

## Local Community Forum MINUTES



**Date:** 4<sup>th</sup> March 2025

**Meeting location:** Compass Centre, Heathrow TW6 2GW

**Time:** 17:30-19:00

**Present:**

**Chair:** Dr Roger Green- Independent Chair of LCF

**Present:**

Alfred Alvares - St David's RC Church, Stanwell  
 Cllr Alistair Buchanan – Colnbrook with Poyle Parish Council  
 Justine Bayley – Stop Heathrow Expansion  
 Cllr Puja Bedi – Colnbrook with Poyle Parish Council  
 Kathleen Croft – Stanwell Moor Residents Association  
 Simon Crossley – Stanwell Moor Residents Association  
 Nicola Edwards – Headteacher, William Byrd Primary Academy  
 Christian Hughes - Longford Resident's Association  
 Leon Jennion - Longford Resident's Association  
 Cllr Wendy Matthews – Iver Parish Council  
 Ian Millin – Stanwell Events  
 Cllr June Nelson - Heathrow Villages, Hillingdon  
 Cllr Barry Nelson-West - Chair of Hillingdon Labour Group  
 Veronica Rumsey – Friends of the Great Barn, Harmondsworth  
 Roger Smith – Chair, Hounslow Respiratory Group  
 Brian Stacey – Independent Chair, Air Quality Working Group  
 Eilish Stone – Harmondsworth Allotment Association  
 Hardip Singh - Governor, Harmondsworth Primary School  
 Christine Taylor - HASRA (Harlington)  
 Jane Taylor – HASRA (Sipson)  
 Graham Young – Richings Park Resident's Association

Becky Coffin – Director of Communities and Sustainability, Heathrow

Hannah George - Senior Community Engagement Manager, Heathrow

James Holmes – Head of Local Strategic Engagement, Heathrow

Nigel Milton – Chief Communications & Sustainability Officer, Heathrow

Sarah Omar – Community Engagement Coordinator, Heathrow

Sarah-Jane Pickthorne – Community Engagement Manager, Heathrow

Johnathan Pam – Operational Impacts and Community Engagement Lead, Heathrow

**Observers:**

Hylton Garriock – Longford Resident's Association  
 Mark Izatt – Deputy Chair, CISHA  
 Beverley Johnson – Colnbrook Primary School  
 Benjamin Nelson-West – Resident, Charville Hillingdon  
 Angela Smith - Hounslow Respiratory Group  
 Guy Williams – Back Heathrow  
 Tracey Waltho – Chair, CISHA

**Apologies:**

Cllr Sean Beatty – Ashford North & Stanwell South, Spelthorne  
 Cllr Sue Doran – Stanwell North, Spelthorne Borough Council  
 Cllr John Doran – Stanwell North, Spelthorne Borough Council  
 Shafick Emmambokus - Cranford Action Group  
 PC Libby Free – Aviation Police, MPS  
 Arvinder Garcha – Chair, Stanwell Moor Residents Association  
 Mike Smooker – Civilian Crime Prevention Unit, Metropolitan Police  
 Armelle Thomas – HASRA



Item	Action
<p><b>WELCOME &amp; CHAIRS UPDATE – ROGER GREEN</b></p> <p>Welcomed all members, guest speakers and observers. Apologies as listed above. Chair informed members of housekeeping rules and reminded the <a href="#">Terms of Reference</a> (TOR) and code of conduct highlighting all members should respect each other's views and the importance of working together to solve issues impacting the local community.</p>	
<p><b>ACTIONS FROM PREVIOUS MEETING</b></p> <p>The minutes were circulated in advanced for any comments, and the actions were sent to members via email on the 25<sup>th</sup> February.</p> <p>Longford Resident's Association (LRA) - <i>Regarding the runway schedule that was sent out, does this relate to the Easterly Alternation preparation, or is it for something else? With the Easterly Alternation proposal and the expected two years of disruptions, what provisions are being made for residents? The challenge we face is that no one has come forward to address this, and Heathrow seems to assume everything is fine. However, there is a lack of understanding about the impact these changes have on residents' sleep.</i></p> <p>Heathrow - The schedule relates to routine runway resurfacing on the northern side and is not connected to the Easterly Alternation plans. The construction team would have taken these factors into consideration. Additionally, we encourage you to continue submitting feedback through the <a href="#">noise complaints line</a> <a href="mailto:noise@heathrow.com">noise@heathrow.com</a>, as this data helps us identify recurring issues and relay them to the relevant teams for further review and action. Our Noise Team works with the Operations Team and can provide further details on the mitigation measures and management processes in place to minimise disruption.</p>	<p>1. NOISE TEAM: Respond to LRA with information on mitigations/processes for runway resurfacing.</p>
<p><b>HEATHROW INVESTMENT PLANS – NIGEL MILTON (NM), CHIEF COMMUNICATIONS &amp; SUSTAINABILITY OFFICER, HEATHROW</b></p> <p>Chair – Following the Chancellor's announcement regarding Heathrow's investment and expansion plans, it was agreed to bring this meeting forward to have Nigel attend and provide an update, followed by a Q&amp;A. We are aware Heathrow will be putting in a proposal to the Government by the end of summer.</p> <p>NM – Thanked the forum and acknowledged that at the last LCF meeting he gave an important update on Heathrow's long-term investment and expansion plans ahead of the Chancellor's recent announcement.</p> <p><b>Phased Approach to Heathrow's Development</b> Previously, Heathrow's long-term plans were divided into three key phases:</p> <ol style="list-style-type: none"> <li>1. <b>Ongoing Projects (Phase 1)</b> – These include essential upgrades such as new security scanners, general maintenance, T2 baggage system, and the beginning phase of Easterly Alternation.</li> <li>2. <b>Modernising Heathrow (Phase 2)</b> – This phase focuses on upgrading existing facilities within the current two-runway structure. Key projects under consideration</li> </ol>	



Item	Action
<p>include expanding capacity in Terminals 2 and 5, demolishing Terminal 1, replacing Terminal 3, and enhancing cargo facilities.</p> <p>3. <b>Expanding Heathrow (Phase 3)</b> – Commonly referred to as the "third runway project," this phase required support from Shareholders, Airlines, and the Government before any further steps could be taken.</p> <p><b>Government's Unexpected Announcement</b></p> <p>In January, Heathrow was informed that the Chancellor was considering including Heathrow expansion in a speech about national growth. Shortly after, reports leaked to the press indicated that the Chancellor planned to announce support for expansions at Heathrow, Gatwick, and Luton. When the official speech was delivered at the end of January, the Chancellor provided a surprisingly clear endorsement of Heathrow's expansion. The government set out an ambition to secure planning permission within the current parliamentary term (ie 2029), with a new runway operational by the end of the next Parliament (ie 2034).</p> <p><b>Heathrow's Response and CEO's Statement</b></p> <ul style="list-style-type: none"> <li>• <b>Clarification from Heathrow's CEO, Thomas Woldbye:</b> Thomas had previously stated that Heathrow would only pursue expansion if there was clear government backing. Following the Chancellor's announcement, he confirmed that Heathrow welcomed the government's recognition of its role in the UK economy and would prepare a proposal in response.</li> <li>• <b>Adjustments to Public Announcements:</b> Thomas was due to give a speech about Modernising Heathrow (Phase 2), including a commitment to using UK steel for terminal expansions. However, given the Chancellor's announcement, he incorporated Heathrow's position on the third runway into his remarks.</li> <li>• <b>Preparing a Proposal:</b> Heathrow is now working on submitting a formal proposal to the government by Summer. However, it remains unclear what form this proposal will take, as discussions with key stakeholders, including airlines and regulators, are ongoing.</li> </ul> <p><b>Uncertainties and Challenges</b></p> <ul style="list-style-type: none"> <li>• <b>Competitive Process:</b> Heathrow is aware that other organisations may also be developing proposals for a third runway. A consortium called "<b>Reimagining Heathrow</b>", which may be linked to a competing proposal, has recently emerged, adding complexity to the situation.</li> <li>• <b>Regulatory and Legal Considerations:</b> The process for securing approval is still uncertain. <a href="#">The Airports National Policy Statement (ANPS)</a>, which was approved by Parliament in 2018, supports a third runway at Heathrow to the northwest. However, changes to planning laws and regulatory frameworks may be required to meet the government's ambitious timeline.</li> <li>• Heathrow was not expecting such a rapid government announcement and is now working through significant uncertainties, including the evolving regulatory landscape and competing proposals.</li> </ul> <p>There is no legal obligation for public engagement or consultation at this stage, but Heathrow remains committed to engaging with stakeholders and is currently in discussions with CISHA to determine what that engagement will look like prior to Heathrow's submission of its proposal to DfT in the summer.</p>	



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<p><b>Next Community Forum and Ongoing Engagement</b></p> <ul style="list-style-type: none"> <li>At a future Local Community Forum (LCF) meeting, we will look to provide an opportunity for further updates and discussions before Heathrow submits its proposal.</li> <li>Heathrow is actively working with Airlines, Government, and stakeholders to clarify requirements and develop the strongest possible case for expansion.</li> </ul> <p>At this stage, Heathrow remains in an early phase of responding to the Chancellor's unexpected endorsement. Further clarity is expected in the coming months as discussions continue.</p> <p>Chair – Regarding the Q&amp;A could the forum ask questions and not make statements. Nigel has been honest and transparent with the forum and there remains a huge amount of uncertainty, a lot of decisions to be made and Heathrow does not have answers to all questions at this stage. Our role as the LCF is to ask questions, formulate views on our issues and concerns and challenge Heathrow about how this impacts the local community.</p> <p><b>Q&amp;A WITH NIGEL MILTON</b></p> <p><i>Stop Heathrow Expansion - What impact will the government's announcement have on your Phase 2 plans?</i></p> <p>NM - The original Heathrow expansion plan (paused in 2020) included both terminal upgrades and the third runway, but the priority was to build the runway first. Last year, Heathrow decided to change this, focusing on terminal upgrades before the third runway due to the uncertainty around expansion. However, the government now wants both projects to happen simultaneously, which presents a major challenge. Some elements of modernisation will need to be reprioritised, ensuring necessary upgrades facilitate a third runway while also maintaining regulatory and airline approvals.</p> <p>Longford Residents Association - <i>Are other competitors submitting proposals, and do they go through Heathrow or directly to the government?</i></p> <p>NM - The government has invited proposals directly, meaning Heathrow is submitting its own while we believe at least one other organisation is also working on a competing proposal. Heathrow believes a third runway cannot function independently without integration into the airport's existing operations, but the government's rules allow others to submit their own plans. This creates a competitive process, which Heathrow must navigate while ensuring its proposal is the strongest option.</p> <p>Heathrow Villages, Hillingdon - <i>Will your new proposal be based on the 2020 plan, or will it be revised?</i></p> <p>NM - The 2020 proposal aligns with the Airports National Policy Statement (ANPS) and provides the best chance of securing approval. However, the government has hinted at a potential review of the ANPS, which could require modifications. Heathrow is evaluating whether to proceed with the same proposal or make adjustments. Changing it significantly could delay approval, making it impossible to meet the government's timeline.</p>	



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<p>HASRA (Harlington) - <i>Has there been any discussion about the impact of continued uncertainty on residents, including property concerns and local services in the interim?</i></p> <p>NM - Yes, Heathrow recognises the anxiety and disruption caused by ongoing uncertainty. The Chancellor has expressed a desire for an accelerated process to provide clarity sooner. While Heathrow is reviewing its property support schemes, any financial commitments require approval from our regulator, the CAA. The company is engaging with stakeholders and will consider feedback on how to best support affected residents.</p> <p>There is support available for local residents to contact the Community Engagement Team, including bespoke assistance regarding property proposals. Elements from previous schemes, such as the bond scheme, are being reviewed to determine what would be appropriate moving forward. I have received valuable feedback and suggestions on what should be done, and I encourage residents to continue sharing their concerns and feedback. If there are specific needs or issues you want addressed in future schemes, now is the ideal time to submit your input. I am well aware of the key concerns, but it's always helpful to have them reiterated to ensure they are fully considered.</p> <p>Richings Park Resident's Association – <i>Before COVID, Heathrow published a document called the 'Masterplan,' which outlined various planned works, such as the relocation of rivers and the creation of flood ponds. Residents never had the opportunity to share their views or ideas. When will that conversation resume?</i></p> <p>NM - Once we have a clear proposal in place, accepted by Government then we can start the process of submitting a Development Consent Order (DCO) and then we can initiate a formal consultation process. This will include consultation events where we will actively seek input from residents and stakeholders. As part of the process, we are required to report to the planning inspectorate detailing the feedback received and how it has been considered, as well as explaining any decisions on why certain suggestions were or were not implemented. This process was originally paused in March 2020 due to the pandemic. If we move forward with the same Masterplan, there will be opportunities for local communities to provide feedback through public consultation.</p> <p>Harmondsworth Allotment Association – <i>The recent announcement has exacerbated the blight, so what plans do you have in place, even if it doesn't happen? What arrangements will you make to mitigate against the blight?</i></p> <p>NM - Heathrow recognises the uncertainty caused by the announcement and understands the concerns of affected communities. The company is currently reviewing what measures can be taken to mitigate the impact, while also working within the constraints set by regulators and airline partners. Heathrow cannot make financial commitments without approval from both the airlines and the regulator (the CAA), meaning any potential support must go through a formal consultation process. Since neither the CAA nor the airlines were aware of the Chancellor's announcement in advance, all key stakeholders are now working to determine the best path forward. Heathrow acknowledges that this has placed them in a reactive position, but efforts are underway to address concerns and provide clarity as soon as possible.</p>	<p>2. LCF MEMBERS: Continue to feedback to the Community Engagement Team on current/future property schemes.</p>



Item	Action
<p>Colnbrook with Poyle Parish Council – We are glad to hear there will be public consultations as this would be key. Residents in Colnbrook want to know and understand what Heathrow are thinking and what are the plans ahead, including how much they will be impacted like the two local schools. What is important to address is the residents and villages which will be hugely impacted, even if expansion doesn't go ahead, we need to be communicating as a group.</p> <p>NM – Just to clarify consultations are a statutory process, whereas engagement is what we are doing at this forum. We are engaging, Becky is meeting headteachers from our five partner schools to have a discussion with them and make sure they are aware and have the opportunity to ask their questions directly to us. Heathrow are also working with CISHA (Council for the Independent Scrutiny of Heathrow Airport) to understand what the communities need in terms of engagement between now and summer.</p> <p>Becky Coffin (BC) – If you have views on what good engagement would look like please feed this back directly to <a href="#">CISHA</a> as it would be extremely welcomed.</p> <p>Colnbrook with Poyle Parish Council – <i>Heathrow have been a good neighbour certainly within Colnbrook, we appreciate all the work Heathrow have provided for us in terms of supporting, we would like to see that support extended ensuring residents are kept informed.</i></p> <p>Friends of the Great Barn, Harmondsworth - <i>Residents affected by the expansion are struggling to sell their homes. Properties in the Compulsory Purchase Zone (CPZ) have had buyers, but mortgage brokers turn them down due to the threat of the third runway. Could Heathrow underwrite mortgages to prevent property developers from exploiting the situation? Rather than you buy those properties.</i></p> <p>NM - Heathrow is considering various support options, and suggestions from residents are being noted. However, any financial commitments must be reviewed with airlines and regulators. Heathrow acknowledges the challenges and is working to determine what can be done within its regulatory constraints.</p> <p>Governor, Harmondsworth Primary School - <i>What support is available for affected schools, including children, parents, teachers, and the wider community, who are experiencing stress and anxiety during this uncertain time? Additionally, I recently met with the CEO of Hillingdon MIND, who reported a significant rise in self-referrals from Heathrow Villages. Would it be possible for Heathrow and MIND to collaborate on ways to address this growing mental health concern?</i></p> <p>NM - Heathrow is actively engaging with local schools, including scheduled meetings with headteachers, to better understand their needs and provide appropriate support. Collaboration with local authorities has improved, ensuring a more coordinated approach to addressing concerns. In response to the rise in mental health challenges, Heathrow is open to discussions with organisations like MIND to explore how best to support affected residents during this period of uncertainty.</p> <p>Governor, Harmondsworth Primary School – <i>The help you are currently giving the schools is really good with the take off funds, we appreciate the support within the community. Just a suggestion can you look at the time it takes for an application and the turnaround as it takes</i></p>	<p>3. LCF MEMBERS: Feedback directly to CISHA on what good engagement would look like.</p> <p>4. HARDIP SINGH: Hardip to connect a contact at Mind for</p>



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<p><i>a long time. The school are waiting for a small grant, which then delays in helping the children.</i></p> <p>Heathrow –We have recently changed how we process Take Off Fund requests which could be the reason why you are experiencing slight delays. We will discuss internally on how to speed that up so that funding can be released in a timelier manner. Thank you for your feedback.</p> <p>Stanwell Events – <i>Can the schools programme be expanded to cover Stanwell, Bedfont and Cranford? Those areas are also affected from aircraft noise and other impacts from the airport.</i></p> <p>NM – This can certainly be reviewed. Currently, the programme covers five schools, as these are the ones that were directly impacted by a third runway. However, we recognise that other schools are also affected, and we already have some existing initiatives in place to support them. We can look at strengthening partnerships and potentially expanding the programme to provide more direct support to additional schools.</p> <p>Longford Residents Association - <i>In your discussions with the Chancellor, were any changes or requests made to the Planning Act proposed and are you aware of whether your competitors are also in discussions with the Chancellor?</i></p> <p>NM - Nothing specific has been raised at this stage. However, the week before the Chancellor’s announcement, a draft response to the review by Lord Banner which examined the current planning system, was published. This review suggested reducing the time inspectors have to assess reports, limiting the grounds for appeals, and streamlining statutory consultation requirements. These changes are aimed at shortening the overall planning process. As Heathrow, we have not yet considered whether we need any additional amendments to be made. Yes, we are aware that other parties are engaging with the government.</p> <p>Stanwell Moor Residents Association - <i>We have previously raised concerns about the lack of taxi/private hire vehicle parking facilities at Terminal 4 and Terminal 5. Is this under consideration as part of your plans?</i></p> <p>NM - Yes, we are reviewing this. We are aware that the current Authorised Vehicle Area (AVA) is convenient for Terminals 2 and 3 but less so for Terminals 4 and 5. As a result, we have seen an unacceptable level of unauthorised vehicle use in residential areas. We are considering providing an additional facility to help alleviate this issue and reduce disruption to local communities. The Surface Access Team can provide an update on this at the next LCF meeting.</p> <p>Iver Parish Council – <i>What impact do you think the latest Gatwick announcement will make in terms of the criteria set for expansion?</i></p> <p>NM - The government has introduced additional proposed conditions, particularly focusing on surface access and noise impacts. One key requirement is that 55% of passengers must travel to the airport via public transport, which aligns with Heathrow’s commitments under the ANPS. Noise impact regulations also remain strict, with Gatwick facing different</p>	<p>further engagement with Heathrow.</p>



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<p>challenges as it operates a 24-hour flight service, whereas Heathrow's previous expansion plan did not include extending night flights. Heathrow is still awaiting clarification from the government on any implications of the Gatwick recommendations for other policy. Overall, the announcement does not indicate a relaxation of noise mitigation policies, and Heathrow will need to ensure its proposal addresses relevant requirements accordingly.</p> <p>Stop Heathrow Expansion – <i>Is Heathrow going to attempt to meet current or future environmental constraints, rather than just those outlined in the existing ANPS?</i></p> <p>NM - Heathrow is committed to meeting all domestic and international environmental regulations currently in place at the time of approval, not just those set out in the original Airports National Policy Statement (ANPS). While the ANPS was designed to be future-proof, Heathrow recognises that carbon emissions, air quality, noise, and surface access regulations have evolved and will likely continue to do so. A key requirement under the ANPS is that 55% of passengers must travel to the airport via public transport, a target Heathrow is working towards, having already increased its public transport share to 46%. The government's position on air quality remains focused on reducing vehicle traffic to and from the airport, as this is seen as the primary contributor to local air pollution rather than aviation itself. While the government has not yet confirmed whether additional environmental conditions will be introduced, Heathrow is prepared to comply with any updated regulations necessary to secure planning approval.</p> <p>Brian Stacey (BS) - The environmental landscape has changed significantly since 2019, with growing regulatory focus on air quality, noise, and sustainable access. While the third runway proposal from 2020 was designed to comply with the regulations in place at the time, expectations have since evolved. A key focus is on air quality, where much of the local pollution is attributed to road traffic rather than aviation emissions. Evidence from the lockdown period demonstrated this clearly when airport operations were significantly reduced, NOx (Nitrogen Oxides) and PM (Particulate Matter) levels returned to pre-lockdown levels as soon as general traffic restrictions were lifted. This suggests that vehicle congestion around Heathrow, rather than aircraft emissions, is the primary contributor to local air pollution. Additionally, ultrafine particle (UFP) emissions have become an increasing concern, and Heathrow recognises the need to monitor and mitigate their impact. Plans are already in place to assess UFP pollution as part of the airport's broader environmental strategy.</p> <p>BS - <i>What are the future plans for Terminal 4?</i></p> <p>NM - There are currently no plans to remove or significantly change Terminal 4, as it remains a functional and efficient part of the airport</p> <p>HASRA (Sipson) - <i>Given the rising costs over this period, how is Heathrow planning to finance the expansion? Are shareholders expected to cover the entire cost, or will there be government funding? Additionally, what about major infrastructure changes, such as realigning roads, modifying rivers, and relocating displaced residents?</i></p> <p>NM - Heathrow's shareholders will fund the full cost of the expansion, both on-site and off-site, as required under the Airports National Policy Statement (ANPS). It has always been Heathrow's intention to finance the project privately, without government funding. However,</p>	



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<p>past discussions with Transport for London (TfL) and Highways England raised concerns about wider infrastructure improvements beyond the direct scope of the third runway. While Heathrow remains committed to covering all necessary costs for the third runway, it has pushed back against TfL and Highways England's calls to fund wider infrastructure projects, including £16 billion from the Mayor of London and £4 billion for M25/M4 upgrades, as these fall outside its obligations.</p> <p>Colnbrook with Poyle Parish Council - <i>What role will public transport improvements play in Heathrow's expansion, and how will the airport achieve the 55% public transport target?</i></p> <p>NM - In order to reach the required 55% of passengers using public transport, Heathrow is exploring additional rail connections. The introduction of the Elizabeth Line has already helped increase the share of passengers using public transport from 42% to 46%, but further improvements would be needed. There is a particular gap in rail access from the west and southwest, which could be addressed through either a Southern Rail Link or Western Rail Link. Both options are being considered, but it is uncertain whether both can be delivered. Heathrow has already built the station box at Terminal 5, meaning the infrastructure is in place, but the rail connections themselves still need to be constructed. Heathrow believes that one or both of these rail projects will be essential for meeting expansion targets. These projects are expected to be discussed in greater detail as part of Heathrow's transport strategy.</p> <p>Friends of the Great Barn - <i>There is a proposal for an <a href="#">anaerobic digester</a> (sewage farm) on the edge of your runway in Harmondsworth. Residents are extremely concerned about the potential smells and emissions from the facility. Given its proximity to Heathrow, will you review the proposal and consider submitting a formal comment to Hillingdon Council? Your support in opposing would be greatly appreciated.</i></p> <p>NM - Heathrow will review the planning proposal.</p> <p>HASRA (Harlington) - <i>Are you saying that the affected schools will be on the perimeter of the expansion, or does this mean they won't require re-provision and funding?</i></p> <p>NM - There are existing regulations governing the environmental conditions in which children can be educated. If, as a result of the third runway, any schools' teaching environments fall outside those regulatory standards, Heathrow will be required to either re-provide the school or implement appropriate mitigation measures. Whatever is necessary to ensure compliance, whether through mitigation or re-provision, Heathrow will fund accordingly.</p> <p>Colnbrook with Poyle Parish Council – <i>Will Heathrow be hosting a forum with the freight industry and what would it look like?</i></p> <p>NM – This will be raised. As the expansion of the cargo area is part of Modernising Heathrow's masterplan, Heathrow will need to go through a formal planning approval process which hasn't been decided yet. This will include setting clear operational requirements, such as defining permitted routes and behaviours for cargo operators to minimise disruption and impacts to local residents.</p>	<p>5. COMMUNITY ENGAGEMENT TEAM: Review the planning proposal for an anaerobic digester in Harmondsworth.</p>



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<p>Longford Residents Association - <i>Was the pod access previously discussed considered an infrastructure benefit residents were supposed to get? UFP emissions will have a catastrophic impact on Longford. Data from Heathrow's previous expansion proposal showed that daily UFP levels were three times higher than WHO recommendations. When will UFP monitoring be implemented in Green Gates?</i></p> <p>NM - I am not certain, but point is understood.</p> <p>BS - <i>A plan is already in place to conduct UFP monitoring in Green Gates, with implementation expected in 2025. Infrastructure challenges need to be addressed first, but monitoring is scheduled to begin this year.</i></p> <p>Richings Park Resident's Association - <i>How will Heathrow address the impact of expansion on off-airport businesses, such as the energy-from-waste plant, hotel accommodations, and freight handling operations? Will Heathrow assist displaced hotels in finding new locations?</i></p> <p>NM - The energy-from-waste plant is included in the project, and Heathrow will be responsible for re-providing it as part of the plan. In terms of hotels, a separate commercial compensation scheme will be in place. Regarding freight operations, Heathrow will need to demonstrate appropriate mitigation measures and will be actively involved in ensuring that all three areas waste, hotels, and freight are addressed properly. Once the masterplan is clear, hotels will likely find suitable locations themselves, as they have done previously.</p> <p>Stop Heathrow Expansion - <i>What benefits will Heathrow's expansion bring to local residents?</i></p> <p>NM - The benefits will vary depending on geography. For those currently overflowed, the third runway could provide greater flexibility in operations, allowing for more predictable respite. However, I fully acknowledge the difficulty for those who will lose their homes. Losing communities is the most challenging aspect of this project, and I sincerely apologise for the disruption it will cause. Heathrow has worked to minimise the number of homes affected, choosing a northwest expansion that reduces the number of demolitions as much as possible. A wider property offer zone (WPOZ), as set out in the ANPS will provide an opportunity for affected homeowners to receive compensation, but I acknowledge that no amount of compensation can replace a home and community. Additionally, the expansion will create more jobs, boost local engagement, and support SMEs and businesses.</p> <p>HASRA (Harlington) - <i>Will this project split villages in half, leaving schools intact but removing the children who would attend them? Some residents will be left on the perimeter fence, and those affected by noise won't qualify for mitigation support.</i></p> <p>NM - The situation for some residents may indeed become uninhabitable, and we recognise this. Heathrow has worked to reduce the number of homes to be demolished, but for those left on the 'wrong side of the road,' a Wider Property Offer Zone (WPOZ) has been made. Previously, this covered 4750 homes, ensuring that residents who experience a significant increase in noise will have the option to move. However, I acknowledge that this is not an ideal solution for everyone.</p> <p>Iver Parish Council - <i>You mentioned respite for those who are directly overflowed, but what about those who are not overflowed but still severely impacted by aircraft noise?</i></p>	



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<p>NM - We will take this concern away and come back with a response.</p> <p>Colnbrook with Poyle Parish Council - <i>What are the best ways for residents to provide feedback and raise concerns?</i></p> <p>Heathrow – <a href="#">Our Community relations lines</a>, <a href="mailto:communityrelations@heathrow.com">communityrelations@heathrow.com</a>, remains open for residents to raise issues. Residents should continue using the current engagement channels, as these remain the official way to submit concerns and receive updates.</p> <p>Harmondsworth Allotment Association - <i>The uncertainty is having a significant impact on residents, including two local charities supporting mental health, which are experiencing great distress. Heathrow should consider mental health support in its engagement.</i></p> <p>NM - Thank you for raising this concern.</p> <p>Chair - Will Heathrow establish a dedicated helpline for residents? If the proposal is submitted to the government, will there be a clear community engagement strategy in place?</p> <p>Heathrow - The existing community relations line should be used for now. We will review engagement strategies as the process moves forward.</p> <p>Chair - Thank you to everyone and Nigel for an open and honest discussion. As the Local Community Forum, we must be clear on our role in this process over the coming months and years. We need to develop ideas and plans that help shape Heathrow's engagement, ensuring transparency and accountability.</p> <ul style="list-style-type: none"> <li>• This is a huge project with significant impacts, and it is crucial that the LCF remains focused on key priorities.</li> <li>• All issues raised here should be forwarded to CISHA for review.</li> <li>• Our discussions must be transparent and honest, ensuring that residents receive clear information rather than being placed in a position of uncertainty.</li> <li>• The LCF must also report back to its own community groups and organisations, ensuring that local voices are heard and represented.</li> </ul> <p>A CISHA quarterly meeting will take place in April, with a CISHA Open Forum scheduled for June.</p> <p><b>Meeting Close: 19:21</b></p>	<p>6. COMMUNITY ENGAGEMENT TEAM: Review concern on residents severely impacted on aircraft noise and respond to Cllr Wendy Matthews.</p> <p>7. COMMUNITY ENGAGEMENT TEAM: Circulate Community Relations Line details to LCF Members.</p>