

President Mr Michael Elliot

Chairman Councillor Malcolm Beer

Director. Colin Stanbury

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MINUTES OF

THE LOCAL AUTHORITIES’ AIRCRAFT NOISE COUNCIL

***COUNCIL MEETING***

HELD AT

SPELTHORNE BOROUGH COUNCIL OFFICES,

KNOWLE GREEN, STAINES, MIDDX

Commencing at 10.30am

on

**FRIDAY 8th June 2018**

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|  | **THOSE IN ATTENDANCE:**   |  | | --- | | Mr Paul Baker, LB Hammersmith and Fulham, Hillingdon, Cllr. Malcolm Beer, R.B. Windsor & Maidenhead, (Chairman), Mrs Val Beale, L.B Hillingdon, Cllr Richard Baker, L.B Richmond, Mr John Coates, L.B Richmond, Dr Margaret Majumdar, ENAG (Vice president), Mr Colin Stanbury Director. Mr Peter Willan, Richmond Heathrow Campaign (RHC), Dr Chris Hill (independent), , Spelthorne B.C. Cllr Wendy Matthews, Iver Parish Council, Cllr Amit Palverna, Datchet PC, Cllr June Nelson, Hillingdon, Cllr Steve Bax, Elmbridge BC, Mr John Bowden RBWM, Mr Michael Elliot LAANC president.  Observers: Mr Gareth Harper, (independent), Mr Nigel Davis Englefield Green RA, Mr Rob Gibson (independent). | |
| **1.** | **APOLOGIES**  Cllr. Howard Thomson, Spelthorne BC, Mr Arun Sood, Treasurer, Mr Chris Nash, RB Windsor and Maidenhead, |
| **2.** | **MINUTES OF PREVIOUS MEETINGS**  Minutes of the Council meeting (9th March 2018) and the Executive meeting (27th April 2018) were noted and signed as a correct record. |
| **3.** | **MATTERS ARISING**  All items considered within the main agenda |
| **4.** | **LAANC WEBSITE**  Interim management is attracting a cost. Gerry Ceaser was able to undertake day to day operation, minute uploads etc. In the interim RG will undertake this task. Meeting noted that there will be an initial cost to release relevant passwords etc. |
| **5.** | **AIRPORTS EXPANSION**  Final Airports National Policy Statement (NPS) has been launched.  It is now before Parliament awaiting agreement or otherwise via a Commons vote. It is possible that this will take place on the 18th June 2018. Views on whether or not the policy would be agreed were expressed but no firm conclusion was reached.  Transport Select Committee (TSC) has responded  The NPS differs little from last version despite forensic analysis undertaken by the TSC. The Secretary of State advised that twenty four out of twenty five recommendations made by the TSC had been accepted however this has resulted in little change to final document.  The recommendation that was not accepted was that Grundon's waste plant be included as part of the infrastructure assessment. This is considered to be a private matter between the owners and Heathrow.  The NPS still does not include any aircraft flight paths. The Government response to request for flight paths is that they are not needed as the Airports Commission's work suffices at this stage.  Heathrow flight path designs (updates and those in relation to Runway 3) will affect the whole London area. There are likely conflicts between and the other airports such as Gatwick. Luton airport is hoping to expand with an application expected in 2019. National Air Traffic Control Service is looking at how this will work.  The NPS is to "designated" into UK policy by parliamentary vote. Should this happen there will be a short time window to for opposing parties to mount a challenge via judicial review. The scope for such a challenge is specific e.g., regarding the proper use of process, fairness truthfulness, rationality etc. This similar to the process undertaken before on night flights. Arguments on the merits of the decision are not permitted.  LANNC membership is split on the Runway 3 issue with some authorities in conditional agreement with the proposal and some wholly against. Authorities may wish to review their positions prior to the vote in order to brief their MP's. It was felt that MP's should be advised that the information provided is incomplete since the information required has not been provided e.g. on noise exposure, flight paths etc. This was deemed necessary by the Transport Select Committee so the benefit could be assessed against the impacts properly. If the vote passes it is likely that those continuing to oppose will be accused of undermining parliament.  The Labour Party four tests for Runway 3 have been considered and the proposal fails. This work is to be presented to the Shadow Cabinet.  It was also noted that:-   * Other airfields may close due to Heathrow Runway 3.. * Could the 6.5 hours night ban be for one Runway only. * Questionable if Heathrow will remain a hub due to longer distances flown by the new aircraft. * It is worth looking at the NPS change logs. They shows minimal changes have been made throughout the drafting process. * A meeting had been sought with Phillip Hammond but this could not be arranged before the vote. * Funding Heathrow Runway 3 will come from private sector - who is coming up with this funding? * Disappointing that the Mayor has such little sway on a proposal that materially affects London. * The Government has agreed to pick up the costs for Heathrow's work on expansion. Cost recovery can be achieved through CAA pricing mechanism.   As stated above opinion was divided on how the vote in parliament would go although the need for further lobbying was considered desirable.  Documents are being produced for people to use to produce letters to send to their MP's etc. Colin to email 10 key points when available.  **Planning Process.**  Statutory consultees have been asked to respond to the Planning Inspectorate (PI) regarding the assessment scoping report. This is a highly onerous stand alone piece of work. The PI has set up website for development control process [LINK](https://infrastructure.planninginspectorate.gov.uk/projects/london/expansion-of-heathrow-airport-third-runway/?ipcsection=overview). There is a need for interest to be registered but not as this stage.  Scoping opinion of Heathrow Runway proposal 3 has been sent to statutory consultees by the PI for views on scope, methodologies etc.. There is much uncertainty surrounding flight paths and the M25. PI advice note indicates that consultation should begin once there is more certainty. Consideration was given to the validity or otherwise of Heathrow's request to release 25,000 extra flights. There is no policy for this at present.  The development consent and airspace change processes are running concurrently. The location of the flight paths will not be known at the end of the planning process so the view was the planning process should be delayed.  See also note tabled. |
| **6.** | **DRAFT HEATHROW NOISEACTION PLAN**  The Noise Action Plan is a statutory document required by EU directive.  The next plan is available for consultation, deadline 26th June 2018. There are a number of consultation events next being 23 June 10am to 4pm. Flight paths and contours are available on line.  Two technical points.   * 51 dB is now considered to be the onset of annoyance and is the noise level which should be considered when airspace changes are proposed. There is no mention of this in the plan. * Lden, the European noise metric is still being considered, how relevant is this in context of Brexit?   Details regarding how to respond to the plan were tabled.  There was a document presented for comment at the Community Noise Forum regarding airspace changes and priorities. Document was presented without prior notice which was considered poor consultation practice by some participants. RHC considering making a complaint to the CAA regarding the consultation methodology. |
| **7.** | **HEATHROW COMMUNITY ENVIRONMENT BOARD UPDATE**  Chair has been meeting members on an individual basis.  At the meeting, members were instructed on how to be independent followed by a number of "good news" items then close.  Subsequently the board produced a consultation response on the western rail link where benefits were copied from network rail website thus questioning its ‘independence’.  No terms of reference have been considered so far. |
| **8.** | **TRAFFIC STATS**  Airport passenger figures for March 2018 were circulated. These show a 5.0% year on year passenger & atms expansion at Heathrow. London wide 13.6 million passengers used the 6 No. “London Airports” in March 2018. Southend airport is now classified as being within the London System and this has shown a 38% year on year growth in passengers (March 2017 – March 2018 = + 38%). |
| **9.** | **AOB**  There was none  The Meeting closed at 1pm |

**DATES OF THE NEXT MEETING**

Executive Meeting: 13th July 2018.