

WWRA 2015 AGM

Report on Aviation Matters

Heathrow Airport has a major impact on the lives of people living in this area. It provides ready access to air transport, delivers employment to many people and is vital to the success of business in the Thames Valley and elsewhere.

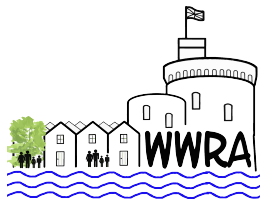
The downside is that we have to endure constant overflights for days on end, in certain weather conditions, and suffer the noise and air pollution that this brings. Air pollution levels exceed permitted limits at four locations in the Borough and two of these are here in our neighbourhood – Clarence Road Roundabout and the junction of Winkfield Road with Imperial Road. The health issues that arise from air pollution are well documented and can be very serious.

In 2009, the Labour government rescinded the Cranford Agreement, which prevents planes from taking off in an easterly direction, on the northern runway. This would enable runway alternation to be better employed, to spread the noise nuisance around those communities that are near to the airport.

Since then, our Association has been pushing the Borough and our MP to press for these works to be undertaken and in May of last year, five years later, Heathrow applied for planning consent for the taxi ways that will be needed. Hillingdon Borough Council's refused to grant consent and the Association has written to the Appeal Inspector, in support of the application. A decision is expected in the autumn of this year.

In August last, the WWRA pressed our MP to become involved in the All Party Parliamentary Group that was looking at the future of Heathrow. Mike Sullivan wrote to the Group, drawing attention to the inadequacy of criteria that have been in use to assess noise nuisance.

In November, the Aviation Commission invited comments on its shortlisted proposals for providing additional runway capacity in the South East of England. Two proposals for additional runways at Heathrow are being considered. One involves the construction of a third runway, immediately to the northwest of the airport, the flightpath for which would run a few hundred metres to the north of the Maidenhead Road. The other involves doubling the length of the existing northern runway, by extending it westwards.



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Both proposals would destroy Poyle and cause Datchet and Colnbrook to endure noise and pollution similar to that currently suffered by West Hounslow and Cranford. Noise and pollution levels in Windsor would increase considerably and there would be little or no respite available from the alternation of runway use.

On finding that the Borough was unwilling to hold public meetings to inform residents of the consequences of these proposals, the Association, in conjunction with the Oakley Green and Fifield Residents' Association and the Old Windsor Residents' Association, held two public meetings at Windsor Racecourse, each of which was attended by almost 100 people. These were backed up with information packs on the Association's website, so that residents could make their own responses to the consultation. On your behalf, the Association made a lengthy and detailed response to the