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Mr. M. Hill,
Head of Development Management,
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The Old Vicarage,
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9th January 2017

Planning Application NYM/2016/0817/FL
South Moor Farm, Langdale End, Scarborough
Change of use of land to form 1 no. grass runway and construction of pilot/restroom building (revised scheme following dismissal at appeal of NYM/2015/0781/FL)

Dear Sirs,

We wish to register our objection to the above Planning Application.

This is the fourth Planning Application for permission to construct and operate a light aircraft runway facility at South Moor Farm, Langdale End. If approved for construction the proposed facility and its operational activities will generate the same detrimental effects in the North York Moors National Park as all three of the previous Applications for a very similar facility would have done.

Following the Planning Inspector's dismissal of the Appeal reference APP/W9500/W/16/31444178 dated 16th September 2016, new evidence has been submitted by several parties to demonstrate why Application NYM/2016/0817/FL should be refused. We require North York Moors National Park Authority (NYMPA) to diligently review and consider all responses during the process leading up to determination of the above Application.

The operation of the facility proposed in the Application will give rise to cause and effect issues that will be extremely detrimental to the principles of the National Park, the environs within and above the National Park, the people who reside in and visit it, in addition to being detrimental toward the development and preservation of fragile ecological systems that must have safe and tranquil areas of the United Kingdom in which to survive and prosper.

We list below the issues that we consider are the most important reasons why permission to develop and operate the facility described in Application NYM/2016/0817/FL should be refused.

- The Application is in conflict with the purpose of the National park in regard to conserving and enhancing the natural beauty, wildlife and cultural heritage of the area, as stated in the Sandford Principle.
- The Application is in conflict with National Park Core Strategy Policy C and the maintenance and improvement of biodiversity and management of legally protected species.
- The Application and supporting documents are unclear, ambiguous, subjective and often not founded on robust science based evidence, to the point where they are irreconcilable with publically available information on matters to which they pertain.
- The Application Bird Assessment survey was undertaken in late October 2016 and acknowledges that during October it is not possible to confirm the presence of birds such as Goshawk or Nightjar as breeding species. The survey is therefore inadequate for the purpose.
- Peace and tranquility of the area and skies above the Application site and surrounding area is a special quality to be preserved for the enjoyment and prosperity of wildlife, visitors and residents who exist in harmony with each other in the area. Occasional visitors who travel from afar do not appreciate this special quality.
- The Crossbills, Cuckoo, Goshawk, Great Grey Shrike, Honey Buzzard, Nightjar and Turtle Dove are all British based or migratory birds that are either protected species or species that are in significant decline and which need the peaceful environs of the Dalby Forest complex to be preserved in their habitual condition, to ensure their survival.
- The complications of using the gated Bridleway at the site, by the equestrian fraternity appears to have been overlooked by the Planning Inspectorate.
- The effect of noise arising from light aircraft, including helicopters & microlights, has not been accurately reported nor scientifically proven not to cause a wildlife disturbance.

For the general aviation classification of light aircraft with a maximum take-off mass of less than 5,700kgs, a typical certified noise value of 67.8db(A) is quoted in the Application Planning Statement. The Planning Statement omits to consider noise generated by helicopters and microlights.

Helicopters rank especially high in causing undesirable noise. Eight different studies in the USA have found that the annoyance created by a helicopter does not correlate with the decibels it registers. The helicopter's unique sound, created by blade vortex interaction, causes people to rate its sound level up to 10 decibels higher than it actually measures, more than doubling the noise impact. This would place perceived helicopter noise at around 23dB(A) higher than the aircraft noise level quoted in the Application. 23dB(A) is approaching a FOUR TIMES greater sound power level than is quoted in the Application Planning Statement and this noise level is not acceptable, no matter how infrequent or short in duration it will be sustained for.

The Planning Inspectorate appears not to have understood these consequences.

- At the Appeal Hearing, the Appellant tabled some restrictive operational conditions such as, allowing a maximum of 500 flights (500 take-off and 500 landing activities) per annum; restricting use of the facility to only fixed wing aircraft; and restricting the operational hours to 07:30 – 20:00 in April to September inclusive and 08:00 – 18:00

in October to March inclusive, in an attempt to persuade the Planning Inspector to uphold the Appeal. None of these conditions appear to have been put forward in the current Application.

- As a result of substantial ambiguity surrounding the Application, the fear of local residents is that if this Application is approved by NYMPA, the use of the facility will be difficult, if not impossible to regulate satisfactorily and the aeronautical operations will be almost impossible to control.
- The Application is a continual source of stress to us and other residents in the area who will be detrimentally affected in perpetuity by the activities on the ground and in the skies as a result of the South Moor Farm aeronautical facility.
- Protection of the special qualities of the North York Moors National Park to enable wildlife and biodiversity to be preserved for the enjoyment of Park dwellers and visitors significantly outweighs the benefits that the development covered by the Application will deliver.

We reserve the right to submit further information or amend our objection should further evidence become available before the Application is determined.

Yours faithfully,

M.R. Heap & J.M. Singleton^{p.p.}

