

RESIDENTS' ASSOCIATION OF WEST WIMBLEDON (RAWW)

MINUTES OF THE ANNUAL GENERAL MEETING OF THE RESIDENTS' ASSOCIATION OF WEST WIMBLEDON HELD AT St. MATTHEW'S CHURCH HALL, SPENCER ROAD, RAYNES PARK ON TUESDAY 15 OCTOBER, 2019 at 8.00 pm

Present: Committee members and 60 residents.

1. WELCOME AND INTRODUCTION

Nigel Ware (NW), Honorary Treasurer of RAWW, welcomed the residents and gave apologies for absence from Pat Keith, Max Gladwyn, Sue Payne, Cynthia Jackson, Myfanwy Morgan, Paul and Denise Wilkins.

NW introduced the Committee members present: Jane Barnes, Sarah Field, James Oliver, and Keith Thomas. NW also welcomed Stephen Hammond MP and Councillor Stephen Crowe and the speaker John Stewart.

The minutes of the last AGM were adopted.

NW introduced the guest speaker, John Stewart, chairman of Heathrow Association for the Control of Aircraft Noise (HACAN).who was to speak on the subject of how various expansion plans will affect West Wimbledon.

2. JOHN STEWART – HACAN, Guest speaker

There are currently four separate but related areas of activity, all of which aim to increase capacity at Heathrow and all of which could increase aircraft noise over West Wimbledon. The four areas are:

- A. Third runway
- B. Flight path re-design
- C. Independent Parallel Approaches (IPA's)
- D. 25,000 more flights per year by 2022 - before the construction of the proposed third runway.

A. Third runway- the size of Gatwick : -

The proposed third runway will facilitate 700 more flights per day - additional flights will be brought in by stages within a "noise envelope". There will be conditions governing the noise framework. The volume of flights can be increased if the noise within the framework is not exceeded.

There will also be changes to night flights. Currently arrivals begin at 4:30am and departures begin after 6am. As the last flight is scheduled to leave around 11pm, the first arrivals allow for a respite period of five and a half hours. This allows for a six and a half hour respite during the night. The National Policy Statement – the legally-binding document which Parliament approved last year – requires Heathrow to continue to provide people with 6.5 hours free of planes at some period between 11pm and 7am.

A decision on the third runway is expected in 2021. The consultation has just ended and a planning application is expected in the third quarter of 2020. It will be like a third Gatwick Airport.

Clearly more planes will give rise to more noise which will be significant. Impact on West Wimbledon unclear due to lack of clarity on new flight paths.

Public inquiry that will last between six and nine months will open in the fourth quarter of 2020, or early 2021; Submissions must be in writing.

Cabinet decision is expected late 2021.

John senses that there has been a change in sentiment within Parliament over the past year and that the third runway is far from a 'done deal'. Boris Johnson has been very guarded with his comments and the Labour Party appears to be considering cancelling the third runway if elected in December.

B. Flight path changes.

These will be in addition to the third runway. It is a different process laid down by the Civil Aviation Authority.

Heathrow is designing new flight paths using new technology. These must fit in with airspace changes at airports in south-east England and depends upon whether there are two or three runways. Hence the consultation on detailed flight paths is expected to take place a year later in 2022, i.e. after a decision on a third runway at Heathrow.

There will be two or three routes within each sector. Air traffic control will alternate the routes during the course of each day so there will be “respite” and no instances of a single neighbourhood experiencing all day flying.

Wimbledon will probably miss out on arrivals because the required turn for a final approach over Richmond would be too tight. Wimbledon is on the edge of the take-off area. We are more likely to be affected by departures from the southern runway. If we are under the designated flight path we will suffer continuous flights for one third of the day, and then no flights directly overhead for the rest of the day. There is a possibility of one or two flight paths over Wimbledon, and it is not yet guaranteed that we won't get both arrivals and departures together. Residents need to obtain a guarantee of respite and rest.

C. Independent Parallel Approaches (IPAs)

Independent Parallel Approaches (IPA) are new dedicated routes that may be introduced from 2022 and 2026 and are independent of the development of a third runway. These represent new routes from the holding stacks for arriving aircraft. Heathrow believes that this will alleviate delays. There could be 18 flights in one hour initially in the early morning peak period, then 15 for the rest of the day. The impact on West Wimbledon is that the planes arriving will be lower as they are joining the final approach path later in the process. If we are under an IPA it will be a concern between 6am and 7am ...

D. Additional 25,000 flights

Heathrow is seeking to introduce a further 25,000 flights per annum even before a decision is made on a third runway. The annual cap on flights is currently 480,000 and the actual number of flights is circa 475,000. The additional flights would breach the cap and would require an independent planning enquiry.

All of these activities have the potential to increase aircraft noise over West Wimbledon. The timetable of events associated with these plans is as follows:-

Summer 2020 IPA consultation opens.
Summer 2020 Heathrow submits third runway application.
Late 2020 / early 2021 public enquiry into the third runway opens.
End 2021 decision on third runway
Early 2022 detailed flight path options put out to consultation.
2026 Third runway expected to open.

HACAN opposes a third runway. There is a chance that Heathrow may not succeed in obtaining planning permission. There are a number of hurdles:-
There could be another legal challenge resulting in a planning enquiry. These usually entail the imposition of extra conditions.

In the wider political field Boris Johnson is keeping his options open. He favoured a new airport in the Thames Estuary.

Labour have already stated they would oppose a third runway.

The prime minister of the day may drop the plan.

The climate change lobby is becoming more influential, and the practice of ‘flight shaming’ is growing.

However residents must continue to resist Heathrow's plans and keep complaining. This will assist HACAN in having its aims adopted.

John Stewart then took questions from the floor.

WOLFSON DEVELOPMENT (James Oliver)

The Wolfson site is in a very sensitive location, bounded on two sides by Morley Park part of which is a Site of Importance for Nature Conservation. James Oliver summarised the main areas of concern:

- a. RAWW and FOMP have objected to height issues following the planning amendment applications by Berkeley Homes (BH) to increase the height of the new “Mansion” blocks to accommodate the air conditioning plant, lift overruns and other appendages.
- b. Parking for the new BH sales suite covers the root protection area of two protected London Plane trees.
- c. BH have encroached upon Morley Park beyond the areas permitted in the licence agreement.
- d. There have been safety issues over the delivery of building materials to the site.
- e. BH has encroached upon and re-landscaped the Wolfson Lawn. RAWW and FOMP identified that there was a nearby badger sett that has been officially designated as active. As a result BH immediately stopped work on the Wolfson Lawn.
- f. BH aim to complete construction by next summer.

3. MORLEY PARK (Jane Barnes)

- a. The park finally opened in May this year and is now well used and enjoyed by many. The summer flowering meadow put on a magnificent display. The playing fields are well used. The football pitches are used most school days by the Ursuline High School, and at the weekends there is football training and matches when the park is used by Sean McInnes Sports Coaching and Westside Football Club.
- b. There are however still concerns because the Council has taken the park on a 22 year lease rather than by taking the freehold as required by the planning consent. Berkeley Homes still own the freehold.
- c. The Council signed off the works Berkeley Homes were obliged to do in the park as complete on 7 September 2017 by issuing a Completion Certificate although the works were not complete and a solution for responsibility for Japanese Knotweed had not been agreed. By issuing the Completion Certificate the restriction on BH selling properties on the hospital site was removed. The Council thereby lost all leverage with BH over the continuing negotiations relating to the park.
- d. It has not been possible to obtain a copy of the 22 year Head Lease, nor the Option Agreement which it is hoped will give the Council the right to take the freehold at the end of the lease. Friends of Morley Park (FOMP) has been through the process of a Freedom of Information request to the Council to obtain these and other documents to no avail. An appeal to the Information Commissioner’s Office to review this decision has been made.
- e. Without these documents there is uncertainty about the long term ownership of the park and rights of public access.
- f. The only maintenance of the meadow and woodland carried out to date has been by FOMP volunteers. The school has maintained the playing fields.

- g. The Council have been asked why the two-bedroom cottage at the entrance to the park has not been commercially let. The planning consent stipulated that income from the cottage should be ring fenced for the maintenance of the park.

If you would like to become a Friend of Morley Park, or would like more information, details can be found in the RAWW newsletter.

5. FINANCIAL REPORT (Nigel Ware)

Nigel Ware (NW) presented the accounts for the year ended 5 April 2019 to the meeting. Income in the year to April 2019 of £3,190 was 7% down on the previous year of £3,433.

Expenditure this year of £1,129 was lower than for 2018 as there was no cost for a contribution to LUNG. The surplus of income over expenditure was £2,061 in 2019 with an accumulated fund carried forward of £28,927.

A question arose from the floor concerning why RAWW needed an accumulated fund of this amount. NW answered that the surplus would rapidly diminish if we had to employ consultants for planning applications or legal advice.

There were no further questions raised and the accounts were adopted by the meeting.

6. QUESTIONS FROM THE FLOOR ON OTHER ISSUES

- a. There was a motion to record sincere thanks to Pat Keith and Jane Barnes for their unceasing and exhaustive efforts to ensure that the Aktinson Morley playing fields were not lost to a housing development and formed a new park for the borough. This was met by universal applause.
- b. In answer to a question about what was being done to try and protect against the actions of Berkeley Homes, Jane Barnes replied that FOMP and RAWW had sought to use the protections provided by the planning system but with limited success due to the scope for interpretation of planning guidance and lack of effective planning enforcement.

7. CHAIR AND ELECTION OF COMMITTEE MEMBERS

The Committee was re-elected en bloc for a further twelve months term.

8. CLOSE OF MEETING

NW thanked the road reps., David Magee for website support, Simon Bartlett for editing the newsletter, Frances Appleby and Sally Flew for serving the AGM refreshments and Ruth Edmonds for helping to look after the membership desk and declared the meeting closed.