

# Tewin Parish Council

Clerk: Mrs Caroline McFarlane, 2 Badgers Walk, Tewin Wood, Welwyn, Herts AL6 0HP

Tel: 01438 798969 E-mail: tewinparishclerk@btinternet.com

Colin Haigh  
Head of Planning  
Welwyn Hatfield Council  
The Campus,  
Welwyn Garden City  
Herts AL8 6AE

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Dear Sirs,

6/2018/0158/OUTLINE - Land South of Money Hole Lane - Outline permission for the relocation of runway, erection of clubhouse,, hanger, car park and aircraft parking with all matters except access and layout reserved.

Tewin Parish Council objects to this application for the following reasons:

1. Most of the proposed runway lies on an Area of Special Restraint reserved for future housing.

Establishing a runway will hinder the use of the site for housing.

2. The new runway will cause a nuisance to many local residents. Although some residents are keen to see the return of the runway, many others regard the local aircraft movements, especially when flying round the training circuit, as a severe nuisance. In its previous form, the airfield received constant complaints about the noise of the aircraft. The fact that some residents enjoy the aircraft does not mean that other residents are mistaken when they perceive the aircraft as a nuisance.

3. A planning application normally considers the impact on neighbours. The impact of an airfield covers a much wider area. An outline planning application for an airfield is incomplete without information about flight approaches, flight circuits, noise contours etc.

Planning decisions should aim to “avoid noise from giving rise to significant adverse impacts on health and quality of life as a result of new development” and noise pollution should be considered at an early stage – see NPPF (123) and the Noise Policy Statement for England (Defra).

Policy SADM18 of the emerging Welwyn Hatfield Local Plan says “A Noise and Vibration Impact Assessment will be required for proposals with the potential to cause disturbance to people .....

4. This is not a suitable physical location for a runway because

(a) The site is too close to houses and a primary school on one side and to a busy main road (B1000) on the other side. Most light aircraft crashes are in the local vicinity of airfields.

(b) Large numbers of new houses are due to be built nearby at Panshanger and Birchall Garden Suburb together with two new schools.

(c) The flight paths from Luton Airport have been changed, and the circuit at Panshanger would now lie directly under the south easterly departure route from Luton.

(d) The fact that historically there was a much larger airfield here, is no justification for squeezing a

runaway into what is otherwise an unsuitable location.

5. Many benefits are put forward as to why a new runway should be established, but the fact is, that the district has functioned perfectly well without those benefits, since the old runway was shut down over three years ago. On the other hand, many residents are now able to live their lives without the daily nuisance of the aircraft flying over.

6. If the airfield holds public events as it has done in the past, then Money Hole Lane is not wide enough for an access, and the existing junction onto the B1000 is too dangerous for use by large numbers of visitors.

7. The NPPF allows for outdoor recreational facilities within the Green Belt, as long as they preserve the openness of the Green Belt. The proposals for a clubhouse, hanger, car park and aircraft parking do not preserve the openness of the Green Belt.

8. A number of residents have queried the health and environmental effects of the use of leaded aviation fuel. We are not able to offer expert comment on this, but there does seem to be increased awareness of the dangers of even low levels of various contaminants. If there is any possibility of lead contamination, then it would be better to avoid an airfield site close to houses, several schools and the Mimram Valley.

9. The site is on the very edge of Welwyn Hatfield District, so much of the nuisance caused by the training circuit will lie over neighbouring East Hertfordshire District.

It would presumably operate the same non-conventional training circuit as was used with the previous runway. Flights taking off into the prevailing westerly wind would not make a conventional left turn onto an anti-clockwise circuit across Welwyn Hatfield, but would instead turn right onto a clockwise circuit across East Hertfordshire District. When taking off into an easterly wind, aircraft would stick to convention, turn left and again fly across East Hertfordshire.

Thus Welwyn Hatfield District residents were protected by exporting much of the noise, danger and pollution, across the border into East Hertfordshire District.

Locating a runway on the very edge of Welwyn Hatfield places the residents of East Hertfordshire at a democratic disadvantage without appropriate representation.

10. If a new runway is so essential to Welwyn Hatfield, then it should be possible to find a site elsewhere in Welwyn Hatfield, that does not have the disadvantages suffered by Panshanger, and does not export noise, danger and pollution, to a neighbouring District.

Yours faithfully,

Caroline McFarlane

Clerk to Tewin Parish Council