

HITCHAM & TAPLOW SOCIETY

Executive Committee Meeting Taplow House Hotel Monday 18^h February 2019 8.00pm

MINUTES

Present:

Roger Worthington
Rupert Sellers
Jacqueline Turner
Charlie Greeves

Robert Hanbury
Eva Lipman (chair)
Louise Symons

Apologies:

Robert Harrap
Jonathan Specktor
Nigel Smales
Andrew Findlay

1) ATTENDANCE

As above

2) MINUTES OF PREVIOUS MEETING

The minutes of the January meeting were agreed and signed.

3) TREASURER'S REPORT

Balances as at 7th January were: Current £5,789.14, Premium £482.78, Cash £0. Our honorary auditor Jim Rousou had made some suggestions on procedures and Robert confirmed he was happy to follow these.

Nigel had submitted drafts of procedures and letter for delinquent payers. Some discussion and revisions to the letter suggested. Roger would further re-draft.

4) NEWSLETTER

Note submitted by Nigel

Hot Topic Updates - Bucks Unitary (reaction of Districts); Local Plan (including exclusion from Green Belt of Roots site and, maybe, Mill Lane & Ellington triangle and consequence to Riverside Conservation Area); Neighbourhood Plan (possibly also Heritage Asset List); Planning applies re Riverside Pub & Boathouses Redevelopment; Heathrow; Barge Farm gravel extraction (including possible extension of Taplow Lake into car boot sale site)

Context - CPRE view on Green Belt v Brownfield and Affordable Housing; history of Lower Taplow (ancient rural heartbeat of Amerden, 'working river' from Maidenhead Bridge to upstream tip of Glen Island)

Tribute - John Kennedy

Possibles - Rubbish Pick; Easter Egg Hunt; Memories of Trevallions & Heather Fenn; satirical piece on Taplow becoming independent from Bucks a la Brexit; Lincoln's End look at century-old news cuttings

5) PLANNING

No updates on outstanding applications

Concerns remain over the new access onto Rectory Road from 3 Saxon Gardens on safety and access grounds. Report is that the kerb has been lowered but not wide enough to permit lorry turn-ins when cars parked opposite. This would be contrary to the assurances from the applicant in an email to TPC. Follow up needed.

Eva reported on her conversations with Gage Properties about our concerns for the moorings. It is clear that they are committed to the moorings, although not providing any access other than on foot.

Committee decided no need to withdraw our objection as it is formally expected to be regarded by officers as non-material.

New

Green Springs, Marsh Lane PL/19/0222/FA

Application to build underground floor with gym, sauna and garage with access by turntable and lift. It requires a new access from the adjacent bridleway. Not clear if owner is entitled to use the bridleway for

motor vehicles.

Roger advised that following a meeting, TPC were expected to recommit to Neighbourhood Plan development at their next meeting.

Heathrow consultation

Nigel and Roger attended the presentations in Maidenhead. Notes attached. Real challenge will come at the next round of consultations when actual flight paths are identified.

6) EASTER EGG HUNT

Decided to leave ticket pricing as same as last year and also for the VGP. **Rupert would check** with Al Hill that the cost of the band had not increased significantly.

7) WW2 WAR MEMORIAL

Roger had written to Adrian Powell and he has agreed to assess the possibility of adding the names to the existing memorial.

8) SOCIETY DONATIONS POLICY

It was agreed that no policy was needed. Donation suggestions would be assessed case by case by the committee as an agenda item.

9) SPRING LITTER PICK

The “Keep Britain Tidy” initiative (22nd March-23rd April) was supported by the committee. Jacqueline would lead for HTS. The invitation was formally to TPC who would discuss early March. Roger and Louise would pass on HTS support at that meeting. There was discussion on how to obtain warning signs to make clearing many of the country lanes a bit safer.

10) AOB

Eva raised a concern as to whether one can apply directly to have a TPO made on a tree outside a Conservation Area. Not clear.

Meeting closed at 9:07pm. Next HTS Meeting: 18th March 8pm Taplow House Hotel
Advance apologies from Eva and Robert Hanbury.

SIGNED:.....

Consultation Context

This consultation (by LHR) is on Runway Ops & Airspace Design Envelopes. It follows on from the DfT (HMG Department for Transport) Q1 2018 consultation on Airspace Design Principles and will be followed by a Flightpath Options consultation in 2020. These supplement consultations on Airport Expansion in Q1 2018 and Q2 2020. [A]

Runway Ops

LHR's two runways at 98% capacity with 70% of flights on Westerly Ops (arrivals and departures heading west) and 30% on Easterly Ops (arrivals and departures heading east, 30%). Westerly Ops have alternation pattern varying use of runways (North Runway for departures and South Runway for arrivals until 3pm then vice versa / switching every two weeks) to give respite to those beneath approaches. No alternation pattern for Easterly Ops but will be introduced soon. Having three runways will allow variation between four different alternation patterns – each with one for arrival, one for departures and one mixed – to improve respite periods for those beneath flightpaths.

Proposals in development for IPA (Independent Parallel Approaches) to smooth ops by enabling both runways to be used for arrivals at busy times (with one also handling departures). Dependent upon aircraft having up-to-date satellite-based system PNB (Performance Based Navigation), which an increasing number have. [B]

Consideration also being given to increasing variation by Managed Preference. When weather permits, this will enable balance between Westerly & Easterly Ops to be shifted, probably Easterly Ops during the evening when majority of arrivals (quieter than departures) over less-dense populations west of LHR. [C] Currently, schedules allow arrivals from 0445 until 2305 and departures from 0600 to 2250. However, quieter aircraft are charged lower Landing fees and are permitted to arrive from 0430 while noisier aircraft cannot take-off until 0700 and, when services have been delayed, ops are permitted until 0100. Each aircraft has a Quota Count designed to discourage noisier aircraft between 2330 and 0600. There is also a Movement Limit restrict flight numbers in this period. Plans are in development to further incentivise quieter aircraft at night.

Airspace Design

Key HTS feedback to the 2018 consultation was that NPRs (Noise Protection Routes) should be increased from 3km to 5km wide to share disturbance more widely and that PNB should be used to disperse flightpaths within NPRs to minimise overflights for each area / dwelling.

Section 4.1 of the Jan 2019 Airspace & Future Operations Document sets out design principles for LHR expansion derived from previous consultations. Two things suggest that HTS feedback has been ignored. On Page 43, higher priority is given to “Minimising the number of people newly overflowed” than to “Maximising sharing through managed dispersal”. [D] This follows illustrations on Page 40 which show current flightpaths spread over a wide area and future PNB flightpaths following the same narrower route, meaning all flights overflow the same unfortunate individuals. [E]

Observations

A: Raises question of potential overlap, and the degree to which one consultation informs the next. Can't dismiss the feeling that the aim of the so-called consultations is for decision-makers to claim they have consulted when in fact the aim is to demonstrate that nobody has any better ideas (hardly a surprise, since those consulted have neither the expertise nor the time to come up with anything better).

B: IPA seems to make sense for either 2 or 3 runway ops. No objection to IPA.

C: Taplow is subjected to maximum noise by aircraft on Westerly Ops Take-Offs. Since Taplow is not immediately in line with LHR runways, aircraft on Easterly Ops Landings unlikely to overflow. No objection to Managed Preference.

D: Assumed to derive from more people wanting to prevent areas being newly overflowed than those wishing for flightpath spread. Need to consider making the point that such a majority is entirely predictable since more people live in urban areas which are not overflowed than in rural areas which are.

E: Priority must be to reassert our previous feedback emphasising the logic of using PNB to spread the pain not to concentrate it.