



HOUSE OF COMMONS
LONDON SW1A 0AA

Mr John Holland-Kaye
CEO, London Heathrow Airports Ltd
The Compass Centre,
Nelson Road,
London Heathrow Airport,
Hounslow, TW6 2GW

10th September 2019

Dear John,

I would be grateful if you could treat this letter as my response to your current consultation on flight envelopes and future flight paths at Heathrow Airport.

Firstly, thank you to you, Nigel Milton and his team for holding a public meeting with me on September 6th and the consultation event on August 17th.

I have publicised the consultation through social media, directly to local Residents' Associations and through my community email which goes to roughly 8,000 constituents. There has been huge local interest in the consultation, and I am sure that you will have received a large volume of responses from my constituents.

Let me say from the outset, as per my response to the previous consultation, that if the flight expansion means more low flying, noisy flights over Wimbledon, Raynes Park, Morden and Motspur Park I cannot support the plans. Moreover, I remain unconvinced that expanding the flight pattern over a wider area is the right approach. I believe Heathrow should consult on a more concentrated approach with more flights in a smaller envelope. Moreover, I would strongly object to any suggestion that "westerly preference" is abandoned.

National policy on aviation makes noise prevention and minimisation for low altitude flights a top priority. It is difficult to comprehend how, if there are more flights over the Wimbledon constituency, this objective is possible. I would be grateful to understand how an average noise level is applicable as it is the incidence of single noise events that disturb people. At the public meeting on 6th September several residents raised this point and I would be grateful to receive the base data and analysis behind this contention.

At present, more than a million Londoners suffer excessive aircraft noise. A third runway and air traffic control changes will increase this by a further two million or more, with the residents of Wimbledon forming part of this number.



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I understand that representations should indicate local factors. Wimbledon is an important conservation area with Wimbledon Village and six further conservation areas affected by the new flight envelopes. Wimbledon Town Centre is a vibrant London suburban centre with a major secondary transport hub largely unaffected by Heathrow Airport.

Wimbledon Village is a quiet, unique, suburban village with the internationally renowned All England Lawn Tennis Club. Current proposals would see 47 flights per hour and 17 hours of operation on days when flights are using the new flight patterns, with Wimbledon Village receiving 16,607 flights per year at 2,000 feet or lower. This is over an area that has not experienced this level of aircraft movement previously and this unacceptable to our local community.

Merton as a whole has 77 schools, two large outpatient facilities and numerous GP practices plus a large number of residential care homes. Our population is relatively concentrated with over 100,000 residents in my constituency and 220,000 in the Borough. It was somewhat perturbing to learn at the consultation event on 6th September that a number of local schools were yet to be directly consulted.

The local community and I cannot accept a scheme where we go from zero flights in Wimbledon Village and a relatively small number at a higher altitude in other parts of my constituency to up to 800 flights with a third runway in one scenario and over 65 per day in one of the proposed flight pattern scenarios. This is unacceptable and is strongly opposed.

Recent years have seen an increase in people's concern about global warming, and a growing awareness of what we can do as individuals.

Clearly excess CO₂ and carbon emission contribute to global warming, and in that light, it is important to note that Heathrow aircraft generate 20 million tons of CO₂ pa now.

A third runway could increase this by at least 25%. The UK has committed to net zero carbon emissions by 2050, and therefore so should Heathrow Airport. If there are detailed proposals, I should be grateful to receive them

Air pollution particularly affects children, and pollution levels near Heathrow already breach EU and WHO limits and current plans for expansion would increase pollution; worsen air quality and exceed EU limits by even more.

Finally, there needs to be a much greater discussion of the appropriate compensation required for noise & pollution, and for property devaluation

The expansion of Heathrow will have a huge environmental impact. 1000+ acres of greenbelt, farmland, woodlands would be covered and 1000+ homes, schools, properties would be demolished, leading to communities disrupted.

It would see the M25 tunnelled, with major roads 're-arranged' disrupting traffic for years. Rivers and streams would be diverted, with a risk of floods and of water contamination increased.

Ultimately, this could be a huge, complicated project disrupting Londoners for 30 years or more.

STEPHEN HAMMOND MP



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I know you will have received many representations, including some highly technical responses. I hope that Heathrow will take note of and address responses from all local areas rather than just assessing and producing an aggregate response.

I trust that there will be a chance to meet and discuss the consultation feedback soon.

I have copied this letter to Nigel Milton and the Secretary of State for Transport. Finally, given the interest in this issue in my constituency, I will once again make the contents of this letter public.

With all best wishes,

Yours sincerely,

A handwritten signature in black ink, appearing to be 'S. Hammond'.

Stephen Hammond MP

Member of Parliament for Wimbledon, Raynes Park, Morden and Motspur Park

CC: Rt. Hon Grant Shapps MP

CC: Mr Nigel Milton