

NOTES OF LOCAL FOCUS FORUM MEETING – 7 March 2017

PRESENT:

Residents

Jane Taylor HASRA
Nigel Mells The Pavillion Association
Elaine Mells The Pavillion Association
Jean Purcell Longford Village
Philip Purcell Longford Village
Graham Young Richings Park Residents Association
Peter Hood Colnbrook Parish Council
David Blackett Heston Residents Association
June Nelson London Borough of Hillingdon
Kathleen Croft Stanwell Moor Residents Association
Cllr Viridi London Borough of Hounslow
Cllr Khatra London borough of Hillingdon

Heathrow

Laura Jones Senior Community Relations Manager
Cheryl Monk Head of Community Relations
Theo Panayi Sustainable Travel Manager
Kaimi Ithia Senior Community Relations Manager

Ian Frost Head of Planning
George Davies Head of Expansion Sustainability & Environment
Theresa Gruber Community Relations Manager

Apologies

Nigel Milton
Marian Rough
Christine Taylor
Eilish Stone
Mike Raynor
Wendy Matthews
Phil Rumsey
Veronica Rumsey
Armelle Thomas

1) Welcome & apologies

Cheryl Monk (CM) opened the meeting and gave apologies, noted above, including Nigel Milton. Cheryl was chairing the meeting in his absence.

2) Previous Minutes and actions

CM apologised for the late circulation of minutes from the previous meeting and asked if members wanted to make any amends to them, to send comments to Theresa.

CM updated the Forum on an action from the previous minutes. Christine Taylor had asked about access to the PODs for Longford residents. She had understood that there was an agreement that residents could access these via a gate in the T5 business car park but this had now been locked. CM explained that there had been no formal agreement in place that residents could use the PODs via the gate in the business parking car park. She said that the gates were locked for security reasons but there were alternatives since Heathrow sponsors several free busses that went through the village to Terminal 5.

3) Local surface access issues – Theo Panayi

Authorised Vehicle Area (AVA) update

Theo gave an update on the Authorised Vehicle Area (AVA). A copy of the presentation is attached to these minutes. The area has been run as a trial since June 2016 and feedback has been generally very positive. Theo outlined the objectives of the trial and gave an update on each of the objectives. He said that the facility is being well used with an average of 3000 vehicles per day. On the date of a recent tube strike a record 5000 vehicles used the facility.

Theo informed the Forum that the impact of the increase in private hire vehicles on local communities had reduced. He said it had no impact on the terminal forecourts and Heathrow had seen no negative action from Black taxis.

Theo explained that Heathrow had considered several options for the future of the facility before deciding that the Authorised Vehicle Area (AVA) would continue operation in its current location with some refinement to the current operation model. These refinements could look at opening times and catering facilities etc.

Theo explained the steps HAL is continuing to take with operators to encourage more drivers to use the facility. While he said no one can be forced to use it, they were working with the big operators to ensure drivers were aware of its existence. He said that Heathrow would be working more closely with firms such as Addison Lee to encourage them to use the facility.

Peter Hood asked if Slough Borough Council had signed up to work in partnership with Heathrow to tackle the issues. Theo stated that HAL is working with Slough and other local authorities on this issue and that this engagement would continue.

Cllr Nelson expressed a view that there has been domino-effect of private hire vehicles 'overspilling' into other previously unaffected areas. Cllr Nelson asked if 'geo fencing' could be extended and questioned what Heathrow could do to get Addison Lee to use the facility.

Theo stated that any 'overspill' was unlikely to be UBER drivers because they are not able to get a Heathrow job if they are not in the Authorised Vehicle Area. He explained that it was a possibility that the drivers that are overspilling into other areas may be unrelated to the airport and more likely to be linked to the minicab offices around Hayes Station and the town centre.

Jane Taylor acknowledged that there has been a reduction in the number of private hire vehicles on local roads but felt that the numbers are increasing again, she stated that residents are finding it

difficult to use community facilities such as Café on the Green because of private hire vehicles filling parking spaces.

Cllr Viridi indicated that there was a particular issue in Cranford linked to the Mosque and car wash, and that he believed that this was linked to the increase in private hire drivers in the area.

Theo stated that if the key issue was one of parking or obstruction on the public highway, this was something that Hounslow Council, as the highway authority, had the power to resolve through planning or waiting restrictions.

During the discussion, the visibility of Addison Lee vehicles on local roads was raised along with the role that Transport for London's (TfL) enforcement officers, who visit the AVA on a weekly basis, have with preventing anti-social behaviour and enforcement.

Theo clarified TfL's role is to ensure compliance with the private hire vehicle licence therefore they can only enforce penalties where a driver is in breach of their licence conditions. Theo stated that Heathrow will continue to engage with Addison Lee to encourage their drivers to use the AVA. Theo also reminded the Forum that their local authority can implement restrictions to discourage drivers from parking on certain roads. Forum members were encouraged to take up some of these issues with their local councils.

Heavy Goods Vehicles (HGV) update

Theo also gave a presentation on heavy goods vehicles. A copy of the presentation is attached to these minutes.

Theo informed the Forum that a number of local communities had raised concerns about the impact of heavy good vehicles on their communities. He said that Heathrow representatives including the Chief Executive John Holland-Kaye had been out in the local area to see the issues first hand and has made a commitment to work with senior industry leaders to tackle the issues.

Theo explained that Heathrow had organised a workshop with stakeholders to understand the issues and find solutions. He said that the workshop was very productive and identified key themes and issues. The workshop enabled stakeholders to formulate initial ideas for quick wins and for the longer term.

Cllr Khatra asked if there was any way more enforcement could be put in place. Theo explained that the onus was on individual companies to influence drivers to improve behaviour.

Cllr Nelson wanted to know what was being done to stop heavy goods vehicles going on to local roads.

Graham Young expressed his view that parking charges at Heathrow was excessive and wanted to know if anything could be done. He said that other airports charged £1 for drop and pick up and that Heathrow's parking charges impacted the local fares.

Theo explained that the cost for short stay parking was driven by the market and demand for space. In many cases, the length of time someone spends in the car park is very short due to the charges, this allows the space to be used more efficiently. Currently, there is no charge to drop someone off

at Heathrow, unlike at other airports, so balancing the combined cost for dropping off and picking up was not excessively different from those other airports. Theo also highlighted Heathrow's aspiration to encourage more people to use public transport as an alternative for short journeys where this option is available.

4) Planning process and next steps

National Policy Statement (NPS) and Development Consent Order (DCO)

Ian Frost, Head of Head of Planning gave a presentation of the planning process and next steps relating to expansion at Heathrow. A copy of his presentation is attached to these minutes.

Ian went through the 2008 Planning Act and gave a comprehensive explanation of National Policy Statements (NPSs), Development Consent Orders (DCOs) and the timeline for this process. Ian informed the Forum that the NPS will set out the need for expansion at Heathrow and that the Department for Transport have set a clear timetable for preparation and designation of the NPS.

He informed the Forum that the Government launched their NPS consultation on 2 February 2017 and it will remain open for 16 weeks until 25 May 2017. He said that the statement is available to view and respond to online at www.gov.uk/dft/heathrow-airport-expansion and email responses to runwayconsultation@dft.gsu.gov.uk

Ian explained that Heathrow's DCO must provide a framework for growth to 2040 and the timelines that Heathrow are working on aims to achieve planning consent in 2021.

The Forum posed a series of questions. The key areas raised were:

- Potential for delays in the planning process – Ian said that while there were potential areas for delay as with any planning process, he was confident Heathrow could meet the timescales set out. If there was a judicial review he said that a challenge would not in itself mean that work on our scheme as to be suspended. He explained that the process under the Planning Act by which the scheme will be judged is a robust and thorough process and accordingly to date there have been no successful challenges against the designation of a National Policy Statement or against the approval of a scheme.
- Whether the large number of greens spaces in South Bucks will be impacted upon, alongside a request for early consultation on this issue – Ian explained that Heathrow was working closely with commercial interest and looking at feasibility studies and will be led by these studies.
- Local Plans and how these will be viewed in relation to Heathrow planning consent process– Ian explained that the NPS will set out the national need for expansion but local authority Local Plans will continue to have relevance on local land use issues.
- Use of green belt land – Ian explained that Heathrow would only utilise green belt land where it was absolutely necessary to facilitate expansion is.
- An update on the Cranford agreement – Cheryl informed the Forum that on 2 February 2017 the Planning Inspector recommended that the appeal be allowed and planning permission granted. She said that Heathrow welcomes the Government's decision to allow Heathrow to introduce full runway alternation on easterly operations. We will now review the details of this decision and consider how best to deliver full easterly alternation in conjunction with the Government's airspace management proposals for London and our proposals for expansion. A more informed update will be provided at the next meeting on 6 June 2017.

Environmental Impact Assessment (EIA)

George Davies, Head of Expansion Sustainability and Environment gave a presentation on the approach to Environmental Impact Assessment (EIA). A copy of the presentation is attached to these minutes.

George noted that Mouchel, on behalf of Heathrow, were currently arranging land access for the EIA consultants to carry out environmental surveys across the proposed development and surrounding areas. He said the EIA is a crucial part of the Development Consent process and that it would be heavily scrutinised by the Planning Inspectorate at Examination. It will cover all aspects of the development's impact on the human and natural environment. He explained that surveys of protected species and habitats in the development area or potentially impacted by the scheme would be done over the coming years before submission of the planning application. He explained in detail the various outputs that would be generated to support the application.

George informed the Forum that Heathrow would engage widely with stakeholders to ensure that challenges are identified and addressed by the proposed scheme. He said that there would be good opportunities for biodiversity projects and improved green spaces to ensure a positive legacy is left in the Colne Valley and in the other areas around the airport where impacts would be felt.

Members of the Forum raised questions about:

- The provision of section 106 funding within the process – Ian confirmed that the DCO process would make provisions similar to the s106 function under the Town and Country Planning Act. George added that Heathrow are interested to ensure that the long-term management of the areas around the airport was considered in design and collaboration with approbative stakeholder groups.
- A leaflet received by some Hillingdon residents which states that information put out by Heathrow on their expansion proposal was misleading – George explained that these leaflets are distributed by local authorities that were opposed to expansion expressing their views on Heathrow's proposals. He said that it was important for residents to make their own judgment on the actual details of the plans, and place little weight on speculation from opponents who are motivated to prevent the development.
- Whether the final report will be so detailed that important facts are buried – George explained that Heathrow would provide information in an accessible way to ensure that residents did not have to read through all the technical documents.

5) Property update

Theresa Gruber gave a brief update on the Campsie's management of properties owned by Heathrow in Sipson and Harmondsworth. She said that all the outstanding exterior works that were identified last year were all completed at the end of November. Theresa also confirmed that Heathrow will continue to maintain the front gardens of those tenants who have requested it and that the Romans dedicated 'walkaround' day will continue to happen every Wednesday.

Jane Taylor – HASRA chair agreed that things were working but felt the quality of the work was poor. She said that more tenants were using front gardens for parking and asked whether more applications could be made to the London Borough of Hillingdon for dropped curbs.

TG said she would inform the property team of the comments and update the forum at the next meeting.

6) Heathrow report

Cheryl Monk – report tabled

7) AOB

June Nelson asked if the Heathrow report could be sent out in advance. Cheryl Monk agreed that the report would be sent out a week in advance and that a HACC Synopsis would be included at the next meeting. Cheryl invited the Forum to send an email to the Community Relations team if there were any agenda items they would like included at the next meeting.

Next meeting – 6 June 2017