

President Mr Michael Elliot

Chairman Councillor Malcolm Beer

Director. Colin Stanbury

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MINUTES OF

THE LOCAL AUTHORITIES’ AIRCRAFT NOISE COUNCIL

***EXECUTIVE MEETING***

HELD AT

SPELTHORNE BOROUGH COUNCIL OFFICES,

KNOWLE GREEN, STAINES, MIDDX

Commencing at 10.30am

on

**FRIDAY 13TH JULY 2018**

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|  | **THOSE IN ATTENDANCE:**

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| Mr Paul Baker, LB Hammersmith and Fulham, Howard Thompson Spelthorne BC, Cllr. Malcolm Beer, R.B. Windsor & Maidenhead, (Chairman), Mr John Coates, L.B Richmond, Dr Margaret Majumdar, ENAG (Vice president), Mr Colin Stanbury Director., Dr Chris Hill (independent), Mr John Bowden RBWM, Mr Michael Elliot LAANC president, Surindpal Suri, L.B. Hounslow.Observers: Mr Nigel Davis - Englefield Green Action Group, Mr Rob Gibson (independent).  |

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| **1.** | **APOLOGIES**Mrs Val Beale, L.B Hillingdon |
| **2.** | **MINUTES OF PREVIOUS MEETINGS**Executive Meeting (27th April 2018), agreed as a correct record.Council Meeting (8th June 2018), agreed as correct record subject to amendment to item 4. |
| **3.** | **MATTERS ARISING**All items were considered within the main agenda. |
|  **4.** | **LAANC WEBSITE**News updates are now possible. Chair to sign off news items before new items are posted.Circulation of a list of consultations would be useful.Airport watch website is a reliable source of information.<http://www.airportwatch.org.uk/latest-news/> |
| **5.** | **AIRPORTS EXPANSION – NATIONAL POLICY STATMENT (NPS) AND FUTURE WORK PROGRAMME****Parliamentary Vote**On 25th June 2018 the draft Aviation National Policy Statement (NPS) was agreed by the House of Commons, making the document Government policy and including the preference for developing the third (north west) runway at Heathrow.It was noted that a significant number of Labour MPs (under a "free vote") had voted for the proposal, contrary to the recommendation of their leadership and that Government had (contrary to previous statements) decided to impose a three line whip on Conservative MPs for the vote. Two Judicial Reviews have been launched. Neil Spurier- (local resident and lawyer) sent a pre action protocol letter to the DfT prior to the vote. His challenge has been aggressively rebutted by DfT. It is believed that DfT are taking the view that points / evidence Mr. Spurier raised are subject to parliamentary privilege as they were raised during the Transport Select Committee's inquiry. The DfT assert that because of this privilege the evidence cannot be used and therefore they would not be responding. If this is the case this raises questions regarding the Secretary of State's pledges. As the pledges made by the Secretary of State are not in the NPS and have become "expectations" it could be assumed that they have fallen. This includes the pledge on night flights. It was noted that the promised “night flight ban” was not included in the final NPS – this also being relegated to the status of a pledge. Concern was raised that this could result in a dilution of the original intent as set out by the Airports Commission to a situation where there will be no night ban as such but some communities might get some respite a using timed rotation basis only.The second challenge is being made by a group of Local Authorities (Hillingdon, Hammersmith and Fulham, Richmond, Wandsworth and Windsor and Maidenhead) plus the Mayor for London and Greenpeace. A pre action protocol letter has been submitted on the grounds that the NPS is not fit for purpose. Specific grounds under consideration include: * air quality,
* climate change,
* strategic environmental assessment including the noise assessments / policy
* surface access,
* that the outcome of the consultation was predetermined.

Claimants are not expecting a response for at least two weeks. It is possible that other parties may also a challenge such as Heathrow Hub and /or Gatwick Airport.The Planning Inspectorate has considered that LAANC is not a suitable body to make comments on the draft scoping opinion. Possibly this is due to LAANC not jointing the strategic planning group. Heathrow have decided that this is the group that Heathrow will use for consultation purposes. Windsor and Maidenhead are associate members of the strategic planning group. Membership of the strategic planning group requires a signing of a non disclosure agreement.Englefield Green Action Group met with their local MP Philip Hammond. He is persuaded regarding the need for the third runway due to the strategic need for the country.Request for the previously produced, 10 key points against expansion to be circulated. |
| **6.** | **HEATHROW COMMUNITY ENVIRONMENT BOARD (HCEB) UPDATE**Letter sent questioning the need for a briefing on the Development Consent Order process. No reply received.HCEB Forming a private limited company with four so far undisclosed directors. Seems to be a forum where representatives “sit and listen” Concern that there is no community representation on the board.HACC is a statutory requirement but none of the previously discussed noise statistics e.g. late running flights are being considered.LAANC been invited to HCEB round table - Malcolm to attend |
| **7.** | **TRAFFIC STATISTICS**May 2018 data shows an increase in passengers numbers but an insignificant change in air transport movements (ATMs). However Heathrow have exceeded 480,000 atm limit set by T5 Inquiry. The number could drop back to below the limit once disregarded flights are taken into consideration. Hillingdon to note in their role as the local planning authority.Application for a breach of the 480,000 flight limit at Heathrow. An application for extra 25k flights / year has been logged on the Planning Inspectorate website .No upper limit of atms is included within the NPS so whilst the 740,000 is the expected capacity of Heathrow with R3 it could be many more. |
| **8.** | **ANY OTHER BUSINESS****Membership**Slough has submitted its resignation due to the authority no longer being able support the objectives of LAANC. **Subscriptions** Following a discussion the meeting recommended that subscriptions rise by 3percent. Paid officers to receive their current remuneration plus 3percent. It was suggested that a membership drive should be launched, targeted at other Local Authorities and newer community groups. Name of relevant officer contacts to be forwarded to CS.**Commissioning Research Work.** Consideration being given to commission [AvGen](http://www.avgen.co.uk/AvGen2/?page=Home-4) to assess the possible noise impact of new flight paths.**Noise action plan**Key points for response to the consultation to be circulated.**Increase in Easterly Departures**Noted that there has been an unprecedented proportion of easterly departures from Heathrow so far this year (45 percent for 2018 so far compared to 19 percent year total 2017 and 30 percent year total 2016 [[1]](#footnote-1)). There is a worry that this change is permanent, influenced by the effects of climate change. Will this affect how Heathrow plan?**Surface Access**M25 will have to be altered to accommodate runway 3. Latest thinking is that a new section further west of the existing road will be built.Western rail link is in consultation, estimated cost is 1 billion pounds.Piccadilly line rolling stock to be upgraded at a cost of 1.5 billion pounds. |
| **9.** | Being no other business the meeting closed at 1pm |

**DATES OF THE NEXT MEETING**

Annual General Meeting followed by Council: Friday 14th September 2018 at 10.30am

**Abbreviations Used**

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| National Policy Statement  | NPS |
| Air Transport Movements  | ATMs |
| Heathrow Community Environment Board  | HCEB |

1. https://www.heathrow.com/noise/reports-and-statistics/operational-data/wind-direction / 45% is the average of the first six months of 2018 [↑](#footnote-ref-1)