

Brentford

Community Council

Founded in 1989

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To :

Rt Hon Gordon Brown MP, Prime Minister
Rt Hon Ruth Kelly, MP, Secretary of State for Transport
Rt Hon Hilary Benn MP, Secretary of State for the Environment
Jim Fitzpatrick MP, Minister for Aviation
Ann Keen MP
Cllr Barbara Reid

HEATHROW EXPANSION CONSULTATION

Brentford Community Council is an independent organisation representing the general interests of the area to any agency undertaking activities affecting the local environment

We write to express our opposition in the strongest possible terms to further expansion of any kind at Heathrow.

Residents feel betrayed by the proposed abandonment of the 480k ATM cap, agreed at the T5 enquiry. They will not readily trust any further undertakings given in the future.

The loss of runway alternation would have a huge impact:: outdoor activities and events which others take for granted have to be planned in Brentford around runway alternation, which is the only mitigation measure making normal life possible for 50% of the time. Without it, aircraft noise would have to be endured from 4.30am (the effective start of the Heathrow day) until 11pm or later.

There is great resentment to the assumption in the consultation document that the current situation is acceptable. It is not. The night flight regime is particularly disruptive, resulting as it does in a 2 hour extension to the start of the day.

The 3rd runway proposal is disastrous for Brentford, which lies just to the north of the North Runway Approach. The new runway approach would be an equal, if not greater additional imposition, as there would be no alternation, resulting in continuous aircraft movement over the town. If runway alternation is lost as well, the increase in aircraft movements would be huge.

It is a mystery that such a massive change is scarcely detectable on the noise contours in the consultation document, which gives rise to many questions as to the validity of the data. Brentford lies on the A4 and under the M4, two of the main feeder roads for Heathrow. These roads already exceed pollution limits. A 50% increase in usage of the airport can only exacerbate this problem. Projected pollution figures in the consultation document are apparently based upon the fiction that vehicle emissions will reduce to a fraction of their current levels over the next few years. This again gives rise to lack of trust in the technical data.

These are the local environmental concerns, which are causing great anxiety to residents. On a larger scale the unchecked growth of aviation is fundamentally contrary to the Government's declared position on climate change. The economic justifications for it are suspect, and should not override the greater issue of environmental protection. We do not think Heathrow's problem should be moved elsewhere. The answer lies in taking action on a European or global level to manage aviation demand to sustainable levels.

Denis Browne
Chairman, Planning Consultative Committee
BCC