

Local Community Forum MINUTES



Date: 4th August 2025

Meeting location: Compass Centre, Heathrow, TW6 2GW

Time: 17:30-20:00

Present:

Chair: Dr Roger Green- Independent Chair of LCF

Present:

Justine Bayley – Chair, Stop Heathrow Expansion
 Cllr Sean Beatty – Ashford North & Stanwell South, Spelthorne
 Cllr Preston Brooker – Britwell Parish Council, Slough
 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 Community Watch
 Simon Crossley – Stanwell Moor Community Watch
 Peter Hood – Colnbrook Residents Association
 Christian Hughes - Longford Resident's Association
 Mark Izatt – Deputy Chair, CISHA
 Cllr Wendy Matthews – Iwer Parish Council (Virtual)
 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
 Hardip Singh - Governor, Harmondsworth Primary School
 Anthony Smith – Independent Chair, Heathrow Area Transport Forum
 Roger Smith – Hounslow Respiratory Support Group
 Brian Stacey – Independent Chair, Air Quality Working Group
 Eilish Stone – Harmondsworth Allotment Association
 Mike Smooker – Civilian Crime Prevention Unit, Metropolitan Police
 Christine Taylor - HASRA (Harlington)
 Jane Taylor – HASRA (Sipson)
 Armelle Thomas – HASRA (Harmondsworth)
 Taz Virdee – C-Change West London
 Graham Young – Richings Park Resident's Association

Neena Haria – Senior Community Engagement Manager, Heathrow (Maternity Cover)
 James Holmes – Head of Local Strategic Engagement, Heathrow
 Hayley Kennedy – Stakeholder Engagement Lead, Heathrow
 Nigel Milton – Chief Communications & Sustainability Officer, Heathrow
 James Mackenzie – Sustainability Technical Manager, Heathrow
 Sarah Omar – Community Engagement Coordinator, Heathrow

Observers:

Robert Barnstone – No 3rd Runway Coalition
 Hana Grant – Hounslow Respiratory Support Group (Virtual)
 Arvinder Garcha – Hillingdon Resident
 Hylton Garriock – Longford Resident's Association (Virtual)
 Tiana Kristeen – CISHA
 Benjamin Nelson-West – Resident, Charville Hillingdon
 Angela Smith – Hounslow Respiratory Support Group
 Guy Williams – Back Heathrow

Apologies:

Becky Coffin – Director of Communities and Sustainability, Heathrow
 Shafick Emmambokus - Cranford Action Group
 PC Libby Free – Aviation Police, MPS
 Leon Jennion - Longford Resident's Association
 Cllr Alan Mitchell – Feltham West Ward (Hounslow)
 Sarah-Jane Pickthorne – Community Engagement Manager, Heathrow



Item	Action
WELCOME & CHAIRS UPDATE – ROGER GREEN, LCF CHAIR The Chair welcomed all members, guest speakers and observers. Apologies were noted as listed above. Members were reminded of housekeeping rules and the Terms of Reference (TOR), emphasising the need to listen respectfully, work collaboratively, and agree to disagree where necessary. The Chair encouraged members to keep contributions focused on questions rather than statements, to support constructive discussion and resolve issues impacting the local community. The meeting had been postponed from the original date of 15th July to allow Heathrow to present their much-anticipated proposal for a third runway, following submission of the proposal to Government on 31st July.	
ACTIONS FROM PREVIOUS MEETING – ROGER GREEN, LCF CHAIR The minutes had been circulated in advance for comments, and the action list was sent to members on Monday 28th July. The May minutes were approved by the LCF Chair and members. LCF Members raised actions: • Action 2: No PSPO signage has been installed. • Action 9: No update on the Air Quality monitor locations for Colnbrook.	1.COMMUNITY ENGAGEMENT: Follow up with Hillingdon Council on the PSPO Signage in Longford and Stanwell Moor. 2.BRIAN STACEY: To Liaise with Alan Urquhart on Colnbrook locations for Air Quality Monitors.
COMMUNITY REPRESENTATIVE UPDATE – LCF MEMBERS Stanwell Events – <i>There has been an increase in meet and greet vehicles being parked on local streets in Stanwell, particularly in Falcon Drive and Short Lane. Companies involved have not identified themselves when questioned.</i> Mike, Civilian Crime Prevention Unit – I will visit Falcon Drive to assess the situation. Governor, Harmondsworth Primary School – <i>At a recent governors' meeting, concerns were raised about heightened anxiety among teachers, parents, and children due to uncertainty surrounding expansion plans.</i>	



Item	Action
Colnbrook with Poyle Parish Council – <i>Regarding the Noise Insulation Scheme (NIS) being offered to some residents, concerns were raised about the exclusion of certain roads in Colnbrook with Poyle despite them being severely impacted. While acknowledging that eligibility boundaries are based on a scientific methodology, members stressed that the whole village would be affected if the proposal is accepted by Government. The diagram shared as part of the proposal suggests that the excluded roads would also be impacted, and it is unclear why two roads within Colnbrook Village have been omitted.</i> CISHA – The Prioritisation Panel exists to consider specific cases on matters such as these. The next meeting is in September, and when views are shared, the process will be open and transparent. This is the type of situation the panel is designed to address, and residents are encouraged to continue challenging where appropriate. The current process allows for specific cases to be presented to the panel, which includes subject matter experts such as health specialists, and is not made up of anonymous members. Heathrow – We can arrange for you to speak with the Noise Team ahead of the Prioritisation Panel meeting. This discussion can cover the process, the methodology underpinning the scheme, and community concerns that could be brought forward to the panel. Chair – There is currently no direct LCF representation on the Prioritisation Panel. This is an issue I have raised previously and would be useful to address. If we are looking at representation from the community, this should be reviewed. Heathrow – We can discuss about panel representation. The Terms of Reference allow for the panel's membership to be reviewed, so it is not fixed, and changes could be made if appropriate. As previously discussed, there is a need to strengthen links between the Noise and Airspace Community Forum (NACF) and the LCF on NIS matters. While NACF members, such as Paul Beckford, play a community role at NACF level, there is no formal mechanism for reporting discussions back to the LCF. Improving this information flow between forums was considered important. CISHA – If additional representation were to be added to the panel, the individual could not be from a community currently under the scheme to avoid perceived bias. Harmondsworth Allotment Association – <i>Properties on the Colnbrook Bypass between the detention centre and Waterside are they included in the scheme, as many are Houses in Multiple Occupation (HMOs).</i> Heathrow – We would need to refer to the map to confirm eligibility for these specific properties. Residents can use the online postcode checker to confirm if they are within the scheme boundary. If a property is within the boundary and in an area where our delivery partner is currently installing insulation, it will be included. The postcode checker is one of the main tools for residents to confirm eligibility, and we will arrange for it to be recirculated to raise awareness. The scheme covers all residential properties within the noise contour boundary, regardless of whether they are owner-occupied, privately rented, or HMOs. Our focus is on protecting the people who live in the properties, not the ownership status.	3.NOISE TEAM: Arrange a meeting with Cllr Puja Bedi regarding the Noise Insulation Scheme prior to the Prioritisation Panel meeting. 4.COMMUNITY ENGAGEMENT & NOISE TEAM: Review adding an independent community representative to the Prioritisation Panel and improve information sharing between NACF and LCF. 5.COMMUNITY ENGAGEMENT: Recirculate the NIS postcode checker and visual map to LCF members.



Item	Action
Colnbrook with Poyle Parish Council – <i>Communication with the community is vital. Information on the scheme should be widely circulated, accessible, and clear.</i> HASRA (Harlington) – <i>I tested the postcode checker using Harlington addresses and found results were simply “yes” or “no,” with no indication of proximity to the eligibility boundary. I noted that Axis House, a former office block opposite the Arora Hotel, is eligible for insulation, while nearby houses are not. Although I have no objection to Axis House being included, the logic behind such differences is unclear. In earlier expansion working group discussions, it was suggested that geographical boundaries should be used for consistency within streets or areas, rather than relying solely on modelled contour lines. This needs to be addressed, as it is difficult to explain to residents why one property qualifies and another does not.</i> Heathrow – We must apply a scientific, quantifiable methodology when determining whether properties are eligible for the Noise Insulation Scheme. Just because a property sits outside the boundary line does not mean it experiences no noise; however, we must use a method that can be applied consistently across all parts of the airport, supported by clear evidence. The current approach uses a modelled noise contour, developed through detailed acoustic modelling and in line with the Aviation Policy Framework. The standard threshold is 63 dB, although we have extended eligibility beyond this to include some areas outside the government’s minimum requirement. This ensures we apply a fair and consistent methodology, whether the property is north, south, east, or west of the airport. We recognise that properties just outside the boundary may still be affected, and this can be difficult for residents to understand. This is why the Prioritisation Panel exists – to consider special cases where there may be exceptional circumstances, such as medical conditions that make individuals more sensitive to noise. These are assessed on a case-by-case basis rather than purely on geographical location. Residents can use our online postcode checker to see if their property is eligible or contact our Community Relations team by phone on 0800 307 7996 or email communityrelations@heathrow.com for confirmation. If a resident believes they have a special case, they can raise it directly with us, and it will be considered by the panel. CISHA - Special-case requests are assessed on a case-by-case basis using anonymised information to protect privacy. These may include properties outside the contour where there are exceptional circumstances (for example, clinically evidenced conditions such as PTSD). We also consider property characteristics and feasibility, which can influence the scope of mitigation. Funding for the scheme is finite, so we have to balance support for special cases with our duty to prioritise those within the contour, ensuring decisions remain fair and equitable across communities. In light of feedback, we are exploring a pragmatic threshold for very small clusters immediately adjacent to the boundary (for example, a single street or a limited number of homes) to enable proportionate responses without displacing support elsewhere. We will take this away for further consideration with the Prioritisation Panel and report back at the September LCF.	



Item	Action
AVIATION POLICING UPDATE – MIKE SMOOKER, AVIATION POLICING & PC LIBBY FREE, AVIATION POLICING PC Libby Free (LF), Safer Airport Team, Aviation Policing Taxi Tout Update • Ongoing issue with individuals arriving at Heathrow in private vehicles, approaching passengers, and offering unlicensed journeys to London making £500-£600 per day. • Multiple arrests made in recent weeks; however, offending remains persistent. • Recent case: An offender ejected from airport returned within 24 hours and was fined £180, given a £72 surcharge, and ordered to pay £650 in prosecution costs. • Separate incident where an alleged tout charged with assault on an emergency worker and taxi touting who was prohibited from the airport, with trial scheduled for October. Mike Smooker (MS) - Civilian Crime Prevention Unit, Aviation Policing Meet and Greet Update • Increase in meet-and-greet companies moving operations into local hotels, renting parking spaces legally. • 16 vehicles burnt out within hotel grounds, along with keys stolen. Thieves returned next night and drove away 10 customer vehicles. Remaining cars could not be returned due to missing keys. • Stolen vehicles later recovered at a Housing Estate in Langley and returned to owners. • Another meet-and-greet company in Sipson received a visit from police and Trading Standards. Hillingdon Trading Standards considering further action for poor trading practices. • Ongoing challenge if cars are legally parked on public roads, enforcement powers are limited, persuasion is the only option to move them. Independent Chair, Heathrow Area Transport Forum – <i>Could more be done to communicate risks of using unlicensed taxis?</i> MS – Touts tend to target certain terminals/flights, our colleagues are actively engaging with passengers directly and making sure they don't interact with any taxi touts. Colleagues advise arriving passengers to ring a cab or use Uber on your mobile phone app. Airport signage exists however, language barriers can be an issue. Colnbrook with Poyle Parish Council - <i>Concerns that the Authorised Vehicle Area (AVA) facilities are still underdeveloped for meet and greet operators. The AVA needs to pick up pace and be available for these drivers to avoid them from parking on local roads.</i> Heathrow – This is a key priority for the Surface Access Team as part of the recently updated Parking Action Plan. There is a commitment to install working toilets, better signage, and information sharing via our community rangers and handing out leaflets. MS – There are a number of vehicles turning up to Steam Farm Lane, opposite the Atrium Hotel at the top of Hatton Road. The vehicles parked outside the Sixt car rental premises.	



Item	Action
Hillingdon Resident – <i>In Stanwell Moor, some residents are renting out their driveways via online platforms (e.g. JustPark), which is legal, but then moving the vehicles to park on nearby roads. This practice is occurring in several villages around Heathrow.</i> MS – If the vehicles are parked legally and not in restricted areas, no enforcement action can be taken. Colnbrook with Poyle Parish Council – <i>Raised concerns about the impact on communities and local authorities now having to enforce Controlled Parking Zones in Slough and Colnbrook to address parking pressures, which may increase costs for residents.</i> Longford Residents Association – <i>Observed ongoing patterns of taxis present during the day who are unaware of the Public Space Protection Order (PSPO), and Heathrow contractors/staff parking at night, resulting in roads being overwhelmed. Requested that contractors be added to the reporting portal and asked if they should be categorised separately.</i> Heathrow – Data shows contractors account for only 1–2% of the total. Decision taken not to split the two categories; anyone believed to be Heathrow staff, including contractors, should be entered under the “Heathrow staff” category. Heathrow Villages, Hillingdon – <i>Would you have an update on Wall Garden Farm. Enforcement has previously taken place, but companies frequently change names and directors to avoid penalties.</i> MS – Maple currently operates at the site legally. Multiple companies are parking in Sipson. For example, at the Holiday Inn there are at least four operators: Rose Parking, Green Oaks Parking, ParkDoc and Quick. When instructed to move, companies often rebrand under a new name and director, which means the whole process starts again. HASRA (Harlington) – <i>In Sipson Way we’re seeing constant congestion and double yellow line violations due to airport-related parking and airport coach traffic. It’s getting to the point where residents can’t access their own properties.</i> MS – I’ll raise this with the Maple operators to see what we can do to reduce the local impact.	6. MIKE SMOOKER: Raise the issue with Maple operators to explore options for reducing local impact.



Item	Action
BUSINESS UPDATE – JAMES HOLMES, HEAD OF LOCAL STRATEGIC ENGAGEMENT & NEENA HARIA, SENIOR COMMUNITY ENGAGEMENT MANAGER, HEATHROW Operational Update • Heathrow welcomed a record 39.9 million passengers in the six months to June, making it the busiest period in the airport's history. • Heathrow is now the most punctual hub in Europe. More flights are departing on-time from Heathrow this year versus any other major hub in Europe in a sign that our strategy to boost service levels is working. This strong performance is coupled with 98% of passengers waiting less than five minutes at security and circa 99% of bags travelling with their passengers. H8 Update • We submitted our H8 investment plan which covers a five-year period (2027–2031). • Phase 1: Upgrade security and baggage facilities – create additional capacity for passengers at the airport. • Phase 2: Significant changes and reorganisation of infrastructure within the airport perimeter fence — no increase in flights. • Phase 3: Future expansion of the airport outside the perimeter fence. • The H8 plan is focused mainly on phase 2 - £10 billion investment, averaging £2.5 billion a year. • Next steps: CAA review and evaluate the H8 plan. Heathrow to support throughout the process. We want to continue improving to make sure our airport is fit for the future. Surface Access Update Local Community Parking Action Plan • Final version now published on Heathrow's website. • The updated action plan highlights outstanding actions and newer actions that will be moving forward. • One success of the plan is the collaborative work with local councils Hillingdon and Spelthorne on the Public Space Protection Order, which Heathrow are in discussions with Slough Council to take forward. • PDF copy sent to members on Monday 28th July. • Surface Access remains an LCF priority for 2025, highlighting progress made and work still to be done with Heathrow and stakeholders. 45 Holloway Lane Update • NHS is progressing plans as part of their Neighbourhood SuperHubs programme. Heathrow continues to maintain contact to monitor progress. The latest update from the NHS was on the 10th June and they are expecting a 6-month timeline. Heathrow remains committed to providing the site rent free to the NHS to consider as part of their Neighbourhood Health Services programme, which forms part of their wider operating model. • Beehive request under review by Heathrow's Property Team to assess if they can be located close to the street. If not feasible, alternative urban farming initiatives are being explored temporarily. • Rangers have installed planters on the site to help improve the space in the interim.	



Item	Action
Poyle Bus Gate Update - Current bus gate design is ineffective as the width allows HGVs to bypass restrictions, and damaged kerbs need replacing with stronger barriers. - Local authority has narrowed the gate and will review its effectiveness over six months. - While this is principally a Local Authority issue to rectify, Heathrow continues to engage with the council on these improvements where appropriate. Community Investment Update - We have signed a three-year extension with Business Education Events (BEE). BEE deliver our Classroom workshops and Guided Reading Programme for our Local School Partnerships. - We have agreed a three-year extension with JS Agriculture Ltd for the Heathrow Community Rangers to continue operating across the local area, taking us up until at least the 31st December 2028. The activities they supported specifically were The Manor Court Farm, Bob Marley Concert, London in Bloom and VE Day 80th Anniversary. Friends of the Great Barn – <i>Is there any progress on the bus timetables at the Central Bus Station at Heathrow?</i> Independent Chair, Heathrow Area Transport Forum - Across the UK, bus operators have significantly reduced printed timetables. This is partly due to the assumption that passengers now use smartphones. The issue here relates to electronic displays, which should be working. We will investigate why they are not in operation at the Central Bus Station. Hillingdon Resident – <i>I previously raised the issue on black cabs and was told there isn't anything Heathrow can do, however, I recently took a black cab from Terminal 5 to my home nearby and was charged £48. I live within the M25, so the price seems very excessive.</i> Independent Chair, Heathrow Area Transport Forum - TFL strictly regulates black cab fares, so Heathrow has no control over pricing. Longford Residents Association – <i>Passengers can request a "short run ticket," as journeys within the M25 count as being inside the Metropolitan area. Drivers must use the meter and cannot refuse the journey. I recommend reporting the matter to TfL as this journey falls within the M25.</i> BREAK	7. COMMUNITY ENGAGEMENT: Contact Director Matthew Hooper on bus gate update. 8. ANTHONY SMITH: Look into the Bus times at Central Bus Station and feedback to LCF.
HEATHROW EXPANSION PROPOSAL (Inc Q&A) – NIGEL MILTON (NM), CHIEF COMMUNICATIONS & SUSTAINABILITY OFFICER, HEATHROW Chair – Following the Government's invitation for expansion proposals, Heathrow confirmed it has submitted a formal bid for the third runway by the 31st July deadline. Nigel attends to provide an overview of the Government process, Heathrow's submission, and the next steps, followed by a Q&A. LCF Members received an email on Friday 1st August of Heathrow Proposal for Expansion – UK's Gateway to Growth.	



Item	Action
NM - Thanked the forum and voiced that this is the first opportunity to explain the details of the current Government led process for expansion. Following the Government's invitation for expansion proposals, we submitted our proposal for a third runway by the 31st July deadline. We are one of four proposers, alongside Arora Group (as covered in the media), Heathrow Hub (extended northern runway option), and what we believe is an unconfirmed short northern runway proposal. The Department for Transport (DfT) has not confirmed exactly how many submissions they received. The Government will now review all submissions over the next few months, and we expect them to announce in the autumn which proposal(s) they will take forward. While no formal criteria has been published, the stated aim is to secure planning permission for a third runway by 2029. Any selected proposal(s) will then prompt a review of the existing Airports National Policy Statement (ANPS), which currently supports a northwest third runway at Heathrow. Heathrow's proposal aligns with the existing ANPS, meaning it would require minimal changes during the review process. This gives us the best chance of meeting the Government's timetable. However, if a different or combined proposal is selected that does not align with the current ANPS, amendments would be required. The ANPS review could begin later this year and be completed by spring 2026, followed by public consultation and a Parliamentary vote if changes are proposed. Once approved, the project would move into the Development Consent Order (DCO) process under the Planning Act 2008. Planned changes in the forthcoming Planning and Infrastructure Bill could shorten this stage from four years to around two, allowing planning permission to be granted by 2029. If the Bill becomes law, the DCO process would still require extensive consultation and engagement. This is not a process where the proposer and Government can simply agree a scheme and push it through. If we are the proposer, we will need to engage with as many people as possible who are impacted or affected, demonstrate to the Planning Inspector how we have considered feedback, and explain why certain suggestions have not been adopted. These consultation requirements remain protected within the Planning and Infrastructure Bill. Our proposal is not just for a third runway – it also covers the supporting infrastructure required to operate it, including additional taxiways and new terminal facilities. This forms part of our <i>Modernising Heathrow</i> programme, which involves demolishing Terminals 1 and 3, expanding Terminal 2 in the Central Terminal Area, and constructing a new southern road tunnel for improved access. Even if we remained a two-runway airport, these modernisation works would still be needed. However, in order to secure the full planning permission for our long-term plans, the two-runway modernisation is included in our expansion proposal. If we take our plans forward, our Development Consent Order (DCO) application will cover three main elements: 1. The new third runway. 2. The infrastructure required to operate it 3. Redevelopment of the Central Terminal Area. Our scheme also includes upgrades to rail capacity, enhanced bus and coach services, improved walking and cycling access, and modernisation of the south-side cargo area. The scale of the cargo development will depend on whether a third runway is approved.	



Item	Action
Runway design and M25 works The proposed full-length (3.5 km) third runway to the northwest, as set out in the current ANPS, can accommodate any aircraft type currently using Heathrow. Shorter runways would restrict certain aircraft and reduce operational flexibility, making it harder to guarantee runway alternation and community respite. The runway will pass over the M25, as in our previous plans. In the past six months we reviewed alternatives, such as moving the runway east to avoid the M25, but this would require closing the M4 spur road and impacting the existing rail tunnel a more complex and costly option. Our preferred approach is to realign the M25 approximately 130 metres west while keeping it open, transferring traffic over a series of weekends, and then constructing the runway above. Passenger capacity and terminals Our current capacity of 85 million passengers per year would increase to around 150 million. This would be supported by demolishing Terminals 1 and 3, expanding Terminal 2, and constructing a new “T5X” terminal opposite Terminal 5 with a northern satellite, adding capacity for around 40 million passengers. This maintains Heathrow’s “dual front door” concept, with major transport interchanges in both the west and central terminal areas. We also plan two large multi-storey “Parkway” car parks, one north and one south though final capacity will be determined during consultation, taking into account revised modal shift targets in the updated ANPS. Policy requirements and environmental commitments The current ANPS sets out the criteria a successful proposal must meet during the planning process to receive approval. These were written in 2018, and while Labour in opposition at the time argued they were insufficient and proposed “four tests” for expansion, they never formally defined what those tests would be. Therefore, expect the revised ANPS to provide greater clarity. It is almost certain that we will be required to provide guaranteed periods of respite, operate runway alternation, continually reduce noise impacts, and address night noise. Air quality requirements also remain, although this is the area that has seen the most improvement in recent years due to significant reductions in nitrogen oxide emissions from road transport not just around Heathrow, but across London. Targets will still apply, and compliance will be necessary. The most challenging area will be carbon. The Government has repeatedly stated that Net Zero remains a priority. We will need to demonstrate in our proposal and during the planning process that we can meet the policy that is in force at the time. There are no shortcuts on carbon, noise, or air quality all three are politically and practically critical. If we cannot meet these requirements, the project will not be granted planning permission, regardless of the economic benefits it may deliver. Heathrow’s position is clear, economic growth does not override environmental responsibilities. We must deliver both. Q&A WITH NIGEL MILTON Longford Residents Association - <i>Could Heathrow be forced to work with another proposer (e.g. Arora) if their scheme is chosen?</i> NM - No. We’re a private company, so we are not obliged to work with another proposer. If the Government chose another proposal, our Board would have to decide whether to cooperate but it’s not a given. The CAA could, in theory, require us to as part of our licence, but that would likely cause years of legal and operational difficulties.	



Item	Action
We believe the Arora plan has significant flaws, shorter runways (limiting aircraft use and making it impossible to meet noise requirements), more homes needing demolition, and unrealistic infrastructure elements such as building over the M4. HASRA (Sipson) - <i>How will the £49bn project be funded? Do you have contingency plans?</i> NM - It will be entirely privately funded, no taxpayer underwriting guarantee. Our shareholders will provide billions in equity and raise the rest on the debt market. This can only be done if they commit significant equity up-front. We have a strong record of delivering major projects on time and on budget (T5, T2), and our cost breakdown includes £21bn for the runway, £12bn for associated infrastructure, and £15bn for works in the middle of the runway. We have contingency built into these figures. Heathrow Villages, Hillingdon - <i>Some residents have been living with uncertainty for 15–20 years. Are they going to have to wait another 10 years for a decision?</i> NM - Our aim is to secure planning permission by 2029, which will provide certainty on whether the project proceeds. Opening a purchase scheme before that risks repeating what happened in Sipson, where homes were bought but the project was later cancelled. Any decision to do so will to be discussed in detail with this forum, CISHA, local authorities, Government, and the regulator, who must approve any property purchases. It would also require proper engagement and consultation. HASRA (Harlington) - <i>Our communities are under constant threat, with no investment, declining services, and uncertainty about our homes. What funding has Heathrow set aside prior to support residents before a final decision is made?</i> NM - I understand the challenges you've outlined. Before planning permission is secured, our ability to fund services is limited, but we continue to work with the NHS, local authorities, and other partners where possible. We have hardship schemes in place to support individual cases, but any new schemes would need to be discussed, agreed upon, and targeted appropriately. We are in active discussions with the current Hillingdon Council leader about the provision of local services and potential funding, and we remain open to exploring how we can support communities through ongoing engagement with local authorities. HASRA (Harmondsworth) – <i>I express frustrations that since Hillingdon have sat on CISHA for over 3 years, our lives have got worse. The ongoing threat of the third runway has left us without essential facilities for over two decades, which has had a serious impact on our health and quality of life. I believe we deserve the same level of services as other areas.</i> NM - I understand your frustration. My point wasn't that we are already delivering new services, but that there has been a positive change in approach from Hillingdon Council, which means we are now in a position to have constructive discussions with them about how we can work together. I appreciate that this hasn't yet resulted in tangible outcomes, but the opportunity for progress is there in a way it hasn't been before. Stanwell Moor Community Watch - <i>How will you manage the M25 works to avoid major disruption and long-term congestion?</i>	



Item	Action
NM – For the first 18 months, we won't touch the existing M25, so traffic will remain as it is today. The main impact will be a series of short closures that will be needed to link the new and existing carriageways. We have experience managing complex construction in tight timeframes, such as resurfacing runways overnight, and we'll use the same approach here. We'll work closely with National Highways, apply lessons from other projects, and have consulted with groups like the RAC and AA. While I can't promise zero disruption, the plan avoids long-term congestion and will leave the M25 wider, safer, and with more capacity without relying on government funding. Longford Residents Association - <i>If another proposer is chosen, could property compensation schemes terms change & what is Heathrow's update on Easterly Alternation?</i> NM - Compensation is set out in the Airports National Policy Statement (ANPS). For it to be reduced, the Government would have to amend the ANPS. We will comply with the ANPS requirements. We are in discussions with Hillingdon Council, who have requested additional noise and air quality evidence. Our ambition is to secure Easterly Alternation by 2028, before the end of the planning application process. Richings Park Residents Association - <i>When will you share details of the construction plan, including works like rerouting rivers and the potential impacts on nearby residents?</i> NM - We expect to begin engaging on those details from the second half of 2026 through to the end of 2027. This information will form part of our planning application. Friends of the Great Barn - <i>When will the "blight date" be set?</i> NM - That is yet to be determined. Last time it was set in 2013, it will be from a date in the past, a reasonable expectation of knowing about a potential third runway. Chair of Hillingdon Labour Group - <i>Will new rail links be part of the plan?</i> NM - Yes. The current ANPS modal shift targets mean we will need at least one new rail scheme. Options include the Southern Rail Link (to Staines/Waterloo) and the Western Rail Link (to Slough/Reading). We are exploring whether these can be combined. Hillingdon Resident - <i>Why haven't affected residents been contacted directly?</i> NM - Once we write to a homeowner, it triggers a formal legal process that can have significant implications for things like securing a mortgage, potential blight claims, and property values. That's why we have to be extremely careful about when and how we send those letters. The boundary, the "red line", is exactly the same as it was in 2020. If you received a letter before 2020, you are still included within that line. While the maps in public materials can sometimes appear imprecise, the legal boundary itself has not changed. The only difference is that the scheme was paused during the pandemic; it was never cancelled, and it has now been formally "unpaused." I understand some residents feel this process has been unclear or even disrespectful, but our position on the boundary has remained consistent since 2020.	



Item	Action
Colnbrook with Poyle Parish Council - <i>It's important that the information we receive from the LCF is desensitised so we can share it accurately with residents, so councillors and group leaders can ensure residents are properly informed.</i> Heathrow - This is something we need to work through. We've said we'll clarify a programme of engagement, and we're actively thinking about how to do this effectively. We need input from the LCF, other forums, community groups, and CISHA to make sure residents around Heathrow who may not be aware are kept informed. Harmondsworth Allotment Association - <i>Will TfL's Piccadilly Line upgrade go ahead?</i> NM - Yes, new trains and engineering upgrades are part of TfL's existing plans.	
CISHA EXPANSION MICROSITE – MARK IZATT DEPUTY CHAIR, CISHA As part of improving transparency and community understanding, we have launched a dedicated microsite Heathrow Expansion Microsite to separate expansion-related content from our other work. This platform will act as a central hub for clear, accessible, and regularly updated information on the expansion process. • Background & Timing: ○ In the previous expansion attempt, the Heathrow Community Engagement Board (HCEB) was formed very late in the process, making it difficult to gain traction. This time, CISHA is already established and well-placed to provide earlier, ongoing scrutiny and engagement. • Purpose of the Site: ○ Provide simple explanations of a complex process so all residents, including those less directly involved, can understand and engage. ○ Present information in clear, plain language, with possible translation into other languages to reach a wider audience. ○ Include “stages” of the expansion process, outlining what’s happening now and what comes next. After Stage 4, the process is subject to parliamentary legislation, so we have chosen not to pre-empt those details. ○ Share updates from promoters currently Heathrow and the Arora Group and any new entrants. All promoters will be subject to equal scrutiny, regardless of funding sources. • Content & Features: ○ Current status updates, guidance on how residents can get involved, and future workshop details (e.g., on the revised Airport National Policy Statement ANPS). ○ A news section and resources section for relevant documents and updates. ○ Promoter pages containing statements and press releases from each scheme backer, with requests sent for additional material. ○ Sign-up function for email updates.	



Item	Action
• Future Plans: ○ Run workshops once the revised ANPS is published to help residents understand and respond to consultations. ○ Continue updating the site as new developments occur. ○ Maintain neutrality while ensuring all promoters receive equal scrutiny. The microsite is designed to keep the community informed, reduce misinformation, and make it easier to know what to do and when. Engagement and feedback from residents, councillors, and community groups will be key to shaping its ongoing content and approach.	
AOB Governor, Harmondsworth Primary School - <i>I acknowledged that these are challenging times, but I wanted to thank the Rangers, and the Heathrow Community Engagement Team for helping to build resilience in our community, lifting people's spirits, and supporting local initiatives. For example, Harmondsworth has once again been invited to the London in Bloom awards and recognised as one of the best villages in London. We've also been supporting Harmondsworth Primary School with gardening projects and other activities none of this would be possible without the work of the Community Engagement Team.</i> Hillingdon Resident - <i>I raised that Hillingdon Council currently have no funds available, can Heathrow help with providing Public Space Protection Order (PSPO) signage for areas where the order is coming into effect?</i> Heathrow - There are specific requirements for the production and approval of signage under the highways authority, but we can explore this further. Colnbrook with Poyle Parish Council – <i>Thanks to Heathrow for being a good neighbour and while I appreciate tonight's briefing, I feel the Local Community Forum (LCF) has lost some momentum. I suggest reviewing the membership list, as some names are outdated, and ensuring there is balanced participation across all areas.</i> Chair – Thank you, we will take that away and review. Chair – The next Local Community Forum meeting will take place on 16th September, the venue is TBC. MEETING CLOSE: 20:18	9. ROGER GREEN & COMMUNITY ENGAGEMENT: Review LCF Membership