

TRN 28 AIR TRANSPORT

7.125 The Council will maintain membership of the various organisations so as to protect the

interests of the Borough. It will seek benefits where possible, but oppose further developments or changes in aviation activity which will be likely to:

- (a) generate significant additional traffic;
- (b) add to the problems of overheating of the local economy;
- (c) worsen noise or other pollution in the Borough;
- (d) pose increased risk to public safety.

7.126 The Council will continue to press for a reduction in aircraft noise. In particular it will oppose the

provision of any additional terminals or third runway at Heathrow Airport and will support the provision of better public transport provision to London airports, particularly between Heathrow and

Gatwick.

7.127 Aircraft noise is a major source of disturbance in the Borough. The Council, through its membership

of the Heathrow Airport Consultative Committee (HACC) and the Strategic Aviation Special Interest

Group (SASIG), will continue to press for a reduction of aircraft noise through the introduction of quieter engines minimising the use of noisier aircraft and reduction of night flights. The Council will

also oppose changes in operations at Heathrow and other airports and heliports which appear likely

to worsen noise or other pollution in the Borough. Potential improvements in noise and other

106

pollution (as a result of technological improvements) should not be lost through overall expansion of

activity or changes in operations.

7.128 Although the Council opposed the development of a fifth terminal this has now been permitted

subject to conditions in relation to number of flights (maximum 480,000 per year) and the extent of

the noise contours. The Council will press for these conditions to be observed. "The Future of Air Transport" White Paper proposes operational changes to maximise the utilisation of the existing runways at Heathrow, and in the longer-term, subject to meeting air quality standards, a new 3rd runway and associated terminal. These could prejudice the constraints set by the Inspector and lead

to a further deterioration in environmental conditions. Particular concerns would be the additional demand for travel which without major public transport investment would lead to further car travel. Further development would also be likely to lead to economic overheating, perpetuating existing recruitment problems and increasing development pressures. Any expansion of activity must be located where it would benefit less buoyant parts of the region and pose least threat to public safety.

7.129 The Council will seek to persuade the airports to encourage their staff, many of whom live in the

Borough, to travel to work by public transport. The Council is the lead authority for the SWELTRAC

study which is compiling a package of measures to improve orbital public transport in the south west

London sector. One of the rail options being considered is a south orbital rail link to Heathrow via Wimbledon and Kingston. Implementation of this link would help alleviate road congestion and significantly enhance public transport facilities in south west London.