

AVIATION FORUM

8 June 2015

PRESENT: Councillors John Bowden (Chairman), Malcolm Beer, Dr Lilly Evans (sub for Simon Dudley), David Hilton and John Lenton.

Officers: Shilpa Manek (Clerk), Tanya Leftwich (Democratic Services), Shauna Hichens (Corporate Communications Officer – sub for Louisa Dean), Chris Nash (Team Leader - Environmental Protection) and Craig Miller (Community Protection & Enforcement Service Lead).

PART I

1. WELCOME

The Chairman welcomed everyone to the Forum.

The Chairman informed the Forum that the meeting would be audio recorded and of fire drill procedures.

2. APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillor Dudley, Louisa Dean, Andrew Davies and Jamie Jamieson.

3. DECLARATIONS OF INTEREST

There were no declarations of interest.

4. MINUTES

The minutes of the meeting of the Forum held on 8 January 2015 were approved by Councillors Malcolm Beer and John Lenton as they were present at the last meeting.

5. MATTERS ARISING

The Chairman informed the Forum and gave them an update on the lead up to the meeting. The Chairman informed the Forum that he had had a meeting with the Team Leader - Environmental Protection (Chris Nash) and the Community Protection & Enforcement Service Lead (Craig Miller) to bring himself, as new Chairman of the Aviation Forum, up to date with issues that had been discussed at previous meetings. The points discussed included:

- Heathrow Appeal
- Third runway at Heathrow and its impacts
- Cranford agreement
- Environmental Impacts, noise and pollution
- Radio Berkshire briefing (Councillors Cox and Bowden were not available and Cllr Lenton and Bathurst gave a very short briefing).

Councillor Hilton referred to the paragraph in the minutes under Matters Arising about the community representative who had now been selected. The representative was Kate Mann from Sunninghill Ward.

6. DAVIES COMMISSION – Air Quality Consultation

The Forum received an update on the Davies Commission response submitted to the Airports Commission with regard to air quality following May's Cabinet meeting.

The Team Leader - Environmental Protection (Chris Nash) advised the Forum that on 3 February 2015, a robust submission including surface access, housing demands, pollution and noise had been submitted. However, since then the Royal Borough had been given a swift three week consultation period to submit a further submission on air quality.

The borough's second submission included the following points:

- The point that the borough had not been considered in their principle study area, particularly the Wraysbury AQMA and associated traffic on the A308;
- The current air quality at the Wraysbury/M25 junction;
- The passengers/workforce going and coming to work by public transport. Heathrow to achieve a 50% drop and this target not being deliverable;
- The airport to grow should the third runway be granted - the access routes had not been fully considered;
- The UK not reaching air quality targets, causing an increased strain on air quality;
- The road and rail infrastructure is already reaching maximum level, especially the M4/M25 junction.

Councillors Beer and Dr Evans congratulated the Team Leader - Environmental Protection (Chris Nash) on the marvellous job he had done on the second submission in such a short period of time.

The Forum raised the following points:

- Immoral criteria, monetisation of effect on health;
- Heathrow expansion, included large expansion of M25 and the cost of the expansion;
- Impossible target of a 50% reduction of Heathrow workforce travelling by public transport;
- The proportion of over 60 year olds in the Royal Borough with respect to health and expansion, this would make a big impact on the community and highly effect it;
- A written correspondence to residents about the response to the Heathrow expansion being illegal;
- Noise being a significant topic;
- The nitrogen oxide levels were discussed in detail and the multiple implications, such as the effect on health and the need for a proper study to consider the significant interventions likely to be needed.

The Chairman summed up the Panel discussion by highlighting some of the issues raised and opened the discussion to the public.

Nigel Davies (Englefield Green Action Group) commented that the Englefield Green Action Group had put in their own submission to the Davies Commission. He explained that Runnymede was also against the Heathrow expansion. He inquired if there had been any communication between the Royal Borough and Runnymede.

The Team Leader - Environmental Protection (Chris Nash) explained to the Forum that a group (2M), that had been formed to bring together leaders of councils effected, in order to put forward responses to reports as one. He informed the Forum that Runnymede was part of the group. The Forum discussed the importance of sharing information.

Paul Jennings (Oakley Green and Fifield Residents Association) asked officers if any measuring stations were on the A308?

The Team Leader - Environmental Protection (Chris Nash) responded that there were measuring stations on the A308 but was not sure of their proximity to Oakley Green. He would contact Paul Jennings with further details.

Sally Hay, member of public, inquired if there were any measuring units on Dedworth Road. The Team Leader - Environmental Protection explained that there was a large difference between air quality as a result of planes and traffic. He explained that the borough website had detailed reference to all measuring units. The Community Protection & Enforcement Service Lead (Craig Miller) reassured the Forum that the borough had very detailed monitoring and all was picked up by the network.

ACTION: The Team Leader - Environmental Protection to bring to next Forum and share information.

ACTION: Report back to next Forum on third runway and Heathrow's decision.

7. CRANFORD AGREEMENT – Discussion & Update

The Chairman informed the Forum of the Cranford Agreement background. It was explained that the northern runway, parallel to the Bath Road would not be used such that aircraft would fly over Cranford. This agreement was in operation until 2009 where the government committed to abandoning this agreement. Now the Cranford Agreement had been revoked and Heathrow had applied to Hillingdon Council to undertake the required runway works to practically enable the abandonment – Hillingdon however had refused the application and hence it had gone to appeal.

The Team Leader - Environmental Protection continued to explain that the Royal Borough was supporting the Appeal as there would be a relief to air traffic over Windsor even though this would effect Old Windsor and Horton/Wraysbury more.

The Team Leader - Environmental Protection explained that the three main points highlighted included noise and mitigation procedures, air quality during landing and take off and planning consideration (including the construction of new concrete barriers). However, most emphasis was on noise mitigation.

Further points discussed included:

- The 63 decibel limit used by Heathrow and the contrast with the World Health Organisation standard of 55 decibel limit;
- Mitigation costs covered by Heathrow being short of the mark;
- Percentage of flights over Windsor and the implications if the Cranford Agreement was to be abolished;
- If the Cranford Agreement was to be abolished then flights being evenly distributed between the northern and southern runways reducing flights by half over Windsor.

A member of the public asked about the benefits that Heathrow would have if the Cranford Agreement was abolished.

The Team Leader - Environmental Protection informed the Forum that the government had committed to abolishing the Cranford Agreement and therefore Heathrow had to abide. Heathrow had included this action in their noise action plan. There was no real monetisation benefit to Heathrow; however, Heathrow would have greater freedom in using their runways.

Sally Hay (member of public) requested an update on WideNoise App. The Team Leader - Environmental Protection informed the Forum that the app was still recording to allow residents to self-monitor aircraft noise, however funding to UCL had been removed and therefore Borough analysis was complete for now. However, discussions were still in progress about UCL funding a 'stage 2' project sometime in the future.

Wisdom Da Costa (West Windsor Aviation Forum member) inquired if any briefing for the appeal hearing would be prepared that would benefit borough residents. The Community Protection & Enforcement Service Lead explained that representatives of the Royal Borough would be attending as and when required. The process that was due to be followed had already acknowledged that the borough was an interested party and wanted to speak at the appeal, hence the invite to attend on 9 June after 14.00. The Community Protection & Enforcement Service Lead reiterated that the submission made in November 2014 was the Royal Borough of Windsor and Maidenhead's position.

The Team Leader - Environmental Protection informed the Forum that even London Hillingdon Borough supported the principal of abandoning the Cranford Agreement but refused the application due to them considering the mitigation put forward as not being adequate for their residents.

8. HEATHROW FLIGHT PATHS

Councillor David Hilton gave a very detailed report following the Community Noise Forum. Some of the points covered in the report included:

- Westerly departure trials;
- Heathrow's strategy for trials;
- Commitment by CAA to revert back to pre-trial route at the end of trials;
- Visit to NATS on 16 April 2015;
- NATS ability to make changes without consultation;
- Meeting with CAA in July 2015;

- Terms of Reference of the Community Noise Forum - to be added to the RBWM website;
- NATS procedures;
- CAIAN (Communities Against Increase in Aircraft Noise) had been formed – residents that would help fight for change;
- Sharing information with Aviation Forum
 - Councillor Hilton to provide update to Aviation Forum
 - CIANE invited to provide update to Aviation Forum.

A discussion took place between the Panel and the public about the relationship between NATS, Heathrow and CAA and each of their responsibilities.

9. PARTNERSHIP BODIES

This item was postponed to the next meeting.

10. ANY OTHER BUSINESS

The Team Leader - Environmental Protection informed the Forum that a noise meter had been installed in Windsor and a further one would be installed in Old Windsor soon, one was under the northern flight path and one was under the southern flight path.

Wisdom Da Costa (West Windsor Aviation Forum member) inquired if the Royal Borough were looking to put an action plan in place and if it would be available to the public. The Community Protection & Enforcement Service Lead informed the Forum that it was being assessed. He explained that the Team Leader - Environmental Protection covered the technical side and other teams would soon be involved such as communications. An action plan would take time to produce after all impacts were considered. Finally, it was commitment in the Cabinet Manifesto and therefore was the officers duty to deliver. It would be in the current business plan but the team was also looking to add to a longer term business plan.

11. DATES OF FUTURE MEETINGS

The Forum noted the following dates for the future meetings of the Aviation Forum:

20 August 2015
 9 November 2015
 16 February 2015
 10 May 2015

MEETING

The Chairman thanked everyone for attending the Aviation Forum and closed the meeting. The meeting, which began at 7pm ended at 9.15pm.