



President Mr Michael Elliot  
 Chairman Councillor Malcolm Beer  
 Director. Colin Stanbury  
 Website: <http://www.laanc-heathrow.org.uk/>

2 Rivermount  
 Sunbury on Thames  
 TW16 5PH  
 01932 785841

MINUTES OF  
 THE LOCAL AUTHORITIES' AIRCRAFT NOISE COUNCIL  
**COUNCIL MEETING**  
 HELD AT  
 SPELTHORNE BOROUGH COUNCIL OFFICES,  
 KNOWLE GREEN, STAINES, MIDDLESEX  
 on

**FRIDAY 23<sup>rd</sup> January 2015**

	<p><b>THOSE IN ATTENDANCE.</b>          Cllr. Malcolm Beer, R.B.Windsor &amp; Maidenhead;(Chairman) Hon. Freeman Gerry Ceaser, (Vice President);; Ms. J. Johnston, Spelthorne B.C.; Cllr. Lyons Davis, Datchet; Dr. M. Majumdar EANAG (Vice President); Colin Stanbury, Director; Mr. Gareth Harper, Co-opted; Mr. M. Elliott, President; Mr. Paul Baker, L.B.Hammersmith &amp; Fulham Ms. Wendy Matthews, Iver Parish Council; Cllr. Wayne Strutton, Slough; Cllr Andrew Davies          Observers in attendance; Mr Peter Willan, Richmond Heathrow Campaign; Mr Graham Young, Iver Parish Council          The Chairman welcomed all of the members.</p>
<b>1.</b>	<p><b>APOLOGIES FOR ABSENCE;</b>          Cllr. Martin Elengorn, L.B.Richmond; Mr J. Coates, L.B.Richmond; Cllr Amrit Mann, L.B.Hounslow; Dr. Chris Hill, Independent; Cllr.H. Jones, Colnbrook with Poyle; Cllr. Marion Rough, Spelthorne B.C.; Mr.Rob Gibson L.B. Hounslow; Mr Mohammed Islam, Hillingdon; Cllr Paul Lion, RB Windsor and Maidenhead; Cllr June Nelson, Hillingdon</p>
<b>2</b>	<p><b>MINUTES OF THE LAST MEETING:</b>          The Minutes of the December Council, having been circulated were signed as a true record by the Chairman following correcting Para 4 line 7 form should be formal and Para 5 Heathrow freight “happened since 1960’s” and not as recorded.          The Minutes of the October Executive were noted.</p>
<b>3</b>	<p><b>MATTERS ARISING</b>          There were none not that would not be covered elsewhere  <b>ALL PARTY PARLIAMENTARY GROUP ON AVIATION</b>          The secretary of the group was present and it was indicated a huge amount of</p>



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	<p>information had been collected since the group was set up in June 2014 with 23 cross party members of the Lords and Commons.</p> <p>The group hope to fill the gap left by the Davies Commission and Noise, Surface Access and the Economy were concentrated on. They hope to correct anomalies whilst trying to be neutral.</p> <p>Their report has been sent to the Commission, Heathrow and Dept of Health and are currently awaiting a response from them. The group then hopes to produce a supplementary report in February. Davies Commission has declined to respond as they felt it inappropriate.</p> <p>TFL have been asked to comment on surface access and the Group Secretary was reminded that they need to consult Authorities to the west of the Airport</p> <p>The Group will disband prior to the general Election and hopefully reform after. There is no restriction on membership but here is a need to encouraged MP's to the west of the airport to take part. The Group is focussed on Heathrow and are not looking at Gatwick.</p> <p>Their report may well indicate where there are holes in the Commission report which might lead to a legal challenge.</p>
<p><b>5.</b></p>	<p><b>AIRPORT COMMISSION CONSULTATION LAANC RESPONSE</b></p> <p>A Draft response had been circulated to all members on 16<sup>th</sup> January 2015 to enable their views to be considered</p> <p>The president supported by a number of members felt that the draft was a very comprehensive and forceful response without being disrespectful. It was suggested that when submitted it should have a covering letter setting out the salient points signed by the chairman.</p> <p>Most of the Commissions reports were felt to be incomplete making a definite response difficult. It seemed that study of economic versus environmental benefit was disproportionate. It was noted that Davies was trying to reconcile conflicting views.</p> <p>There was concern that the Commission having looked at Lden and Leq then plumped for Leq. Wandsworth have sent an open letter covering this point and received a “hurt” reply (Director to circulate Wandsworth letter) There has been a look at a points scoring Australian system which measures noise at 70Db daytime and 60Db night time from overflying aircraft that can be expected to generate noise levels in excess of these benchmark levels but it tells nothing about how loud the noise might be above those levels. It is not yet validated for use in the UK. The Government Aviation Framework indicates that 57Db is the stated level and the Commission are using this in the section conclusion.</p> <p>Ground noise has not been considered but Heathrow have consultants looking at the problem</p> <p>There is no information as to where displaced infrastructure will go.</p> <p>There should be a section for response headed “What the Commission has missed”</p>



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	<p>The Commission and Heathrow are distancing themselves from the Flindell model on ground noise as presented to the T5 inquiry.</p> <p>There is a need to bring in WHO standards</p> <p>Two Windsor Meetings were well attended and they indicate that there is a need to look forward to improving standards.</p> <p>A third runway could create a monopoly situation as no other airport has three runways</p> <p>The APPG report indicates that another runway at Heathrow makes very little difference to throughput. It still has the capacity to take all night flights.</p> <p>Concern was expressed on housing and displaced infrastructure allocations which will cause Local Authorities considerable problems due to Green Belt restrictions.</p> <p>There has been no assessment in respect of freight, Heathrow indicate that this could double.</p> <p>An extra lane on the M25 will not solve access problems.</p> <p>It was agreed that the Director incorporate the above comments into the response prior to submitting to the Commission.</p>
<p><b>6.</b></p>	<p><b>REPORT FROM HACC.</b></p> <p>HACC meets next week It will be the reconstituted body with a new Chairman.</p> <p>Members queried the new Consultative Community Forums composition and role.</p> <p>NTK has been disbanded but a new group is being formed.</p> <p>It was suggested the APPG look at the way in which Heathrow controls HACC.</p> <p>LAANC could coordinate Community Groups so as to give an independent view in a relevant forum.</p> <p>PSSC is still in existence.</p>
<p><b>7.</b></p>	<p><b>U.K. AIR TRAFFIC FIGURES</b></p> <p>There is little change in the figures. As of December there had been a 1.4% increase in passengers to 73m and a 2% increase in movements to 470000. London City has had a 30% increase following new planning permissions and now has direct flights to America via Shannon. Luton is a wasted resource and little growth at Stansted. The Commission has ruled out using developing at redundant USAF bases.</p>
<p><b>8.</b></p>	<p><b>ANY OTHER BUSINESS</b></p> <ol style="list-style-type: none"> <li>1) Heathrow Hub are running exhibitions around the Airport</li> <li>2) Datchet PC are hosting a Gatwick presentation and a parish wide consultation.</li> <li>3) Gatwick need to spread their message to West London.</li> </ol>



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	<ol style="list-style-type: none"> <li>4) "Gatwick Obviously" web site has little impact on west of Airport.</li> <li>5) Windsor and Maidenhead are getting survey results from a phone poll with balanced results.</li> <li>6) There will be no respite at either end of the Airport when operating in mixed mode.</li> <li>7) APPG would like to challenge economic arguments but consultant too expensive.</li> <li>8) We need to start thinking about what needs to happen when the Commission Report is published. There is need for constructive praise/criticism immediately after publication</li> <li>9) The Web site is up to date and Members were asked to view and give views.</li> </ol>
	<p><b>DATE OF THE NEXT MEETING.</b>          13<sup>th</sup> March at 10.30a.m.for the next Council Meeting          24<sup>th</sup> April 2015 for the next Executive Meeting at 10.30 a.m.          All meetings are at Spelthorne Council Offices.</p>

**Chairman.....**

**Date.....**