

**OUTLINE RESPONSE FROM WELWYN PLANNING & AMENITYGROUP
(WPAG) TO CONSULTATION OVER PROPOSED EXPANSION OF LUTON
AIRPORT**

This draft follows the format of the supplied response booklet. The contents have been discussed and agreed by the WPAG Committee and at our AGM of 11th July 2018. Responses have been constrained to fit the free-test boxes in the booklet and some questions have been left unaddressed as they were not considered directly relevant to residents of Welwyn. The numbers in **RED** refer to the relevant paragraph in the Consultation Document.

Q1a Are you responding....? (Please tick one box)

As an individual On behalf of an organisation or group

Q1b If you are responding on behalf of an organisation of a group ...?

Which organisation do you represent

Welwyn Planning & Amenity Group, established circa 1962, Regd. Charity No.272277

In what capacity are you responding

Vice Chairman and Editor of the WPAG website www.wpag.org.uk

Q2a Please tell us if you (Please tick all that apply)

Work at London Luton Airport Have used London Luton Airport in the last 2 years

Q2b Please tell us if you are currently affected by the operations of London Luton Airport?

Most of the parish of Welwyn is located under LLA flightpaths and the community is subjected to excessive noise and pollution from over-flying aircraft, which is worsened at peak holiday travel times.

The parish is located to the east of the airport, some 11-13 miles away (road distance) and 8-10 miles (straight line distance) and comprises the settlements of Welwyn Village, Digswell, Oaklands and Mardley Heath.

Welwyn has inadequate access to LLA via the B656 minor road network and the frequently heavily congested A1(M) Motorway, and on arrival passengers constantly experience chaotic LLA drop-off and Terminal transfer facilities.

Sections of the B656 at Welwyn, Codicote and Langley, have extensive housing and industrial development plans which will exacerbate the access problems regardless of LLA expansion proposals.

Q3a To allow us to understand your priorities with regard to the potential benefits of the expansion proposals, how important are the following to you ?

Please rank the following in order from 1 to 7, where 1 is the least important and 7 is the most important to you: (please tick one box per row and one box per column)

	1 least important	2	3	4	5	6	7 most important
Ability to attract new jobs and economic growth into the area				X			
Ability to support key local services through Luton Council	X						
Ability to support important charitable and voluntary organisation services through LLA: Community Fund in areas impacted by airport operations				X			
Locally-convenient air travel to a greater range of destinations						X	
Ability to support growth of the UK economy						X	
Ability to contribute to meeting the increasing national demand for air travel							X
Ability to maintain competitive charges for airlines and customers				X			

Q3b Are there any other benefits you think we should be prioritising from the expansion of London Luton Airport?

Expansion of LLA should be driven by National Air Travel demands and strategies, and NOT driven by perceived benefits to the local economy.

There are no (local) economic benefits likely to accrue to Welwyn.

Welwyn is unlikely to supply goods or services to the airport.

There are no clear employment benefits for Welwyn as it is considered unlikely that many Welwyn residents will commute to work at LLA, and recruitment is more likely to be targeted at the Luton/Dunstable/Bedford conurbations.

Welwyn will receive NO direct benefit from the Expansion Project at LLA. but on the contrary we will be exposed to more noise and pollution due to an increasing number of aircraft movements and extended times of take-off/landing; worsening local travel congestion with no improvements to passenger access; and no resultant local economic advantage.

Q4a Do you agree that our expansion strategy to make the best use of the existing runway is more appropriate than pursuing an extended, realigned or second runway?

(Please tick one box).

Agree Disagree Don't know

Please tell us more about the reasons for your answer to Q4a

Q5e Do you have any other priorities that a replacement public open space should provide, or any other comments relating to our approach to providing replacement public open space?

Since Welwyn is some 10 miles away from the airport, any local space issues immediate to the airport are not applicable.

Q5f We recognise that expansion could bring associated noise impacts. How often are you currently affected by the following sources of airport-related noise? (Please tick one box per row)

	Frequently	Occasionally	Not at all	Don't know
Noise from arriving and departing aircraft	X			
Noise from aircraft on the ground		X		
Noise from increased road traffic		X		
Temporary noise during construction			X	

Q5g We are considering a range of measures to mitigate noise impacts from future expansion. pp 56-59

Please rank the following in order from 1 to 8, where 1 would bring the least benefit and 7 the most benefit to you. (Please tick one box per row and one box per column)

	1 least benefit	2	3	4	5	6	7 most benefit
Restricting aircraft movements at night from 2330 to 0559 to the existing permitted limit							X
Providing incentives for airlines to adopt quieter aircraft					X		
Optimising flight paths to mitigate the impact of noise from arriving and departing aircraft						X	
Reviewing the Noise Insulation Scheme which provided compensation for homeowners and businesses		X					
Improving use of space, reducing taxi time and queueing to reduce ground noise				X			
Using acoustic barriers to reduce ground and surface access noise			X				
Managing noise and vibration impacts during construction	X						

Q5h Do you have any comments or suggestions about the above measures that we are proposing to take to address noise impacts?

Welwyn's primary concern is noise and pollution from lower-flying aircraft immediately after take-off and on approach to land. Plans to increase volumes and frequency of flights adds to our concerns, along with the likely introduction of larger aircraft with lower climb rates, and associated increasing noise and pollution.

Q5i Do you agree with the key objectives of the surface access strategy, to? pp 60-62

(Please tick one box for each objective)

	Agree	Disagree	Don't know
Promote greater use of public and sustainable modes of transport than currently achieved	X		
Identify possible improvements to the existing highway network before assessing if any new roads might be needed?	X		

Q5j We will be assessing how we can provide access to an expanded airport by all modes of transport, with a focus on rail, bus, walking and cycling. Are there any particular initiatives you would like to see implemented to support improved access to the airport by public/sustainable transport?

Consider the whole (i.e. expanded) airport when siting car parks. Current medium term is good and the drop-off/shuttle bus scheme is excellent. The pick-up/drop off near the terminal building involve a convoluted route and is expensive.

Residents from our area will not use rail as there is no station near that line, are unlikely to walk or cycle due to distance and the need to carry luggage. Taxi or private car will be the primary methods, as now, but with all the associated access problems detailed in our response to Q5b above.

Q5k We are assessing a number of locations on the highway network that may require improvement works to support expansion. Are there any particular locations you want to make sure we have considered?

B653 – along its whole length from Stanborough (Welwyn Garden City) to near Parkway station, but especially from Batford to East Hyde.

The Route from the B653 from near Parkway station to the airport is congested with local traffic and traffic from the M1 to and from Luton.

The B656 Welwyn/Hitchin corridor has many scheduled housing developments for whom alternative access via the A1(M) would not be a practical proposition.

Congestion at the A1(M) (Exit 6 North) Motorway regularly forces traffic to use the Welwyn/Hitchin B656 corridor, and pressure should be brought to bear to improve traffic flows on the A1(M). from Exit 6 (North) to Exit 8 Luton turn off.

The access roads close to the airport are congested with a three-way mix of ‘local to Luton’ traffic, M1 commuter traffic for Luton itself, and LLA passenger traffic. There is a need for a comprehensive review and introduction of a traffic management plan as part of the LLA Expansion Project.

Q5l Do you have any comments on the measures proposed to manage effects of expansion on air quality or other measures? pp 63-64

No.

Q5l Do you have any comments on the measures proposed to manage landscape and visual effects of expansion or other measures? pp 65-66

No.

Q5n Do you have any comments on the emerging strategy to preserve, understand and enhance public engagement with the historic environment? pp 67-70

No.

Q5o Do you have any comments on how the impact on biodiversity should be minimised and where enhancement to the ecological environment should be sought? pp 71-72

No.

Q6 Do you have any further comments about the proposals for expansion or about this consultation? pp71/72

In order to make meaningful comments, we believe that the next round of consultation (promised in 2019) must include specimen proposals for flight volumes, flight take-off and landing patterns for larger aircraft, operating times, road traffic improvement and parking expansion.