepts that there is a need to protect existing 'areas of tranquillity' it is primarily concerned with minimising the potential impact of noise on the health and well-being of residents. In particular we are concerned for residents living towards the north east of the Borough where the flight paths will be at lower altitude.

Furthermore Bracknell has predicted high levels of growth, in line with the South East, with a draft local plan which identifies the vision for growth until 2034. This includes the delivery target in the region of 12,000 new dwellings spread across the borough in areas affected by the proposed flight envelopes. In a call for sites for Bracknell Forest's emerging local plan, a significant number of sites put forward are in the north and north-east of the borough.

Efforts should be made to avoid flying over dense residential areas and other noise sensitive locations such as hospitals and schools.