



The Planning  
Inspectorate

3P  
Temple Quay House  
2 The Square  
Bristol  
BS1 6PN

[www.planningportal.gov.uk/planninginspectorate](http://www.planningportal.gov.uk/planninginspectorate)

North York Moors National Park Authority  
Development Control Support  
The Old Vicarage  
Bondgate  
Helmsley  
York  
YO62 5BP

Your Ref:  
Our Ref: APP/W9500/W/16/3144478

07 April 2016

7 APR 2016

Dear Sir/Madam,

**Town and Country Planning Act 1990**  
**Appeal by Mr R Walker**  
**Site Address: South Moor Farm, Langdale End, SCARBOROUGH, YO13 0LW**

I enclose a copy of the third party correspondence on the above appeal.

If you have any comments on the points raised, please send them to me no later than **21 April 2016**. You should comment solely on the representations enclosed with this letter.

You cannot introduce new material or put forward arguments that should have been included in your earlier statement. If you do, your comments will not be accepted and will be returned to you.

Comments submitted after the deadline will not be seen by the Inspector unless there are extraordinary circumstances for the late submission.

Yours faithfully,

*Fran Littler*  
Fran Littler

*Where applicable, you can use the internet to submit documents, to see information and to check the progress of cases through the Planning Portal. The address of our search page is - [www.planningportal.gov.uk/planning/appeals/online/search](http://www.planningportal.gov.uk/planning/appeals/online/search)*

## The Planning Inspectorate

### COMMENTS ON CASE (Online Version)

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**Appeal Reference: APP/W9500/W/16/3144478**

#### DETAILS OF THE CASE

Appeal Reference	APP/W9500/W/16/3144478
Appeal By	MR R WALKER
Site Address	South Moor Farm Langdale End SCARBOROUGH YO13 0LW

-7 APR 2016

#### SENDER DETAILS

Name	MR BARRY LIGHT
Address	6 Rushley Drive Hest Bank LANCASTER LA2 6EF

#### ABOUT YOUR COMMENTS

In what capacity do you wish to make representations on this case?

- Appellant
- Agent
- Interested Party / Person
- Land Owner
- Rule 6 (6)

What kind of representation are you making?

- Final Comments
- Proof of Evidence
- Statement
- Statement of Common Ground
- Interested Party/Person Correspondence
- Other

**YOUR COMMENTS ON THE CASE**

This activity is hobby aviation, piloted by middle aged, responsible, trained drivers of light aircraft.  
This is no Leeds Bradford airport.  
Please bare the above in mind upon your deliberations.

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**Appeal Reference: APP/W9500/W/16/3144478**

#### DETAILS OF THE CASE

Appeal Reference	APP/W9500/W/16/3144478
Appeal By	MR R WALKER
Site Address	South Moor Farm Langdale End SCARBOROUGH YO13 0LW

#### SENDER DETAILS

Name	MR BRIAN ELLIS	- 7 APR 2016
Address	97 South Road Bretherton LEYLAND PR26 9AJ	

#### ABOUT YOUR COMMENTS

In what capacity do you wish to make representations on this case?

- Appellant
- Agent
- Interested Party / Person
- Land Owner
- Rule 6 (6)

What kind of representation are you making?

- Final Comments
- Proof of Evidence
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- Statement of Common Ground
- Interested Party/Person Correspondence
- Other

## YOUR COMMENTS ON THE CASE

Farm Airstrips are a welcome source of income for the farmer and provides a local amenity, whilst keeping an open aspect of the landscape at the site in question. Today's aircraft operating from such strips are governed by extremely tight noise regulations, by cross referencing with current HSE noise levels it can be seen that Garden Lawnmowers are allowed a higher noise profile. It is quite surprising that people who use the countryside for leisure and even those who choose to move in to rural areas or in fact live there will complain about combine harvesters, shotguns, grain dryers, chain saws, tractors, large wagons, livestock, poultry, rooks, church bells and dogs!

Such low use airstrips have a negligible affect on the landscape and help provide an conservation environment for Flora and Fauna. Further information on this aspect can obtained from the General Aviation Awareness Council in their publication 'How Green is your airfield'. During a trip to an air display at Duxford Airfield, Cambridgeshire a couple of years ago I visited the exhibition tent of the Bedfordshire, Cambridgeshire and Northamptonshire Wildlife Trust where it was explained the importance of aviation sites in general promoting flora and fauna.

Increasing evidence from local nature and environmental surveys highlight that airfields are highly important as a low-insecticide, low-herbicide sanctuary for plants, insects and associated wildlife. Even when an airfield is surrounded by what looks like green farmland, that surrounding land is often industrial-scale agriculture with just one or two crop species being grown on ground which is regularly sprayed with a cocktail of fertilizers and insecticides. For many species of bird, animal or insect, it is almost as alien an environment as in a town.

It's not in an airfield owner's interest to add artificial fertilizers to make the grass grow faster. In fact, particularly at an airfield with grass runways, the mixture of mown runways and longer grass margins is about as perfect a wildlife sanctuary as one can get. Pilots of all types, even if operating from a relatively busy airfield, will have heard skylarks in the summer seemingly unaware of the sound of aircraft engines around them. Others will have seen hares break cover whilst taxiing an aircraft. One of the prime examples of this is Stow Manes Airfield in Essex.

Russell Savory, who is also a leading conservationist and wildlife photographer, manages the former WWI airfield at Stow Manes with its 700m runway. He has highlighted that the longer grass around his runway provides cover for birds such as Lapwings and animals such as Voles, as well as Butterflies, Bees and Moths.

They in turn create an eco-system with other protected species such as Sparrow Hawks and Owls taking advantage of the food chain. Among the plants on the Stow Manes airfield periphery are nectar-giving flowers, which drive added populations of butterflies, bees and hornets.

One moth species, unrecorded since 1994, was recently rediscovered on the Stow Manes airfield and Russell has been awarded both accolades and grants to continue his work, by Organisations such as Natural England and the RSPB.

A Farm Airfield Lancashire had an ECOLOGICAL ASSESSMENT in the summer of 2015. The assessment found that Annual site sightings of Brown Hares confirm that the management of the airfield, as grass strips and buffer margins, provides suitable habitat for Brown Hare. Brown Hares, are a conservation priority species, it also provides adequate hedgerows and the airfield is a suitable area of familiar open space for Leverets. In addition the presence and increase of priority species on site i.e. Skylark, Yellowhammer, Grey Partridge, Blackbird, Bats underline the importance of the site and similar airfield sites.

Although much will be trotted out by parties about observations made by SMIT, & VISSER, in the mid 1980's in concerning recreational flying and bird disturbance in the area of the Wadden Sea off the Dutch / German coast, and of course the same SMIT, & VISSER reports have been used for the underpinning of bird disturbance observations in the UK. In the opinion of many these SMIT, & VISSER observations are now questionable as Norbert Kempf and Dr Ommo Hüppop, biologist - Institute for

Ornithological Research, Helgoland Ornithological Station - highlight that the parameters concerning the aircraft in question have now changed and the SMIT, & VISSER report is at best now fundamentally flawed. Furthermore the Dutch government carried out an in-depth independent study of Recreational Aviation and Natura 2000 sites and conclusively found that the same aircraft highlighted by SMIT, & VISSER in the 1980's operating at sites within 4.5km of Natura 2000 sites show no negative effects on Natura 2000 sites.

To sum up Farm base Aviation Sites offer a farm diversity option (just how many tea shops can an area support), a local amenity that can be either utilised, accessed or simply enjoyed by the public; maintain an open aspect to the landscape and most importantly provide an area that supports all aspects of the of Flora and Fauna.

- 7 APR 2016

## The Planning Inspectorate

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**Appeal Reference: APP/W9500/W/16/3144478**

#### DETAILS OF THE CASE

Appeal Reference	APP/W9500/W/16/3144478
Appeal By	MR R WALKER
Site Address	South Moor Farm Langdale End SCARBOROUGH YO13 0LW

- 7 APR 2016

#### SENDER DETAILS

Name	MR JEREMY LIBER
Address	Greenways Farmhill Crescent STROUD GL5 4BZ

#### ABOUT YOUR COMMENTS

In what capacity do you wish to make representations on this case?

- Appellant
- Agent
- Interested Party / Person
- Land Owner
- Rule 6 (6)

What kind of representation are you making?

- Final Comments
- Proof of Evidence
- Statement
- Statement of Common Ground
- Interested Party/Person Correspondence
- Other

**YOUR COMMENTS ON THE CASE**

I support the application for this airstrip. Apart from being a valuable addition to the UK network of landing grounds it will also facilitate more visitors to the area thus adding to the economic health of the locality.

-7 APR 2008



## The Planning Inspectorate

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#### DETAILS OF THE CASE

Appeal Reference	APP/W9500/W/16/3144478
Appeal By	MR R WALKER
Site Address	South Moor Farm Langdale End SCARBOROUGH YO13 0LW - 7 APR 2016

#### SENDER DETAILS

Name	MR JOHN WALKER
Address	6 Orchard Close Uppingham OAKHAM LE15 9PF

#### ABOUT YOUR COMMENTS

In what capacity do you wish to make representations on this case?

- Appellant
- Agent
- Interested Party / Person
- Land Owner
- Rule 6 (6)

What kind of representation are you making?

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- Interested Party/Person Correspondence
- Other

## YOUR COMMENTS ON THE CASE

1. Introduction. I am writing to support the appeal by Mr R Walker, who is not related to me, against the refusal of his third planning application for a change of use of his land to form two grass runways and erect a small pilot facility. All three of the planning applications have two basic elements; the construction of runways to provide for the landing and take-off of aircraft and the erection of buildings in support of the aviation activities. The previous two planning applications were also subject to appeal as detailed in the following table.

Appeal Case Reference Appeal Decision Letter Date

APP/W9500/A/14/2212850 28 August 2014

APP/W9500/W/15/3007950 5 October 2015

2. Aviation Elements. There have been no changes to the first (aviation) element since the first planning application was made. Consequently, both the Inspector's comments in paragraphs 4 to 12 of the first Appeal Decision Letter and paragraphs 13 and 14 of the second Appeal Decision Letter are equally valid for this appeal. In essence, both Inspectors found that there was no undue conflict between the aviation aspects of the planning applications and local planning policies. There can therefore be no grounds for refusing the current planning application from the aviation standpoint.

3. Buildings. In respect of the buildings, both the first and second planning applications were for two buildings consisting of an aircraft storage facility and a small pilot flight planning / reporting office whereas the third application, which is the subject of this appeal, is for the office only. In the previous appeals the aircraft storage facility was found not to be in keeping with local planning policies in spite of the fact that the proposed building had been reduced in size and re-located for the second planning application. In respect of the small office which is now being applied for and whose size and shape has not changed since the first application was made, the second Appeal Decision Letter commented as follows:

"7. Two buildings are proposed. The first is a small shed-like structure that would be used as a flight planning/reporting office. The Authority has raised no concerns regarding this aspect of the proposals and nor did the Inspector in respect to the previous appeal. Given the very limited scale of this proposed structure, I have found no reason to disagree."

There would therefore appear to be no reason to refuse planning permission for this structure.

4. Ecology. The fourth ground for refusal of the planning application given by the North York Moors National Park Authority in their letter reference NYM/2015/0781/FL dated 7 March 2016, concerns the potential disturbance of birds within the Moors Special Protection Area caused by the proposed aviation activities. In making this comment, the Authority has completely ignored the statements made in paragraphs 16 and 17 of the first Appeal Decision Letter on this topic and in particular the last sentence of paragraph 17 which states:

"In short, the proposal raises no material conflict with Core Strategy Policy C".

5. The Historic Environment. The final grounds for refusal of the planning application concerns the alleged negative impact on the public experience of the designated heritage assets of the application site. However, paragraphs 15 to 21 of the second Appeal Decision Letter discusses the Historic Environment at length and concludes that, subject to appropriate planning conditions, there is no conflict with the relevant local planning policies or the NPPF. Accordingly, the grounds for refusal on this issue are invalid.

-1 APR 2016

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#### DETAILS OF THE CASE

Appeal Reference	APP/W9500/W/16/3144478
Appeal By	MR R WALKER 7 APR 2016
Site Address	South Moor Farm Langdale End SCARBOROUGH YO13 0LW

#### SENDER DETAILS

Name	MR MICHAEL ASHBY-ARNOLD
Address	Country Warmth 2 Parliament Street, Norton MALTON YO17 9HE

#### ABOUT YOUR COMMENTS

In what capacity do you wish to make representations on this case?

- Appellant
- Agent
- Interested Party / Person
- Land Owner
- Rule 6 (6)

What kind of representation are you making?

- Final Comments
- Proof of Evidence
- Statement
- Statement of Common Ground
- Interested Party/Person Correspondence
- Other

**YOUR COMMENTS ON THE CASE**

Dear Sirs,

As a pilot and local business man I understand the benefit to the local economy in increasing the number of visitors to our area and would like to decalre my support.

-7 APR 2008

## The Planning Inspectorate

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Appeal Reference	APP/W9500/W/16/3144478
Appeal By	MR R WALKER
Site Address	South Moor Farm Langdale End SCARBOROUGH YO13 0LW -7 APR 2016

#### SENDER DETAILS

Name	MR MICHAEL JENNINGS
Address	Lora Cottage, Main Street Hutton Buscel SCARBOROUGH YO13 9LN

#### ABOUT YOUR COMMENTS

In what capacity do you wish to make representations on this case?

- Appellant
- Agent
- Interested Party / Person
- Land Owner
- Rule 6 (6)

What kind of representation are you making?

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## YOUR COMMENTS ON THE CASE

I have been acting as a Private Pilot since 1973 and have used the facilities of many "farm Strip" airfields; in the flying community these facilities are considered to a please to visit.

In all my time as a pilot I have never encountered any situation regarding the use of a farm strip where it was considered a danger to nearby animals or persons, or indeed have I or any of my fellow pilots been the recipient of any complaint regarding these movements. Currently I operate my aircraft from an airfield known as Eddsfield, this is adjacent to the East Riding Crematorium and the airfield is surround by fields containing livestock including horses, the animals do not even stir when aircraft are operating on the airfield.

I would consider using the airfield at North Moor occasionally as it is in close proximity to my place of residence.

-7 APR 2005

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Appeal Reference	APP/W9500/W/16/3144478
Appeal By	MR R WALKER
Site Address	South Moor Farm Langdale End SCARBOROUGH YO13 0LW - 7 APR 2015

#### SENDER DETAILS

Name	MR MICHAEL POWELL
Address	4 Chapel Road Upton NORWICH NR13 6BT

#### ABOUT YOUR COMMENTS

In what capacity do you wish to make representations on this case?

- Appellant
- Agent
- Interested Party / Person
- Land Owner
- Rule 6 (6)

What kind of representation are you making?

- Final Comments
- Proof of Evidence
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- Interested Party/Person Correspondence
- Other

## YOUR COMMENTS ON THE CASE

Dear Sir/Madam,

I am an aircraft maintenance engineer and make my living by servicing and maintaining light aircraft. It is clear that earning my living is directly related to the number and size of airfields and the number of light aircraft in service around the country. Other maintenance engineers are in a similar position. What remains of our once world-leading aircraft industry is almost entirely dependant upon enough aircraft being sold to support the industry. The number of aircraft sold in the future is very dependant upon there being airfields from which they may be flown. In the same way the training of future commercial pilots and engineers is directly connected to the number of aircraft and airfields in use. The DfT has stated that small airfields are an essential part of the national transport infrastructure and should be encouraged and supported by Local Government. UK manufacturing industry desperately needs all the help it can get and developing this airfield will go some way to helping.

-7 APR 2015



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#### DETAILS OF THE CASE

Appeal Reference	APP/W9500/W/16/3144478
Appeal By	MR R WALKER
Site Address	South Moor Farm Langdale End SCARBOROUGH YO13 0LW - 7 APR 2016

#### SENDER DETAILS

Name	MR NIK BEAVINS
Address	60 Stablecroft CHELMSFORD ESSEX CM1 6YX

#### ABOUT YOUR COMMENTS

In what capacity do you wish to make representations on this case?

- Appellant
- Agent
- Interested Party / Person
- Land Owner
- Rule 6 (6)

What kind of representation are you making?

- Final Comments
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- Interested Party/Person Correspondence
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**YOUR COMMENTS ON THE CASE**

I would intend to use this strip for regular visits to the area to stay and to visits friends locally. I am pleased to see that there is a good awareness of the local wildlife on this site, an essential part of airstrip planning.

-7 198 203

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#### DETAILS OF THE CASE

Appeal Reference	APP/W9500/W/16/3144478
Appeal By	MR R WALKER
Site Address	South Moor Farm Langdale End SCARBOROUGH YO13 0LW

#### SENDER DETAILS

Name	MR PHIL LAYCOCK
Address	Squirrels Oak, North Barnes Lane Plumpton Green LEWES BN7 3DX

#### ABOUT YOUR COMMENTS

In what capacity do you wish to make representations on this case?

- Appellant
- Agent
- Interested Party / Person
- Land Owner
- Rule 6 (6)

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- Final Comments
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**YOUR COMMENTS ON THE CASE**

I fully support Mr Walkers proposed airstrip. He has consistently provided answers to allay the local fears over this matter , by way of the self imposed conditions attached to the airstrip operation. With these conditions there will be absolute minimal impact to the surrounding areas and will allow visitors , particularly from a distance away to visit and enjoy and spend their money in a beautiful part of the Countryside.

-7.4.2013

# ALLERSTON AND WILTON PARISH COUNCIL

Waterways  
Main Street  
Allerston  
Pickering  
North Yorkshire  
YO18 7PG

12 4 MAR 2016

22/03/2016

Planning Inspectorate 3/05  
Temple Quay House  
2 The Square  
Temple Quay  
Bristol  
BS1 6PN

7 MAR 2016

Appeal Reference APP/W9500/W/16/3144478

Dear sirs

I enclose the response to the appeal for this decision from Allerston and Wilton Parish Council

Application no: NYM/2015/0781/FL

Re: Land at South Moor Farm, Langdale End, Scarborough.

Proposed Development: Change of use to form 2 grass runways and construction of a pilot restroom (revised scheme to NYM/2014/0819/FL)

Applicant: Mr R Walker

Appeal start date: 29<sup>th</sup> February 2016

Appeal ref: APP/W9500/W/16/3144478.

The parish council continues to object to the above development and this was re-affirmed at the meeting on 3<sup>rd</sup> March 2016 in the Allerston Village Hall. The meeting was attended by members of the public and no one present spoke in favour of the development.

The grounds for continued refusal are as follows:

1. The access to the site is by very narrow country roads and a development such as this could cause an increase in traffic especially heavy vehicles during the construction phase of the project.
2. Light aircraft taking off, moving around, landing and approaching the site will have a significant noise impact on local residents and on wild life in this Special Protection Area of a National Park. There are a number of ground nesting birds, native mammals and migratory birds that could be severely impacted by this development.
3. The design and appearance of the development and the presence of light aircraft on the ground would have a detrimental visual impact. This is an area of open agricultural land and the development would be completely out of character with the peaceful rural setting.

4. We question what might happen in the future should the development prove to be non-viable. The aviation industry is very specialist and expensive to sustain so we are concerned about future viability and restoration of the site in the event of financial difficulties.

5. As a parish council we have a history of refusing planning permission for developments that we feel are out of keeping with the rural nature of the parish or which would be a source of noise or atmospheric pollution.

Allerston and Wilton Parish Councillors voted unanimously to refuse the application on appeal.

We would like to request a copy of the appeal decision letter please.

Yours faithfully

Lesley Myers  
Clerk to Allerston and Wilton Parish Council

-7 APR 2005



17 MAR 2016

**Campaign for  
National Parks**  
Keeping beautiful places safe

"To protect and enhance the characteristic beauty of the North Yorkshire Moors for present and future generations"

North Yorkshire Moors Association Reg. Charity 517639  
4 Station Road Castleton Whitby North Yorkshire YO21 2EG

The Planning Inspectorate  
3/05, Temple Quay House,  
2 The Square,  
Temple Quay,  
Bristol,  
BS1 6PN

**Planning Appeal Reference APP/W9500/W/16/3144478**

Case Officer Fran Littler

March 31<sup>st</sup> 2016

Dear Fran Littler,

Regarding the South Moor Farm Appeal against the decision made by the North York Moors National Park Planning Committee to refuse permission for the proposed development for a change of land use to form two grass runways and construction of pilot/restroom building revised scheme to NYM/2014/0819/FL.

The appeal procedure we understand is to be based on an exchange of written statements and a site visit by an inspector.

Having regard to the following concerns we respectfully ask if you will consider changing the appeal procedure to an Appeal Hearing.

- 1) The special qualities of the National Park may not be clearly represented by documentation alone. In particular we draw attention to the quality of tranquillity. We are concerned that the inspectors' decisions at the previous appeals for this proposal failed to take account of the importance of tranquillity as a planning consideration in the context of the special

qualities of a National Park. If they referred to tranquillity at all, it was only in terms of noise and not in terms of the wider impacts such as a reduced perception of remoteness.

- 2) The case has generated significant local opposition. Local people should be given an opportunity to give their views at a hearing.
- 3) Because of the location within the National Park there is a national dimension and consideration of the impact on visitors to the area cannot easily be represented by documentation.
- 4) National Parks are granted the highest level of protection in the planning system. The proposed use of this land as an airfield is completely incompatible with National Park purposes. Given the clear conflict with national policy, it is important that all relevant issues are fully considered at a hearing.
- 5) All public bodies, including PINS, have a statutory duty to have regard to National Park purposes in making decisions which affect land within them. Where there is a conflict, greater weight should be attached to the purpose of conserving and enhancing the natural beauty, wildlife and cultural heritage of the National Park. Holding a hearing would demonstrate that PINS is undertaking this duty effectively.

Yours sincerely

Tom Chadwick  
Chairman North Yorkshire Moors Association

Ruth Bradshaw  
Policy and Research Manager  
Campaign for National Parks

7 APR 2005



7 APR 2016

PINS

04 APR 2016

Bickley Heights,  
Bickley,  
Langdale End,  
Scarborough,  
YO13 0LL.  
30.03.16.

Dear Sir or Madam,

Re: NYM/2015/0781/FL  
APP/W9500/W/16/3144478.

We need, once again, to draw your attention to our objections to the aerodrome proposed in the above application. The appellant appears to be oblivious to the strong opposition to the aerodrome. The appellant has been told many times by no less an authority than NYMPA that an aerodrome is wholly inappropriate at this location.

The core of the objections can be summed up by a wish to maintain peaceful enjoyment of the National Park by both visitors and residents. The aerodrome would introduce noise and disturbance to the peace and tranquillity of the Park. These issues are covered in length by the many comments you have from locals and visitors alike. The aerodrome is in no way consistent with the Core Policies (A and H) and Development Policies (14 and 23), as laid out by the Planning Authority.

The first appeal was denied principally, but not solely, on the grounds of unsuitability of the proposed buildings. It appears that the second inspector addressed only the amendments to the planned buildings. The second application was not reassessed and considered in its entirety, so our continued concerns were not revisited. Consequently, those who had legitimate objections to the aerodrome itself were largely denied a voice in the second appeal. The previous appeal appeared to have an inherent bias.

The aerodrome would clearly compromise the fundamental nature of the National Park. The introduction of such a development is, and should be, unprecedented. Indeed, it is difficult to identify a beneficiary, other than the appellant himself. We urge you to deny the appeal and end this matter once and for all.

We would be grateful if you would inform us of the date of the site visit and send us a copy of the appeal decision.

Yours faithfully,  
Mr. GE and Dr. JE Dixon.

Mrs R C Dugmore  
High Farm  
Crosscliffe, Langdale End  
Scarborough  
YO13 0LN

29 MAR 2016

SH10

Planning Inspectorate  
3/05 Temple Quay House  
2 The Square  
Temple Quay  
Bristol  
BS1 6PN

7 APR 2016

24<sup>th</sup> March 2016

Dear Sir/Madam.

Appeal Reference: APP/W9500/W/16/3144478 South Moor Farm, Langdale End, Scarborough

I am somewhat concerned that the decision regarding the above application is planned for a closed meeting. I find this totally unacceptable as the outcome will severely impact the local community. I would request that this is reviewed and that we all get a chance to voice our opinions.

Would you please be kind enough to reconsider the arrangements as most of the people pro the application are from far a field and I feel that it is essential that those who are most effected are given an opportunity to state their case?

I would appreciate your confirmation that this is what is going to happen.

Yours sincerely,

Raylia C Dugmore & William G Young.

Mrs R C Dugmore  
High Farm  
Crosscliffe, Langdale End  
Scarborough  
YO13 0LN

21<sup>st</sup> March 2016

27 APR 2016

Dear Sir,

Please find enclosed correspondence of 8<sup>th</sup> June 2015.

Our views on this subject have not changed. We find it somewhat surprising that one man's selfish hobby should be allowed to have such a huge impact on the local community and environment.

We trust that on this occasion that the application is turned down once and for all.

Yours sincerely,

Raylia C Dugmore & William G Young.

Mrs R C Dugmore  
High Farm  
Crosscliffe, Langdale End  
Scarborough  
YO13 0LN

- 7 APR 2015

8<sup>th</sup> June 2015

Dear Sir,

We were somewhat surprised to receive a letter from the National Parks re Appeal by Mr R Walker for an airfield and buildings, we had wrongly assumed that due to the strong views against such a project that it would have been refused long ago.

The position of the site is adjoining a RT public highway, a bridleway runs alongside, The Tabular Way runs alongside, several other footpaths run through the site, there are several Tumuli on site, it is a recognised nesting area for group one birds. It is recognised as being an area of natural beauty and tranquillity. The reason given for this project is to help promote the bed and breakfast business of this farm. Given that there are three rooms available one twin, one double and one family room, I find it difficult to believe that he requires two airstrips, one hangar, and a pilot's rest room for ten planes!! There would appear to be more to this application than meets the eye.

We are neighbours and have a hill sheep farm, cattle and a stud. The electricity board survey the power lines by aircraft and in the past we have been excluded from their route due to several near accidents to our mares and foals. The thoughts of a nearby airfield fills us with horror. It is possible to keep out of the way of traffic and mountain bikers but aircraft are a different matter. We purchased this property in 1981 purely because of it's isolated peaceful location, if this airfield goes ahead that would not be the case.

We hope that this will be dismissed once and for all and then perhaps we can return to our chosen way of life.

Yours sincerely,

Raylia C Dugmore & William G Young.

# Ebberston with Yedingham Parish Council

Andrew Wyatt 17, Main St, Ebberston, N. Yorks. YO13 9NR

26<sup>th</sup> March 2016

Ref: 3144478  
Ms Fran Littler  
CT1  
The Planning Inspectorate  
Temple Quay House  
Bristol  
BS1 6PN

PLANS RECEIVED

01 APR 2016

- 7 APR 2016

Dear Ms Littler

**NYM/2014/0819/FL Appeal - South Moor Farm Langdale End Scarborough**

I have been asked by the Parish Council to respond to this application with the overall comment there in representing the residents within the whole Parish. The Parish Council is totally opposed to this revised scheme.

## **Overview**

The Parish Council has been involved in discussion and responses to applications for airfield development on this site since 2013. To most it seems incomprehensible that a National Park, the ethos of which is to enhance the wellbeing of the environment in the countryside in an Area of Natural Beauty that this opportunity should even be valued for consideration. Residents within the area wonder how it is that their views matter not to the progress of this application and the National Park management has not included within its operating plan and strategy prohibition of such matters per se. A proposal of this magnitude and perverse nature can not fit anywhere within the vision of the future plan for the Great Yorkshire Forest and National Park.

## **1. Summary**

- 1.1 This application should be rejected because:-
- 1.2 The applicant's documentation is confusing, repetitive, contains numerous contradictions and repeatedly refers to the erecting of an aircraft hangar and general storage buildings. The hangar requirement is removed from the plans.
- 1.3 The references to "approval by local neighbours" are ambiguous in that it implies all within 1 mile have been consulted yet it is a fact that residents of Bickley and other small conurbations are totally opposed to this application.
- 1.4 Two major gas installations are located immediately below the proposed flight path of the main runway. As such it is vital therefore to obtain comment on this planning application from both Third Energy and the National Grid before consideration by other bodies.

1.5 The ancillary runway is close to a public footpath and very popular section of the forest.

1.6 Planning application notices are not displayed at the boundary of the site.

## **2. Main Runway**

The proposal states that the main runway runs south west – north east. At a distance of approximately 350 metres from the south east end of the strip the flight path passes directly over the Third Energy North gas well "A" and the adjoining National Grid Gas installation.

Given the proposed frequency of aircraft movements the probability of an incident with an aircraft passing over the installations is low but the severity of an incident involving an aircraft striking either gas installation is such that a detailed risk assessment or HAZOP (Hazard and Operability Analysis) study should be undertaken as part of this planning application process.

It has been identified earlier to the Planning Officer the need to identify with the relevant bodies and authorities the intended use of a flare stack beneath the flight path.

## **3. Ancillary Runway**

The easterly end of the ancillary runway (East – West) lies approximately 20 metres from the very popular Tabular Hills Walk and the Dolby Forest drive.

## **4. Planning notification**

There is no visible planning notification at either the entrance to South Moor Farm or its boundary with the Dolby Forest Drive thus preventing the opportunity for the many visitors to the area from commenting on the proposed runways and plans.

## **5. NYMNP application**

This document completed on behalf of the applicant states:-

- Section 7 - There is no provision for storage of waste
- Section 10 - There are no provisions for car parking yet it is proposed that 10 take offs and landings each day will generate increased tourism and revenue gain in the local area. The Council would suggest there are no benefits in this regard.
- Section 18 - No change of none residential floor space hence no facilities for storage and maintenance of aircraft and equipment
- Section 16 – No trade effluent and waste is listed
- Section 19 - No reference to job creation or current employment
- Section 23 – No COSHH (Control of Substances Hazardous to Health) references to qualifying substances e.g. fuel and lubricants

As the application states that aircraft will be held, inspected and maintained at this site there will be facilities for storage of fuel, lubricants and service items without doubt.

### **5. Planning Statement – Rural Planning Consultants**

This document is confusing and extremely difficult to follow. It is repetitive and contains numerous irrelevant references and extracts with statements made contradicting other documents within the same application package.

- Use is defined by the applicant and local residents only yet the development claims to enhance the existing B&B business and growth in local tourism
- This document indicates it to be a commercial operation with usage fees being charged with the inclusion of buildings for waste materials and other items.
- The document states 'the footpaths & Bridleways are not generally used by visitors to Dalby Forest. The majority of visitors park at the visitor centre some 5 miles away'.
- The site is adjacent to the Dalby Forest Drive and the extremely popular Tabular Hills Footpath. These routes very frequently used by walkers, cyclists and horse riders
- *The airstrip design takes into consideration of safety, security, access & car parking*
- Provision for storage of and waste management facilities with all buildings compatible with surroundings
- Section 6.7 Sustainable Development Section Social states:-  
"neighbours within 1 mile radius have been consulted & to date there have been no adverse comments."  
This statement implies all residents have been consulted which is incorrect as residents of Bickley, which is significantly less than 1 mile away are strongly opposed to the application
- Section 6.7 Heritage Assets states "The proposed aircraft storage building" which contradicts the NYMNP application

Document "The impact of a proposal for two grass runways and a storage building" section 6 also mentions a proposed aircraft storage building.

### **6. Mass Environmental Report**

- Further references regarding construction of hanger to store 10 aircraft

#### **Concluding comment**

As you will note from the above there are a significant number of anomalies within the presentation, The Council would like to have each point clarified as clearly it would not be correct to progress unaddressed. Most of the points in this response are due to a diligent analysis by a Parish Councillor. It would have been better if these points had been qualified prior to circulation in fact the presentation is flawed. Comments specifically are:

- Additional examples of poetic licence are para28: 'Supporting a prosperous Rural Economy' is not applicable. This is a very bold and unrelated statement.
- New buildings are classed as minimal and does little or nothing to promote other associated businesses within the limited proposed flying activity and would have an insignificant effect on tourism. In short it cannot be substantiated anywhere in the submission.
- Similarly para 33 too is irrelevant as the runway will do little to serve local business, leisure, training and emergency needs only being beneficial to a minority few for leisure purposes.
- There is great exaggeration in terms of value to aviation and business. The value of the runways to the wider aspect in joining a national network directly conflicts with the limited use requested. There is in fact no case to support this suggestion.

The Parish Council would welcome the opportunity to discuss this application with the planning inspector and present points of fact on behalf of the local community in it's formal objection to this application.

Yours sincerely

Andrew Wyatt  
Clerk to the Council

-7 APR 2015



## The Planning Inspectorate

### COMMENTS ON CASE (Online Version)

Please note that comments about this case need to be made within the timetable. This can be found in the notification letter sent by the local planning authority or the start date letter. Comments submitted after the deadline may be considered invalid and returned to sender.

**Appeal Reference: APP/W9500/W/16/3144478**

#### DETAILS OF THE CASE

Appeal Reference	APP/W9500/W/16/3144478
Appeal By	MR R WALKER
Site Address	South Moor Farm Langdale End SCARBOROUGH YO13 0LW

7 APR 2016

#### SENDER DETAILS

Name	MR J ROGER BELL
Address	Monks Farm Lymington SO41 5QT

#### ABOUT YOUR COMMENTS

In what capacity do you wish to make representations on this case?

- Appellant
- Agent
- Interested Party / Person
- Land Owner
- Rule 6 (6)

What kind of representation are you making?

- Final Comments
- Proof of Evidence
- Statement
- Statement of Common Ground
- Interested Party/Person Correspondence
- Other

**YOUR COMMENTS ON THE CASE**

My company has extensive farming and other business interests near Scarborough. We employ up to 150 people seasonally. We use a light aircraft to get to the area. The use of this strip is important to our future business plans and employment for locals.

-7 557 203