

C HS

Andy Strangeway

From: Geoffrey Walker
Sent: 28 January 2015 20:54
To: Planning
Subject: planning application number NYM/2014/0819/FL

Dear Sir/Madam

I am writing to express my concern regarding the planning application number NYM/2014/0819/FL.

Building: Is it appropriate for a large building to be built in an area of natural beauty that is not linked to farming? How many aircraft will the building house and is there the potential for additional buildings to follow?

Noise pollution: this is a key issue, especially as I understand that planes will be encouraged to approach from the South or East in order to avoid Fylingdales HIRTA. This will cause substantial noise pollution for those settlements on the approach routes.

Public Safety: there are footpaths, bridlepaths and forest roads around the proposed airstrip which may become unsafe

Noise: With the exception of a programme of scheduled time-limited events, Dalby Forest is a place of quiet and tranquillity and a haven for wildlife. Aircraft landing and taking off will certainly detract from enjoyment of the forest by visitors and potentially disturb and disrupt local fauna and flora.

Although this application was originally refused on the issues of noise pollution and building design and the subsequent appeal on the latter, the issue of noise pollution should also be taken into account.

Should North Yorkshire Moors Planning Authority grant this planning application I would urge you to put rigorous limits of use and movement on this application, especially concerning future use by the paying public, as a training club, a storage facility for small planes or helicopter landing pad.

Yours faithfully

Geoffrey Walker

Brook House Farm
6 Main Street
Ebberston
YO13 9NS

Dr Geoffrey Walker

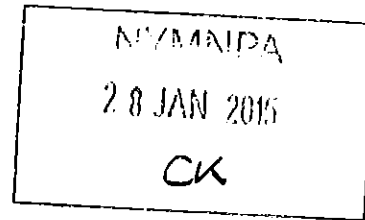
NYM/2014/0819/FL
29 JAN 2015
AV

2 Bickley Cottages,
Langdale End,
Scarborough,
YO13 0LL.

Mr. M. Hill,
Head of Development Management,
North York Moors National Park Authority,
The Old Vicarage,
Bondgate,
Helmsley,
York,
YO62 5BP.

Your ref. NYM/2014/0819/FL

26th January 2015



Dear Mr. Hill,

Re: Application in respect of change of use of land to form 2 no. grass runways, construction of storage building and pilot/restroom building (revised scheme to NYM/2013/0435/FL) at South Moor Farm, Langdale End, Scarborough Grid Reference 490606 490285

Thank you for your letter of 16th December 2014, the contents of which we note.

We are writing to object to Planning Application NYM/2014/0819/FL.

The purpose and intended use of the development is inappropriate for deployment within the North York Moors National Park area for the following reasons.

1. The Application is not compliant with the principles of the Park, the Core Policies and the Development Policies of the North York Moors National Park Authority. Please refer to Appendix 1 attached to this letter.
2. Disturbance of the recreational visitor and local resident enjoyment of diverse ecology and existing peace and tranquility in the area will not be outweighed by any benefit that the facility will deliver in the area.
3. The Planning Statement that accompanied the Application contains confusing, inaccurate and subjective statements. Please refer to Appendix 2 attached to this letter.
4. The Noise Report that accompanied the Application (date stamped by NYMPA 3rd December 2014) cannot be accepted for Planning purposes. Please refer to Appendix 3 attached to this letter.

We trust the Authority will fully consider our objections and determine to unanimously refuse this Planning Application.

Yours sincerely,

M R Heap & J M Singleton

Encl. Appendix 1. Application Conflict North York Moors Planning Authority Core Policies & Development Policies
Appendix 2. Comment on the Planning Statement
Appendix 3. Comment on the Noise Report

2 Bickley Cottages,
Langdale End,
Scarborough,
YO13 0LL.

Ref. NYM/2014/0819/FL

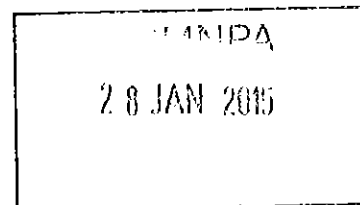
26th January 2015

Appendix 1.

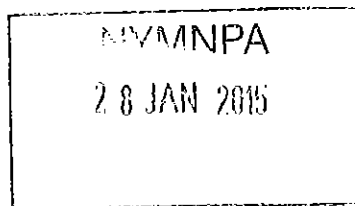
Application Conflict North York Moors Planning Authority Core Policies & Development Policies

- **Core Policy A:** Delivering National Park Purposes & Sustainable Development
- **Core Policy C:** Natural Environment, Biodiversity & Geodiversity
- **Core Policy H:** Rural Economy

- **Development Policy 1:** Environmental Protection
- **Development Policy 3:** Design
- **Development Policy 12:** Agriculture
- **Development Policy 13:** Rural Diversification
- **Development Policy 14:** Tourism & Recreation
- **Development Policy 23:** New Development & Transport
- **Development Policy 24:** Transport Infrastructure



2 Bickley Cottages,
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Ref. NYM/2014/0819/FL

26th January 2015

Appendix 2. Comment on the Planning Statement

Context of Comment

As defined in the Planning Statement, the Applicant will follow CAP 793 Guidance¹. The proposed development is designed to meet the needs of the classification General Aviation², with pilot training, aerobatics, parachute dropping and regular glider towing activities excluded.

The above information has been considered in our review of the Planning Statement.

2. Background

Para 7: Who adopts the "*watching brief*" and what powers do they possess?
Clarification is required regarding what this statement means.

3. Proposals

Para 7: The statement "*All aircraft will be asked to avoid flying directly over houses within 1 mile radius of South Moor Farm*" provides no requirement for this to be adhered to.
Can "*directly over houses*" be exactly defined?
Will pilots have to adhere to a flight plan as part of the condition of using the facility?
No flight plan accompanied the Planning Statement.
No altitude restriction has been presented for aircraft flying over properties out with 1 mile radius of South Moor Farm. (See also comment regarding section 6.1, paragraph 6).

6.1 Overview

Para 3: "*a storage building for the storage of up to 10 aircraft.*" Is this an error? Other parts of the Planning Statement refer to storage of 4 aircraft. Which is correct?

Para 5: Is the Applicant intending to exercise Permitted Development Rights for the General Aircraft classifications not excluded in the Planning Statement? As the Planning Statement describes, it is possible under permitted development rights for helicopters, micro lights and balloons to use the facility, in addition to the ambiguity surrounding "*regular glider towing activities.*" Although daily flight volumes are stated, there is no confirmation of how many flights are proposed per annum?
Are there to be weekly, monthly limits, in addition to 20 operations (10 takeoffs and 10 landings) per day?
20 operations per day x 365 days = 7,300 possible operations per annum. Taking unsuitable weather into consideration, the number of operations being proposed remains significant.

¹ <http://www.caa.co.uk/application.aspx?catid=33&pagetype=65&appid=11&mode=detail&id=4141>

² <http://www.gaac.org.uk/fs1-ga.pdf>

20 operations (movements) per day remains unchanged from the original Application. The current Application appears to have been modified to the storage of 4 fixed wing aircraft, while the original application proposed the storage of 10 aircraft. If a 10 aircraft storage facility requires 20 operations (movements) per day, a 4 aircraft storage facility will therefore only require 8 operations (movements) per day.

Will 8 operations per day be the limit?

We note that on page 5 (section 2.6, e.) the MAS Noise Consultant recommendation is to limit aircraft movements to 40 per week. Will this recommendation be upheld?

Para 6: *"There will be no aircraft flying directly over houses within 1 mile of South Moor Farm."*
The climb rate of some light aircraft in the General Aviation category suggests that an altitude of much less than 1,000 feet will be attained at 1 mile distance from the South Moor Farm air strip. This is not acceptable.
There is a requirement for a flight plan to be in place to ensure pilots using the facility adhere to a flight path that avoids flying over property until aircraft have attained an agreed minimum altitude, irrespective of proximity to South Moor Farm.

6.2 Regulations

Para 3: Civil Aviation Authority CAP 793 Guidance:

"Mr. Walker will follow this guidance in establishing the airstrip at South Moor Farm."

Following guidance in establishing the air strip does not mean the guidance will be followed in the operation of the airstrip at South Moor Farm. CAP 793 is only guidance, not regulation.

The CAA CAP 793 Guidance (ref. table in Section 3.1) refers to light aircraft as possessing a MOTM (maximum take off mass) of 2,730kgs, while section 6.4 paragraph 3 of the Planning statement quotes that a pilot licence is held by the Applicant to fly aircraft up to 5,700kgs.

What is the MTOM of aircraft that will be allowed to use the South Moor Farm air strip?
What conditions will NYMPA impose to prevent the expansion of the development to allow aircraft with a MTOM of greater than 2,730kgs from using the facility?

Para 7 & 8: Paragraph 8 states, *"The proposed development is designed to meet the needs of the GA, with the exception of pilot training. Aerobatics, parachute dropping and regular glider towing activities in the recreational categories will also not be permitted."*

According to the second bullet point of the GAAC_fs1-ga document, helicopters, micro lights and balloons are listed in the General Aviation classification, in addition to light aircraft.

Confirmation is required that only aircraft that meet the CAA light aircraft MOTM of 2,730kgs classification will be allowed to use the proposed South Moor Farm facility and that all other light aircraft in the General Aviation classification including helicopters, micro lights and balloons are prohibited from using the South Moor Farm facility, except in an emergency. Helicopters, micro lights and balloons should be added to the Planning Statement as non-permitted aircraft. If it is the Applicant's intention to allow these classifications of GA aircraft to use the South Moor Facility, the Planning Statement should confirm this and the Authority should consult on the requirement for a further Environmental Impact Assessment as appropriate.

NYMPA
28 JAN 2015

Local Aviation Activity

Para 1: The Ministry of Defence closed RAF Church Fenton in December 2013.

6.4 Noise

End Para 2: It is claimed, "*Military aircraft will avoid routing over sites where other aircraft may be operating at low level. Therefore the establishment of the airstrip at South Moor Farm will in effect replace military low flying in the area.*"

This is not correct.

The Civil Aviation CAP 793, Chapter 7, part 3 states:

"Operators should also be aware that military low flying, down to 200 ft. above surface level, typically takes place from Monday to Friday (excluding Bank Holidays) over most of the UK away from congested areas. It is recommended that the Military Low Flying Organisation be notified (either directly or through the DAP) of all unlicensed aerodromes so that military crews can be made aware of their location.

Notification does not mean that military traffic will not overfly or fly close to an aerodrome."

6.5 Bridleway & Footpath

Para 4: Equine pursuits and the enjoyment of bridleways in the Park contribute to the local economy. More people own horses in the area than light aircraft. There is no justification for allowing a development that will be detrimental to the enjoyment of the area by members of the equine pursuits fraternity.

It is incomprehensible that the South Moor Farm air strip facility can be established and operated adjacent to a bridleway. Despite the endeavours of the Applicant to mitigate the risks of surprise and panic upon riders and horses, the control measures proposed are no substitute for the enjoyment of a trouble free hack along the bridleway.

Cyclists using the Forest Enterprise trails in and around Dalby Forest will be attracted to the airfield spectacle, gaining close viewpoint by cycling along the Bridleway. In doing so, cyclists will create an additional hazard for equine users.

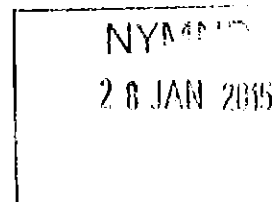
6.7 Sustainable Development

Social

Para 3: The Planning Statement contains a substantial number of factual errors, contradictions and is steeped in subjectivity. We are concerned that this statement will also prove to be incorrect.

We note that the new Planning Statement is materially different from the Planning Statement that formed part of the original Application. Because of this material difference, some of the findings of the Appeal process, especially the environmental issues will now be irrelevant in the context of the new Application.

Errors and irregularities contained within the Planning Statement are extremely concerning and provide a confusing description of the purpose and intended use of the South Moor Farm air strip. A comprehensive new Consultation must be opened and an accurate environmental impact assessment of the development as proposed under the new Application must be professionally prepared and understood by everyone who will be affected it.



2 Bickley Cottages,
Langdale End,
Scarborough,
YO13 0LL.

28 JAN 2015

Ref. NYM/2014/0819/FL

26th January 2015

Appendix 3.
Comment on the MAS Environmental Ltd Noise Study

Context of Comment

We note that the MAS Environmental Ltd Noise Study was undertaken in Late 2013 & January 2014 at the request of the Applicant and was made available to the Planning Inspectorate for consideration during the Appeal process for the original Application NYM/2013/0435/FL. The same report has been presented to NYMPA in support of the new Application NTM/2014/0819/FL.

The above information has been considered in the preparation of our Comments on the Noise Study.

Comment on the Noise Study

During the Planning Appeal process, a Noise Study was commissioned by the Applicant, and was undertaken during late 2013 and early 2014 and was issued by MAS Environmental Ltd. The study used the Appellant's "Rallye" light aircraft as one the sources of the noise, while the aircraft was operating from Sherburn in Elmet airfield, during the 10th of January 2014. Ambient noise levels were recorded at South Moor Farm between 7th & 10th November 2013.

We would expect that a suitable measurement and assessment protocol would have been agreed with the Local Authority/ NYMPA, not the Applicant.

Sound measurement meters are to be calibrated at least every two-years, and site calibrators every year. No UKAS certification is included with the report to confirm this was done. No calibration evidence or statement within the report is provided for either the meter or calibrator.

It is stated that a "Norsonic 140" sound level meter was used, which is an acceptable meter class for this type of measurement, but no identifying serial number was quoted and there is no mention of the site calibrator. The equipment used has no traceability.

It is standard protocol that the sound meter is calibrated at the start and end of each site measurement period for verification purposes. This important procedure has not been substantiated within the report.

The Study takes no account of the tonal effects of the light aircraft/micro light types engines (1/3rd octave analysis) or indeed, any frequency spectra of the aircraft presented. Tonal noise events are more detrimental and annoying than other noises that are not tonal.

BS4142:1997 edition attributes a +5dB weighting to measured noise sources and the BS4142:2014 edition adds up to +6dB to the noise source. Such additions add a penalty to tonal noise sources and a correspondingly greater differentiation between background and the noise source level prevails.

Whilst noise events lasting over only 3-minutes within an hour may seem minor, no account has been made on the dominance of a singular noise source can have. For example a 3-minute blast of 70dB, within a 60-minute period of an ambient level of 40dB amounts to 57dB_{L_{Aeq}}. When this noise level is related to a generalised background level of say 30dB_{L_{A90}}, a high difference of +27dB is obtained, which is well above a +10dB margin and indicates a high level of complaint will be forthcoming.

The Planning Inspectorate considers 70dB_{L_{Amax}} is noisy yet he does not feel it is unduly so, however he has not compared the 70dB_{L_{Amax}} with the background L_{A90} values – because the report has not done so. As a guide, above “+10dB” between the noise source and the background is recognised that “complaints are likely/adverse impact”.

We do not believe that the Planning Inspectorate undertook a personal, subjective, assessment of hearing the aircraft noise at South Moor Farm and sensitive receptors surrounding the facility. Neither was the Planning Inspectorate presented with a report that accurately measured and predicted the noise levels likely to prevail at the sensitive receptors located around Ebberston, Bickley & Langdale End.

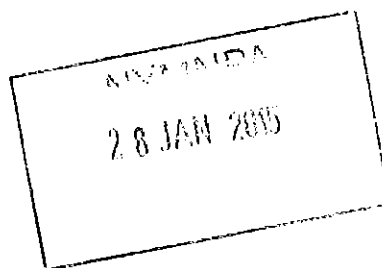
Distance from source influences sound levels at the receptor, as does the local topography.

On the basis of the calibration errors and failure to identify the measuring equipment and the lack of measurement of the 1/3 octave tonal effect of aircraft, we believe the reported measurements are invalid.

The Noise Study was not in compliance with BS 4142:2014, nor did it monitor noise emissions from all classification of light aircraft (such as helicopters and micro lights) that are able and likely to use the South Moor Airstrip. This renders the report unsuitable for use in the determination of the current Application.

We require that a new Consultation is opened and the true environmental impact of the development as proposed under the new Application is sought and understood by everyone who will be affected it.

We expect the NYMPA will seek comments from the statutory post of an Environmental Health Officer regarding the Application.





North York Moors National Park Authority
Planning Consultation Form

Case Officer: Mrs H Saunders
Application Number: NYM/2014/0819/FL

Site: South Moor Farm, Langdale End, Scarborough,

Development Description: change of use of land to form 2 no. grass runways, construction of storage building and pilot/restroom building (revised scheme to NYM/2013/0435/FL)

Applicant: Mr R Walker

(Please Tick One Box Only)

The Parish/Town Council has **no objection** to this application



The Parish/Town Council **objects** to this application
(A reason must be given)



The Parish/Town Council **supports** this application
(A reason must be given)



NYMNPA
27 JAN 2015
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Signed _____
On behalf of **Snainton Parish/Town Council**

Date 4/1/2015

North York Moors National Park Authority
The Old Vicarage, Bondgate, Helmsley, York, YO62 5BP

C HS

Dawn Paton

From: planning@northyorkmoors.org.uk
Sent: 26 January 2015 10:36
To: Planning
Subject: Comments on NYM/2014/0819/FL - Case Officer Mrs H Saunders - Received from Mr Mark Appleby at 2 Mallard Close, Pickering, N Yorks, YO18 8TF

Dear Sir

I am writing in support of Mr. Walker's application for a Farm Airstrip at South Moor farm. I have recently qualified as a private pilot, and have bought my first aircraft, it is currently based at Full Sutton, but I would love to keep it on a quiet Farm strip such as Mr. Walker is proposing.

I appreciate that there is concern for the environment around South Moor Farm, and as a long time nearby resident who loves the area that he lives in I have no intention of doing anything that would have any real negative impact on my local area. I believe that Mr. Walker only wants accommodation for four light aircraft, with a cap on the amount of take offs and landings allowed each year. The average pilot that likes to fly from a strip such a Mr. Walker proposes can generally be regarded as being considerate enthusiasts who want their chosen hobby to be seen in a positive light. Modern light aircraft are much quieter than of old, and against a noise background of forestry and farming machinery, and low level military aviation, I believe that, with considerate flying, that any aviation movements from South Moor would pass by practically unnoticed.

In the nearby area we have two manufacturers of light aircraft: Europa in Kirbymoorside who manufacture modern, fuel efficient and quiet aircraft kits, and Swift Aviation at Wombleton who are developing ready-built, modern light aircraft. These are potentially the kind of light aircraft that may fly from South Moor Farm, these companies do benefit the local economy significantly. A small business such as South Moor Farm would also benefit from a little extra income, as businesses like this have to diversify to stay viable and retain their character. My own aircraft (Reality Escapade) has been built from a UK sourced kit and runs a modern fuel injected four stroke engine, and is maintained by a local self employed Engineer. I do hope that you will give Mr. Walkers re-application serious consideration.

Yours Faithfully
M A Appleby

Comments made by Mr Mark Appleby of 2 Mallard Close, Pickering, N Yorks, YO18 8TF Phone Preferred Method of Contact is Post

Comment Type is Comment

NYM/NPA
26 JAN 2015
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HS 201410819

W **Strangeway**

From: [redacted]
Sent: 26 January 2015 13:41
To: Planning
Subject: Fw: Attention H Saunders

Importance: High

Dear Mrs Saunders,

We were somewhat surprised to be advised of the reapplication for permission to create an airfield at South Moor Farm.

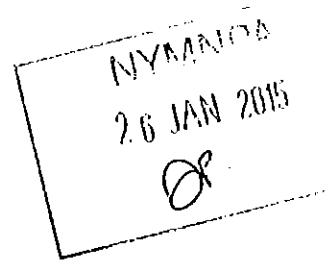
We have already written expressing our objections to the planning. I would like to add to that by saying that our concern for the nearby storage of gas is somewhat scary. Heaven forbid that any plane should come down but if it did and if it hit the gas plant I dread to think what the result would be.

We all try to ensure that the tranquility of the Dalby Forest is maintained be it for the general public or for the wildlife and I cannot think that aircraft are going to make this possible.

I cannot express how strongly we feel against this project. It is totally out of order for the proposed site.

Kind Regards,

William Young and Raylia Dugmore



From: [redacted]
Sent: Thursday, July 25, 2013 2:19 PM
To: planning@northyorkmoors.org.uk
Subject: Attention H Saunders

Dear Mrs Saunders,

It was with some surprise that we learned of the planning application for the air strips etc at South Moor Farm. We are close neighbours of this property and a project like this would have a huge impact.

High Farm is mainly horses and cattle. Brood mares, young stock, in calf cows and their followers are our major concern. Any aircraft always appears with little warning. This is due to the wooded, steep sided valley. We have already, in the past, had several near accidents. Breaking and backing young horses is dangerous enough without the added risk of overhead distractions. Riding young horses out with the risk of encountering low flying circling aircraft is to say the least frightening.

The increased volume of traffic on narrow country lanes is also a concern. The request for accommodation for 10 aircraft gives the impression that this is leading to a serious commercial venture. We can only think that this, in the long term, is going to have a detrimental impact not only on the residents but also on the peace of the countryside that we all so value.

Fylingdales has always appeared to discourage aircraft and we would imagine that this would be no exception. It would be interesting to hear their reaction.

We sincerely hope that the National Parks will decline this application as should it be approved it will drastically effect our quality of life.

Kind Regards,

William Young and Raylia Dugmore

Park Feeders Ltd

High Farm, Crosscliffe, Landdale End, Scarborough, Nth Yorkshire YO13 0LN

Web: www.haybar.co.uk

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NYM/MS/15
26 JAN 2015

C (HS)

Dawn Paton

From: Tom Chadwick
Sent: 23 January 2015 16:36
To: Planning
Subject: NYM/2014/0819/FL
Attachments: Airstrip PA 2014.pdf

Dear Hillary,

The North Yorkshire Moors Association Council met on Wednesday and agreed to send in the attached objection to the planning application for an airfield development at South Moor Farm.

Please can you acknowledge that you have received the letter of objection.

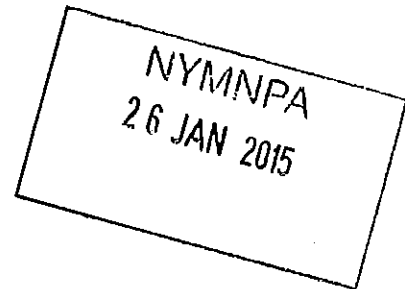
Kind regards

Tom Chadwick

Chairman NYMA

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NYMNPA
26 JAN 2015
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Reg. Charity 517639

North Yorkshire Moors Association, 4 Station Road Castleton, Whitby, North Yorkshire YO21 2EG

Telephone e-mail

Planning Application NYM/2014/0819/FL

Application in respect of change of use of land to form 2 no. grass runways, construction of storage building and pilot/restroom building (revised scheme to NYM/2013/0436/FL) at South Moor Farm, Langdale End, Scarborough

Grid Reference 490579 490131

Dear Hillary,

The North Yorkshire Moors Association submitted an objection to the first planning application for an airfield proposal at South Moor Farm in June 2013. After considering the details of this new planning application, NYM/2014/0819/FL, the North Yorkshire Moors Association would like to once again register our objections.

Our objections are that the development is contrary to National Park Policies and National Policies. We consider that the cumulative effects of the appearance of the aircraft hangar, two aircraft runways, associated aircraft activity and noise, amounts to an inappropriate development in the National Park.

The area around Langdale End and South Moor Farm is a delightful part of the National Park with a mixture of open landscape with distant views and extensive wooded areas. Its remoteness from any larger settlements means it is a particularly quiet area. The proximity to Dalby Forest and the Dalby Forest Trail makes it a well-used area for walkers, cyclists and horse riders.

We consider this proposed change of use an inappropriate development in the National Park and especially in this area. The elevated position of South Moor Farm and the exposure of the holding mean that the proposed change of use which includes two runways will make it unmistakably an airfield rather than a farm holding. The change will be made more obvious by the addition of a large aircraft hangar and associated activities. This will be further exacerbated by the subsequent aircraft movements of up to 20 per day which we feel will change the location from an area in which visitors

can enjoy peace and tranquillity, to one disturbed by aircraft noise, from low flying aircraft, particularly that of landing and taking off.

National Park Purposes

The Statutory Purposes of the National Park are;

- i) to conserve and enhance the natural beauty, wildlife and cultural heritage of the area;
- ii) to promote opportunities for the understanding and enjoyment of the special qualities of the area by the public.

These purposes are an intrinsic part of the National Park Local Development Framework (LDF) and recognised in the Governments National Planning Policy Framework (NPPF), paragraph 17, Core Planning Principles.

National Planning Policy Framework

Paragraph 115

"Great weight should be given to conserving landscape and scenic beauty in National Parks, the Broads and Areas of Outstanding Natural Beauty, which have the highest status of protection in relation to landscape and scenic beauty"

Note 25 of para 115 points to Circular 2010 for further guidance

English National Parks and the Broads UK Government Vision and Circular 2010

- 23) *"Large numbers of people visit and learn about the Parks every year, drawn by their landscapes, the chance to escape day to day pressures and above all to experience the sense of freedom, peace, adventure and enrichment which generations have enjoyed since the Parks were first established.*
No two Parks are the same and the Government looks to individual authorities to identify the special qualities of their Park including those associated with the cultural heritage, wide open spaces, coastlines, the sense of wildness and tranquillity and the dark night skies that Parks offer".

NOISE

We consider that the noise levels of up to 20 aircraft movements per day comprising of taxiing, take-off and landing will spoil the quiet enjoyment of those people who are walking, cycling or horse riding in the area and that it will cause unnecessary disturbance to residents in this area of the Park.

National Planning Policy Framework

Paragraph 123

"Planning policies and decisions should aim to:

- *avoid noise from giving rise to significant impacts on health and quality of life as a result of new development;*
- *mitigate and reduce to a minimum other adverse impacts on health and quality of life arising from noise from new development, including through the use of conditions;*

NYMNPA
26 JAN 2015

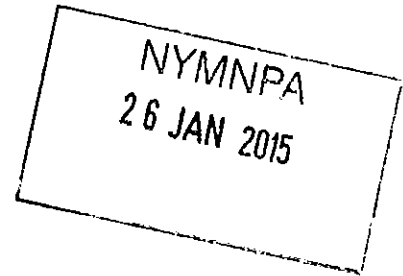
- recognise that development will often create some noise and existing business wanting to develop in continuance of their business should not have unreasonable restrictions put on them because of changes in nearby land uses since they were established,²⁸ and
- Identify and protect areas of tranquillity which have remained relatively undisturbed by noise and are prized for their recreational and amenity value for this reason.”

²⁸ subject to the provisions of the Environmental Protection Act 1990 and other relevant law

With regards to identifying areas of tranquillity a planning policy guidance note to para. 123 says;

“There are no precise rules, but for an area to be protected for its tranquillity it is likely to be relatively undisturbed by noise from human caused sources that undermine the intrinsic character of the area. Such areas are likely to be already valued for their tranquillity, including the ability to perceive and enjoy the natural soundscape, and are quite likely to be seen as special for other reasons including their landscape”.

Paragraph: 012 Reference ID: 30-012-20140306 Revision date: 06 03 2014



National Park Local Development Framework
Core Strategy and Development Policies
 Core Policy A
 Delivery of National Park Purposes and Sustainable Development

- (1) *“Providing a scale of development and a level of activity that will not have an unacceptable impact on the wider landscape or the quiet enjoyment, peace and tranquillity of the Park, nor detract from the quality of life of local residents or the experience of visitors.”*

Development Policy 14

- 1) *The proposal will provide opportunities for visitors to increase their awareness, understanding and enjoyment of the special qualities of the National Park in a manner that will not undermine the special qualities of the National Park or in any way that conserves and enhances the special qualities.*
- 3) *The development will not generate an increased level of activity, including noise which would be likely to detract from the experience of visitors and the quality of life of local residents.*

With regards to the noise, it is clear that the increase from ambient background levels to that created by the movement of aircraft on the site and in the air especially during take-off and landing is considerable. Background levels are approx. one sixteenth as loud as the fly-past by the Rallye aircraft used by the applicant as measured at the South Moor Farm site.

However, it is simplistic to assume that by merely quoting the sound energy level of a noise this describes all the characteristics of that sound and how people are affected by it.

This is clearly described in the proof of evidence presented by Mike Stigwood of MAS Environmental in an appeal case re- Elvington Park Ltd.

"All audible sounds impart messages to the listener. Noise describes those sounds which are unwanted and which generally have negative connotations or messages. They intrude upon and distract people from either their work or recreation depending on a complex range of factors, especially the noise characteristics and the message imparted by the noise. The extent to which a noise intrudes is not dictated by its decibel level. Noise can be so low in energy level that it is immeasurable in a practical sense, but it can still cause a nuisance in law¹. The decibel level only plays a minor part".

Mike Stigwood. MAS Environmental POE 3.16 Appeal by Elvington Park Ltd. Inspectorate ref. APP/C2741/08/2092716 October 6th 2009

Note 1 refers to the case of Godfrey v Conwy County Borough Council 14th November 2000 ref. CO/438/2000

Paragraph 27, 28

In which the following statement is affirmed.

27) ".....What is in my judgement fatal, is that it is, on the statutory provisions to which I have referred, impossible to contend either that a particular decibel level, or noise above the naturally occurring ambient level, must be demonstrated before a statutory nuisance can be shown.....Therefore my response to the first question they pose:

" Whether a noise which, measured by a noise meter, does not add measurably to the background level of noise but which, by the virtue of its nature is obtrusive, annoying and out of character with the area in which it occurs is capable of amounting to a Statutory Nuisance,"

28) I would answer "yes"

Although the planning inspector dismissed the noise factor in the 2013 Appeal by saying that;

"Technical evidence shows no real likelihood of noise levels that would be harmful to residential amenity or the enjoyment of the area by visitors"

It appears to us that this conclusion was not based on a full understanding of the complexities of the effects of noise which are described by Stigwood and others, but more simply on the sound levels alone, which the inspector admits are "noisy but not unduly so"

In summary we cannot agree with the inspectors conclusions on noise and consider that 20 aircraft movements per day at South Moor Farm is completely unacceptable and would represent an intrusive noise for visitors seeking the enjoyment of a particularly quiet area of the National Park. While it is inconceivable that 20 movements per day would occur every day of the year, it could still be a large number over the course of say, the summer months, when it is likely that would also be a peak visitor time. It would in addition introduce an unacceptable level of noise for residents in the area who have the expectation of the quietness which is a characteristic aspect of living in this area. It would be contrary to the enjoyment of the special qualities of the National Park.

Aircraft Hangar

NYMALPA
26 JAN 2015

The applicant wishes to build an aircraft hangar referred to as an aircraft storage building. Following the appeal decision of August 28th 2014 the inspector referred to the previous proposed building as; "A large building in any rural context and that it had more of an industrial than agricultural character". He said "that no attempt had been made to reduce the visual mass of the building and that the design fails against Development Policy 3 because its characteristics are not compatible with the surrounding buildings. It also fails against Policy 12 because the site is not physically related to the existing buildings".

There appears to be a discrepancy in the in the present application documents because the planning report refers to the dimension of the aircraft hangar at;

3. Proposals

Paragraph 9

"It is modest in size being 20m X 18.75m (175m²) the smallest size which will accommodate 4 fixed wing aircraft".

This is miscalculated because 20m X 18.75m = 375m² which is the same area as the last proposed building. This means that this is also, in the words of the Inspector, "a large building in any rural context" and is an incongruous development given the scale of the existing farm buildings.

The impression is given in the Planning Report that this 'modest sized' aircraft hangar is designed to house 4 fixed wing aircraft but at;

6.1 Overview

Paragraph 3

The change of use includes a proposal,

"for a storage building for the storage of up to 10 aircraft".

At para 9 we read;

"The proposed storage building will be sited adjacent to the existing farm buildings and will allow for the storage of 4 fixed wing aircraft. It will also provide an area for the necessary maintenance/repair of aircraft"

MAS Environmental Report states that:

Introduction

2.2

"It is proposed that the hangar be capable of housing 10 light aircraft as there is a shortage of hangar space at local airfields".

NYMANTA
26 JAN 2015

There appears to be a lack of clarity in these statements as to what exactly the use will be and exactly how many aircraft will be stored in this aircraft hangar.

The proposed hangar building, converted from a sheep shed, is quite clearly an aircraft hangar with a large expanse of doors at each gable end to facilitate the movement of aircraft in and out. The location on the site shows it to be quite detached from other buildings and far larger. Irrespective of the materials used it is in our view out of scale with the rest of the farm buildings and a dominant construction in the field.

Cumulative Impact

It seems clear to us that the cumulative impact of the proposed changes to this site transform a farm from its present appearance to a very obvious airfield. Two runways, an aircraft hangar large enough to house 10 aircraft, a brightly coloured windsock and a proposal to put warning notices up when the second runway is

used, collectively, will be recognised as an airfield rather than a traditional farm holding. The operational activities of aircraft flights and maintenance work on the aircraft will only confirm this change. In summary we feel this is a proposal which will be intrusive both in terms of the runways and buildings and in terms of visual disturbance and noise.

We respectfully ask for it to be refused permission.

Tom Chadwick

Chairman North Yorkshire Moors Association

NYMMPA
26 JAN 2015

C HS

Wendy Strangeway

From: Christopher Knowles
Sent: 23 January 2015 12:28
To: Planning
Subject: FW: 0789-005; Consultee letter for Planning Application NYM/2014/0819/FL

Christopher Knowles
Planning Administration Technician

Please note, my normal working days are Wednesday, Thursday and Friday. If you require an immediate response outside of these days, please forward your email to planning@northyorkmoors.org.uk.

Tel: 01439 772700
Email: c.knowles@northyorkmoors.org.uk
Website: www.northyorkmoors.org.uk

From: Bill Dell [r]
Sent: 23 January 2015 12:13
To: Christopher Knowles
Subject: 0789-005; Consultee letter for Planning Application NYM/2014/0819/FL

For the attention of Mrs H Saunders

Hello

Colin Monson will now reply on this matter.

Sorry for the confusion our internal fault, you did originally correctly send the application to the correct member of our committee

Bill Dell

NYMNPA
23 JAN 2015
D

From: c.knowles@northyorkmoors.org.uk
To:
Subject: Consultee letter for Planning Application Application: NYM/2014/0819/FL
Date: Thu, 22 Jan 2015 13:51:51 +0000

Please find attached Consultee letter for Planning Application application NYM/2014/0819/FL

Please see Consultee letter on 811156

If this is a consultation/re-consultation please click the link
<http://planning.northyorkmoors.org.uk/Northgate/LocalConsultations/PLAuth/Login.aspx?LAYOUT=UE&returnUrl=%2fNorthgate%2fLocalConsultations%2fPLAuth%2fOutstandingConsultationsSearch.aspx> to

access the Local Consultations website. We have experienced some problems when using Chrome, so please use Internet Explorer to access the website, our support are currently investigating this problem.

If this is not a consultation/re-consultation please respond accordingly as outlined in the attached letter if applicable.

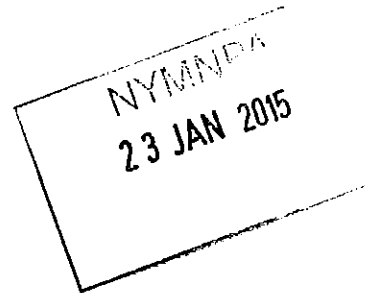
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Wendy Strangeway

From: Christopher Knowles
Sent: 23 January 2015 08:21
To: Planning
Subject: FW: 0789-003; Consultee letter for Planning Application NYM/2014/0819/FL

Christopher Knowles
Planning Administration Technician

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Tel: 01439 772700
Email: c.knowles@northyorkmoors.org.uk
Website: www.northyorkmoors.org.uk

From: Bill Dell |
Sent: 22 January 2015 20:52
To: Christopher Knowles
Subject: 0789-003; Consultee letter for Planning Application NYM/2014/0819/FL

For the attention of Mrs H Saunders
Hello

1. Having viewed the documents, I cannot find the revised details you mentioned on the telephone today.
2. As I am going away on holiday this weekend until the 3 February 2015, and need to visit the site before putting my proposals to our committee (via email); I request an extension for our reply to be submitted by the 13 Feb 2015
3. I note that the works are on PROW which are NOT shown on the plans

Regards

Bill Dell

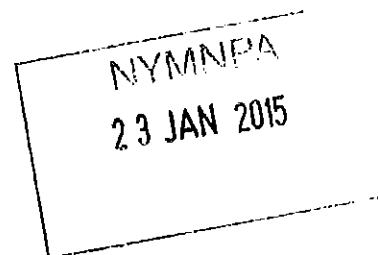
Lead Contact for English coastal Path; N.Gare to Filey
Brigg

Cleveland Group: Footpath Secretary & Webmaster
N.Yorkshire & S. Durham Area Council: Webmaster

<http://www.ramblers.org.uk/go-walking/group-finder/areas/north-yorks-and-south-durham/groups/cleveland.aspx>

“The Ramblers’ Association is a company limited by guarantee, registered in England and Wales. Company registered in England and Wales number: 1093577, registered charity in Scotland: number: SC039799. Registered office: 87-90 Albert Embankment, London SE1 7TW.”

The Ramblers is at the heart of walking in Britain; working to promote walking and protect the places where people walk. It is Britain’s walking charity. It works to make it easy for everyone to walk, whether in countryside, cities, hills, or on a track.



It has a grass roots network of over 25,000 volunteers who work tirelessly for a walking Britain. For over 75 years Britain's 140,000 mile long path network, it runs over 45,000 walks a year, and campaigns for better walking routes.

From: c.knowles@northyorkmoors.org.uk

To:

Subject: Consultee letter for PlanningApplication Application: NYM/2014/0819/FL

Date: Thu, 22 Jan 2015 13:51:51 +0000

NYM/PA
23 JAN 2015

Please find attached Consultee letter for PlanningApplication application NYM/2014/0819/FL

Please see Consultee letter on 811156

If this is a consultation/re-consultation please click the link

<http://planning.northyorkmoors.org.uk/Northgate/LocalConsultations/PLAuth/Login.aspx?LAYOUT=UE&ReturnUrl=%2fNorthgate%2fLocalConsultations%2fPLAuth%2fOutstandingConsultationsSearch.aspx> to access the Local Consultations website. We have experienced some problems when using Chrome, so please use Internet Explorer to access the website, our support are currently investigating this problem.

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Wendy Strangeway

From: Christopher Knowles
Sent: 23 January 2015 08:21
To: Planning
Subject: FW: 0789-004; Consultee letter for Planning Application NYM/2014/0819/FL
Attachments: M3DEA91.DOC

Christopher Knowles
Planning Administration Technician

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Tel: 01439 772700
Email: c.knowles@northyorkmoors.org.uk
Website: www.northyorkmoors.org.uk

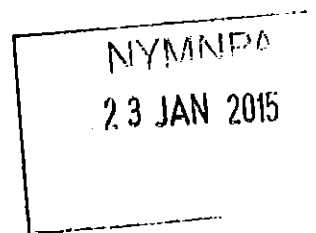
From: Bill Dell [<mailto:>]
Sent: 22 January 2015 21:19
To: Christopher Knowles
Subject: 0789-004; Consultee letter for Planning Application NYM/2014/0819/FL

For the attention of Mrs H Saunders

Hello

My email 0789-003, Item 1 please withdraw this request, I was using the wrong reference

Bill Dell



From: c.knowles@northyorkmoors.org.uk
To:
Subject: Consultee letter for Planning Application Application: NYM/2014/0819/FL
Date: Thu, 22 Jan 2015 13:51:51 +0000

Please find attached Consultee letter for Planning Application application NYM/2014/0819/FL

Please see Consultee letter on 811156

If this is a consultation/re-consultation please click the link
<http://planning.northyorkmoors.org.uk/Northgate/LocalConsultations/PLAuth/Login.aspx?LAYOUT=UE&ReturnUrl=%2fNorthgate%2fLocalConsultations%2fPLAuth%2fOutstandingConsultationsSearch.aspx> to access the Local Consultations website. We have experienced some problems when using Chrome, so please use Internet Explorer to access the website, our support are currently investigating this problem.

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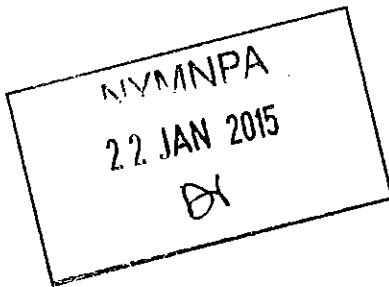
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Councillor Janet Sanderson
Walnut Cottage
Priestmans Lane
Thornton Dale
Pickering
North Yorkshire
YO18 7RT
16th January 2015



NYM/2014 /0819 FL
South Moor Farm, Langdale End.

Dear Mrs Saunders,

I write as both County and District representative for the planning application area and wish to register my objection to the proposed development.

I have concerns regarding the noise associated with the proposed activities, and although the ambient noise levels were deemed to be low in the recent appeal decision, I believe that this type of noise which is not natural to the Parks will impact on the "*quiet enjoyment, peace and tranquillity of the Park*" (contrary to core policy A1 and 14.3) I am given to understand that there is a natural amplification within what local residents call "The Bickley Bowl" which should also be taken into consideration.

Low flying aircrafts are alien to the natural landscape and I consider would be visually intrusive on the broader horizons of the Parks. There is also a potential for them being within the close visual sphere of anyone taking part in equestrian activities.

There is an existing bridleway very close to the proposal which I have ridden on a horse for many years. As a horse rider, I know that horses become accustomed to the sound of low flying aircraft however on take-off and landing, this could place an aircraft where it is caught in a horse's visual field which I believe has the possibility of endangering the safety of the rider. The perception of danger would be enough to detract from a rider's enjoyment. I have experienced this phenomenon with a helicopter and although an aeroplane does not hover, I believe that being in close proximity to the airstrip would result in the possibility of a similar situation arising.

I noted point 9 of the appeal decision which states "*Anyone on the bridleway or public footpath would easily be able to see if there was an aircraft about to take off and could take action accordingly*" My first reaction to this comment was to offer Mr Gray a horse on which to sit and try out his theory as the thought of taking such evasive action would be quite enough to put me off riding this bridleway. It would also be a good test for evidencing the "Perception of fear" theory.

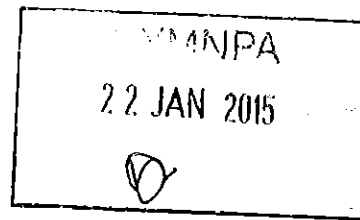
In addition, there are many visiting horse riders to the Parks who would not necessarily be aware of this activity and require a longer time scale in which to take evasive action.

My final concern is regarding the proximity of the Ebberston Gas well to the application site. There is a possible conflict of interest here with the activities of Third Energy's development and safety implications of aircraft (often flown by non-professional pilots) in such close proximity to the well head. I would like to be assured that should the application be granted, that correct restrictions are in place for the height of the derrick and the implications of the full existing planning permission attached to Third energy's development have been taken into consideration.

Yours Sincerely,

County Councillor for Thornton Dale and The Wolds Division
Ryedale District Council (Thornton Dale Ward)

Brian E Richardson
4 Darncombe
Langdale End
Scarborough
YO13 0LJ



Subject; NYM/2014/0819/FL Southmoor Farm, Langdale End

Date; 16/01/15

Dear Sir / Madam

I am amazed and aghast that anyone should want to put an airfield within a National Park, particularly one that will have numerous aircraft with twenty movements per day, of which I am in no doubt that the allocation will be used to its full potential.

Here are four items that immediately concern me, of which I am sure there will be many others.

- 1.Noise is bound to be a factor as this will reverberate around the Bickley bowl and other areas no doubt, then there is of course the pollution from aircraft exhaust.
- 2.The NYMNP has a very diverse wild life habitat including the Buzzard and other birds of pray, deer etc., which again will not respond kindly to low flying aircraft.
3. The walker, horse rider, cyclist and the park visitor in general who at present come to enjoy the peace and tranquillity.
4. The local community who work and live within the surrounding villages would also have this incursion into their lives all year round.

The NYMNP have policies on these matters of which I will not insult your intelligence by repeating, therefore I am sure you will take these matters along with others when deliberating.

In my opinion the airfield would lend little to the park other than it would be a playground for a privileged minority at the expense of the majority who enjoy, live and work in the National Park.

I and many of the other concerned residents believe that the above contravene the park policy, and I trust that the correct decision will be made to keep our beautiful National Park in tact for future generations.

Best regards

Brian E Richardson



North York Moors National Park Authority
Planning Consultation Form

HS

C

Case Officer: Mrs H Saunders
Application Number: NYM/2014/0819/FL

Site: South Moor Farm, Langdale End, Scarborough,

Development Description: change of use of land to form 2 no. grass runways, construction of storage building and pilot/restroom building (revised scheme to NYM/2013/0435/FL)

Applicant: Mr R Walker

(Please Tick One Box Only)

The Parish/Town Council has **no objection** to this application

The Parish/Town Council **objects** to this application
(A reason **must** be given)

See document attached

22 JAN 2015
HS

The Parish/Town Council **supports** this application
(A reason **must** be given)

[This section is crossed out with a diagonal line]

Signed _____
On behalf of ~~Ebberston Parish/Town~~ Council

Date _____

North York Moors National Park Authority
The Old Vicarage, Bondgate, Helmsley, York, YO62 5BP

22 JAN 2015

***NYM/2014/0819/FL South Moor Farm Langdale End Scarborough
Airfield Development.***

Response from Ebberston with Yedingham Parish Council to the above application.

The Ebberston with Yedingham Parish Council objects to and is totally opposed to this application. Fundamentally it is established that the development is contrary to Core Policies A and H and Development Policies 3 and 14 of the NYM Local Development Framework. Additionally the buildings are contrary to development policies 12, 13 and 23 of the LDF.

The Council expects that due consideration should be given to local groups, associations and residents who will wish to comment on their objections to this development and application.

Consideration should be given to the special qualities of tranquillity within this area of the National Park and the significant efforts made by various parties to make this a recreational area for cyclists, walkers and riders. The imposition of the effects caused by low flying aircraft would be a travesty detrimental to the ethos of the location and environment.

This application presupposes all people will arrive by plane and will remain within Dalby Forest/National Park which is unsubstantiated. The application, however, allows for a number of hangars and it is unrealistic to assume either

- (a) no potential flyers will arrive by car
- (b) no visitors to the airfield will leave the area by car

This application does not include any assessment for vehicle movements in this respect or their impact within and outside the National Park

The noise survey undertaken at the time of the appeal is discredited by the Bickley residents. The NPA, and the Inspector of that appeal have completely misunderstood the topography of the area and failed to consider the ambient noise level and the 'acoustic bowl' effect of aircraft within the area. The Parish Council strongly request that much more intensive investigation into the environmental impact of the proposed development be undertaken.

This development as stated would be nothing less than a catastrophe with irreversible impact on the local community as well as spreading beyond the immediate area due to the fly paths from airfield traffic. It is widely expected that if this application is granted expansion will shortly follow.

The overall impact of the application must also be considered along with other planning approvals already granted which collectively will result in the gradual erosion of the environment within this area of the National Park. This will be contrary to the principles of it's original designation.

To reemphasise, the Parish Council and local resident groups strongly urge the National Park Authority to spare no efforts to prevent this development and refuse the application in it's entirety.

Andrew Wyatt
Clerk to the Council
on behalf of Ebberston with Yedingham Parish Council

18 January 2015



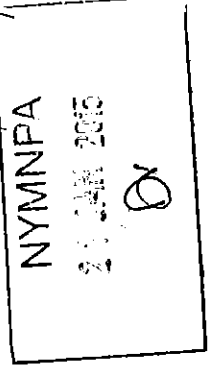
Scarborough Castle from the Esplanade in the Evening Sun
 Photograph by Kate Buchan Landscape Photography © Tel.
 11 Market Vaults, St Helen's Square, Scarborough YO11 1EU

Northside Barn,
 Birkley,
 Scarborough
 N. Jones YO13 0LL

C

Jan 20th 14

Ref no. OVXN/2014/FL



Dear Park Authority,
 Sorry I'm a bit tardy with this objection, but having no computer I'm a bit out of the loop. I understand that objections to the airfield up on the south moor have to be in by 29 Jan. I have only just heard about the second application by the owner of the farm to have an airfield (right next to the road in and out of the forest) has been launched again. None of us in Birkley want this to go through, we have enough noise by the R.A.F. dog flight on the site. I'm sure you will be able to help.

else causing extra noise. As previously stated, his runway is too close to the road into the forest, the road from Eskerton and too busleways, not to mention the ancient tumuli on his land.
 I hope I'm in time to have this objection noted & would be grateful if you could notify me if anything ongoing about this airfield is afoot.

Yours sincerely

2014/0819

(HS)

C

W **ly Strangeway**

From: Hilary Saunders
Sent: 20 January 2015 15:07
To: Planning
Subject: FW: South Moor application objection
Attachments: South Moor.docx

H. Saunders

Mrs Hilary Saunders
Planning Team Leader (Southern Area)
Development Management

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

Tel. no. 01439 772700
Web: www.northyorkmoors.org.uk

Please note that my normal working days are Tuesday - Friday.

From: Cllr. Janet Sanderson [<mailto:>]
Sent: 20 January 2015 14:13
To: Hilary Saunders
Subject: South Moor application objection

NYMNPA
20 JAN 2015
D

Hello Hillary,

I have attached objection to South Moor application - best I could do in the time but I have been up to Bickley to a residents meeting and they are lining themselves up to put in a more substantial objection. They are also looking in more detail at the sound amplification in the "Bickley Bowl"

If you see Chris F would you mention that I have had a couple of meetings with Peter Newsam - I am reluctant to write direct as there are a few FOI requests going round about the situation and the issue may have resolved itself by now!

Thanks
Janet

Cllr. Janet Sanderson

Thornton Dale and The Wolds

Walnut Cottage

Priestmans Lane

Thornton Dale

YO18 7RT



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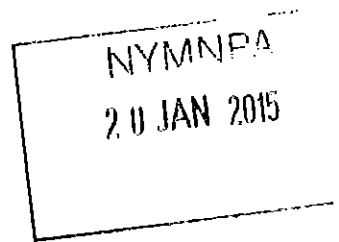
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North Yorkshire County Council.

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Councillor Janet Sanderson
Walnut Cottage
Priestmans Lane
Thornton Dale
Pickering
North Yorkshire
YO18 7RT
16th January 2015



NYM/2014 /0819 FL
South Moor Farm, Langdale End.

Dear Mrs Saunders,

I write as both County and District representative for the planning application area and wish to register my objection to the proposed development.

I have concerns regarding the noise associated with the proposed activities, and although the ambient noise levels were deemed to be low in the recent appeal decision, I believe that this type of noise which is not natural to the Parks will impact on the "*quiet enjoyment, peace and tranquillity of the Park*" (contrary to core policy A1 and 14.3) I am given to understand that there is a natural amplification within what local residents call "The Bickley Bowl" which should also be taken into consideration.

Low flying aircrafts are alien to the natural landscape and I consider would be visually intrusive on the broader horizons of the Parks. There is also a potential for them being within the close visual sphere of anyone taking part in equestrian activities.

There is an existing bridleway very close to the proposal which I have ridden on a horse for many years. As a horse rider, I know that horses become accustomed to the sound of low flying aircraft however on take-off and landing, this could place an aircraft where it is caught in a horse's visual field which I believe has the possibility of endangering the safety of the rider. The perception of danger would be enough to detract from a rider's enjoyment. I have experienced this phenomenon with a helicopter and although an aeroplane does not hover, I believe that being in close proximity to the airstrip would result in the possibility of a similar situation arising.

I noted point 9 of the appeal decision which states "*Anyone on the bridleway or public footpath would easily be able to see if there was an aircraft about to take off and could take action accordingly*" My first reaction to this comment was to offer Mr Gray a horse on which to sit and try out his theory as the thought of taking such evasive action would be quite enough to put me off riding this bridleway. It would also be a good test for evidencing the "Perception of fear" theory.

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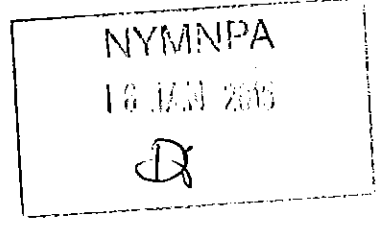
My final concern is regarding the proximity of the Ebberston Gas well to the application site. There is a possible conflict of interest here with the activities of Third Energy's development and safety implications of aircraft (often flown by non-professional pilots) in such close proximity to the well head. I would like to be assured that should the application be granted, that correct restrictions are in place for the height of the derrick and the implications of the full existing planning permission attached to Third energy's development have been taken into consideration.

Yours Sincerely,

Wendy Strangeway

From: ann mccone
Sent: 15 January 2015 20:45
To: Planning
Subject: Re: Website Query

ann mccone
deepdale west
bickley
langdale end
scarborough
yo130ll



name and address as required ,also if the planning was to go ahead could i enquire who would be responsible for any claims should an accident occur involving the takeoff and landing of planes,would it be the national parks or bob walker?

On 12 January 2015 at 16:08, Planning <planning@northyorkmoors.org.uk> wrote:

Dear Sir/Madam

Thank you for your email dated 5 January 2015 making comments on planning application NYM/2014/0819/FL South Moor Farm, Langdale End.

Unfortunately under current Planning Legislation we require a full postal address to be supplied with your email before any comments can be taken into account.

Please could you send me the details at your address and postcode earliest convenience

Thank you

Dawn

From: Front Desk **On Behalf Of** General
Sent: 12 January 2015 08:43
To: Planning
Subject: FW: Website Query

From: ANN MCCONE
Sent: 11 January 2015 15:39
To: General
Subject: Website Query

regarding aap/w9500/a/14/22/2850 the appeal for planning permission for an airstrip and pilot buidings at south moor farm dalby by bob walker ,,i would like to say i dissaprove of this request as it would generate noise and traffic and as a horserider it would also be unsafe as there is a bridlepath which runs across the fields at southmoor farm,,, so i personally find this totally unsuitable,,,,i do not think it is the sort of thing that should be encouraged in a national park

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Wendy Strangeway

From: Front Desk on behalf of General
Sent: 12 January 2015 08:43
To: Planning
Subject: FW: Website Query

From: ANN MCCONE [i]
Sent: 11 January 2015 15:39
To: General
Subject: Website Query

regarding aap/w9500/a/14/22/2850 the appeal for planning permission for an airstrip and pilot buidings at south moor farm dalby by bob walker ,,i would like to say i dissaprove of this request as it would generate noise and traffic and as a horserider it would also be unsafe as there is a bridlepath which runs across the fields at southmoor farm,,, so i personally find this totally unsuitable,,,,i do not think it is the sort of thing that should be encouraged in a national park

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NYMNI
12 JAN 2015
D

Wendy Strangeway

From: planning@northyorkmoors.org.uk
Sent: 10 January 2015 16:14
To: Planning
Subject: Comments on NYM/2014/0819/FL - Case Officer Mrs H Saunders - Received from Mrs Lesley Myers at Allerston and Wilton Parish Council, Waterways, Main Street, Allerston, Pickering, YO18 7PG

The Parish Council still feel that this development is detrimental to the National Park. They do not agree that this would encourage visitors to the park but in actual fact the noise of light aircraft overhead and landing etc. may discourage them. The Mountain Bikers Horse Riders and Walkers visit this area in numbers to enjoy the peace and quiet of the Woods and moors. There are already several landing strips in the area which the Parish Council feel should cover the needs of the area. The size of the Buildings they feel are too large to be in keeping with the philosophy of the National Park. Farmers in the area can struggle to get planning position for barns which are vital to their survival.

Comments made by Mrs Lesley Myers of Allerston and Wilton Parish Council, Waterways, Main Street, Allerston, Pickering, YO18 7PG Phone Preferred
Method of Contact is Email

Comment Type is Comment

NYMNPA
12 JAN 2015
D

Wendy Strangeway

From: Mrs J. Marley, Clerk to Hackness & Harwood Dale Group Parish Council

Sent: 09 January 2015 22:02

To: Planning

Subject: Comments on NYM/2014/0819/FL, South Moor Farm, Langdale End

PROPOSAL: change of land use to form 2 grass runways, erect aircraft storage and restroom buildings (revised scheme to NYM/2013/0435/FL) at South Moor Farm, Langdale End

This application has been considered by Council. I would confirm the Parish Council very strongly objects to this application.

It does not consider this is an appropriate development for this very rural area and does little for diversification. There are other private airfields within 20 miles (Grindale and Octon spring to mind straight away. The proposed hangar is not in keeping with local agricultural buildings - despite modifications, it still appears incongruent.

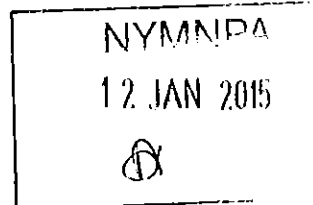
The Planning Statement is contradictory. Paragraph 3 of point 6.1 says there will be "a storage building for the storage of up to 10 aircraft", yet paragraph 8 says "the proposed storage building will allow for the storage of 4 fixed wing aircraft".

10 take offs and landings on a busy day - this would cause considerable noise pollution. the special nature of a national park will be compromised.

It is hard to visualise a significant increase in the numbers of visitors to the NYMNP as a result of this proposal. No mention is made of what acreage is to be taken out of agriculture in order to accommodate this proposal, nor how the airstrips are to be managed (grazing etc). In the event of an incident, access for the emergency services will be seriously protracted due to the property's distance from the public highway. There are footpaths and bridleways in the vicinity of the farm, and the users (both human and animal) will be affected by plane manoeuvres.

J Marley (Mrs)
Clerk to Hackness and Harwood Dale Group Parish Council
(comprising the parishes of Broxa cum Troutsdale, Darncombe cum Langdale End, Hackness, Harwood Dale, Silpho, and Suffield cum Everley).

Annan,
41 Scalby Road,
Burniston,
Scarborough
YO13 0HN



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Ministry
of Defence

HS

Defence
Infrastructure
Organisation

Mrs H Saunders
North York Moors National Park Authority
Planning Department
The Old Vicarage
Bondgate
Helmsley
York
YO62 5BP

Safeguarding Department
Statutory & Offshore

Defence Infrastructure Organisation
Kingston Road
Sutton Coldfield
West Midlands
B75 7RL

www.mod.uk/DIO

07 January 2015

Your Reference: **NYM/2014/0819/FL**
Our reference: DIO/SUT/43/4/49 (2015/010)

Dear Mrs Saunders,

MOD Safeguarding – RAF Fylingdales

Proposal: Application in respect of change of use of land to form 2 no. grass runways, construction of storage building and pilot/restroom building (revised scheme to NYM/2013/0435/FL)

Location: South Moor Farm, Langdale End, Scarborough

Grid Ref: 490606, 490285

Planning Ref: **NYM/2014/0819/FL**

Thank you for consulting the Ministry of Defence (MOD) on the above proposed development which was received by this office on 22/12/2014. I can confirm that the MOD has no safeguarding objections to this proposal.

I trust this is clear however should you have any questions please do not hesitate to contact me.

Yours sincerely

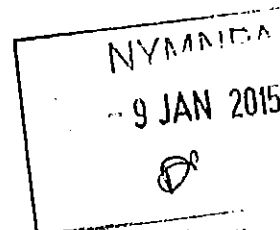
Laura Nokes

NYM/IDA
9 JAN 2015
WS

Wendy Strangeway

From: Wind Farm Enquiries <
Sent: 09 January 2015 12:27
To: Wendy Strangeway; Planning
Subject: Proposed Building Development - South Moor Farm, Langdale End, Scarborough
 - Ref NYM/2014/0819/FL

Your Ref - NYM/2014/0819/FL
 F.A.O Mrs H Saunders



Proposed Building Development :

Application in respect of change of use of land to form 2 no. grass runways, construction of storage building and pilot/restroom building (revised scheme to NYM/2013/0435/FL) at South Moor Farm, Langdale End, Scarborough, Grid Reference 490606 490285

Dear Mrs Saunders

Thank you for consulting Arqiva on the above proposal - Arqiva is responsible for providing the BBC and ITV's transmission network. In responding, we should clarify first that we only address the integrity of our broadcast networks. This generally involves checking the lines of sight for our Re-Broadcast Links (RBL's), which are point to point dish links, essential for network operation. This is distinct from the separate issue of problems with interference. In other words we only check whether a proposal might detrimentally affect our ability to continue broadcasting signals from the site. What we do not check is whether there might be interference with the reception of those signals once successfully transmitted from our site to individual properties. Having regard to our network and the lines of sight used by our RBL's, we have no objection or issues to raise based upon the information that you provided.

In the light of our clarification, we emphasise that this response should not be interpreted as stating that there will be no potential problems with interference. Both the BBC Research Department and OFCOM are interested in the effects of large buildings and structures on domestic reception for BBC, ITV, Channel 4 and five and Ofcom's document can be found at:

http://licensing.ofcom.org.uk/radiocommunication-licences/fixed-terrestrial-links/guidance-for-licensees/wind-farms/tall_structures/

It is possible that the proposal might affect other dish links and we recommend that you contact Ofcom with respect to all licensed microwave links at windfarmenquiries@ofcom.org.uk if you have not already done so.

Yours faithfully

Rob Taylor

Senior Engineer
 Terrestrial Broadcast
 Product and Technology
 Arqiva
 Sutton Coldfield

-----Original Message-----

From: Wendy Strangeway [<mailto:w.strangeway@northyorkmoors.org.uk>]
Sent: 09 January 2015 11:58
To: Wind Farm Enquiries

Subject: Consultee letter for PlanningApplication Application: NYM/2014/0819/FL

Please find attached Consultee letter for PlanningApplication application NYM/2014/0819/FL

Please see Consultee letter on 811156

If this is a consultation/re-consultation please click the link

<http://planning.northyorkmoors.org.uk/Northgate/LocalConsultations/PLAuth/Login.aspx?LAYOUT=UE&ReturnUri=%2fNorthgate%2fLocalConsultations%2fPLAuth%2fOutstandingConsultationsSearch.aspx> to access the Local Consultations website. We have experienced some problems when using Chrome, so please use Internet Explorer to access the website, our support are currently investigating this problem.

If this is not a consultation/re-consultation please respond accordingly as outlined in the attached letter if applicable.

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MS

Wendy Strangeway

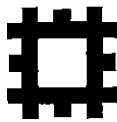
From: planning@northyorkmoors.org.uk
Sent: 08 January 2015 12:22
To: Planning
Subject: Comments on NYM/2014/0819/FL - Case Officer Mrs H Saunders - Received from Mr Colin Langley at 107 Main Street, Ebberston, Scarborough, YO13 9ND

I wish to object to this planning application. A similar proposal has already been refused and turned down on appeal. It is an inappropriate use in a National Park. It will result in a number of aircraft movements over Ebberston at relatively low height as planes approach and take off. We already have frequent aircraft noise from RAF planes and this should not be increased for pure pleasure flying. A number of aircraft will be kept at the site. The approach roads are rural lanes and not suitable for additional traffic. There are also footpaths in the vicinity of the site and the proposed use will be detrimental to the enjoyment of the countryside by the majority of people.

Comments made by Mr Colin Langley of 107 Main Street, Ebberston, Scarborough, YO13 9ND Phone
Preferred Method of Contact is Email

Comment Type is Comment

NYM/2014/0819/FL
08 JAN 2015
WS

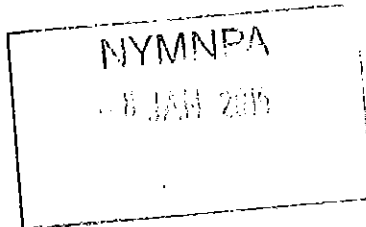


ENGLISH HERITAGE

YORKSHIRE OFFICE

Mrs H Saunders
North York Moors National Park Authority
The Old Vicarage
Bondgate
Helmsley, York
North Yorkshire
YO62 5BP

Our ref: P00442503



6 January 2015

Dear Mrs Saunders

Notifications under Circular 01/2001, Circular 08/2009 & T&CP (Development Management Procedure) Order 2010

**SOUTH MOOR FARM, LANGDALE END, SCARBOROUGH
Application No NYM/2014/0819/FL**

Thank you for your letter of 16 December 2014 notifying English Heritage of the above application. The application is a Revised Scheme for change of use to form 2 no. grass runways, the construction of a storage building and a pilot/rest-room building. We have considered the application and offer the following advice.

Summary

The application is a Revised scheme for the creation of a grass airfield of 2 no. runways with new storage/hangar building and a pilot/restroom building. The application site is located in an area of dense archaeological activity spanning the majority of the prehistoric period, including a Round Barrow cemetery, embanked pit alignments, linear earthworks and cairns, all of which are scheduled as 'nationally important' monuments. Unfortunately English Heritage was not consulted on the original planning application. The current Revised application does not include any assessment of the impact of the proposal on the setting, and therefore the significance of the Scheduled Monuments, as required by the National Planning Policy Framework and should be withdrawn or refused.

English Heritage Advice

The application is a Revised scheme for the change of use in order to create 2 no. grass runways, new storage building (18.2m x 20m x 6m height) in pre-cast concrete and Yorkshire boarding with fibre cement roof sheets and timber clad folding doors on both sides of the long elevations to house upto 10 light aircraft, and a pilot/restroom



37 TANNER ROW YORK YO1 6WP

www.english-heritage.org.uk

English Heritage is subject to the Freedom of Information Act, 2000 (FOIA) and Environmental Information Regulations 2004 (EIR). All information held by the organisation will be accessible in response to an information request, unless one of the exemptions in the FOIA or EIR applies.

YORKSHIRE OFFICE

RECEIVED
8 JAN 2014

building. The original application has been to appeal (28th August, 2014), but unfortunately English Heritage was not consulted at the time of the original application, and was unable to present advice on the impact of that scheme on the numerous designated heritage assets in the vicinity of the application site.

South Moor Farm site is located in an area of intense archaeological activity characterised by a complex variety of archaeological and earthwork forms.

It is proposed that the storage/hangar structure is to be constructed to the immediate north-east of the existing farm buildings, effectively doubling the footprint of the existing structures. Approximately 135 metres to the north-west of the farm complex is the scheduled Bronze Age 'Three Howes Round Barrow cemetery' (National Heritage List for England no.1019936). This consists of the clearly visible earthwork remains of 3 no. burial monuments, dating to c2700-700BC. Less than 500 metres to the south of the farm complex is the extensive Scheduled Monument of 'Embanked pit alignments, linear earthworks, round barrows and cairns' (NHLE 1019601). This monument consists of a collection of standing earthwork and buried remains spanning the Neolithic to Iron Age periods.

Whilst these two named Scheduled Monuments are the largest (by area) in the vicinity of the application site, the South Moor Farm complex is surrounded by numerous other Scheduled sites, being discrete cairns (standing earthworks created by the clearance of fields and used as markers or burial sites) and barrows (burial monuments), all of which date to the Bronze Age. The archaeological evaluation of Fylingdales Moor following the fire in 2003 demonstrated that although identified monuments are of considerable importance, extensive tracts of associated archaeological remains exist between the designated sites, all of which contributes to the significance of the monuments as well as being important in its own right. It should be assumed until demonstrated otherwise that the spaces between the designated sites around South Moor Farm have similar archaeological potential.

The sum value of the numerous designated sites and the potential of the spaces between the sites indicates that the application site is part of an extensive prehistoric cultural landscape, characterised by high visibility and good preservation levels. The visible relationship between the various sites and the archaeological potential of the spaces is part of the 'setting' of the designated sites and therefore a considerable part of their significance.

The application site is also surrounded by bridleways, public footpaths and the formalised Tabular Hills Walk, located to the west of South Moor Farm and the Dalby Forest Drive to the north. This network of routes provides a high level of public access to the area and to its archaeological remains, ensuring that they - and their landscape



37 TANNER ROW, YORK YO1 6WP

www.english-heritage.org.uk

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8 JAN 2015

YORKSHIRE OFFICE

- can be experienced by a wide range of people. The sense of isolation, remoteness and the drama of the topography also contributes to the 'setting' of the designated sites, and therefore is a further part of their significance. The English Heritage guidance '*The Setting of Heritage Assets*' and the English Heritage '*Conservation Principles*' describe 'setting' as the 'surroundings in which a place is experienced...'. The implication of this is that inappropriate noise, structures or other interventions can have a negative impact on setting and the visitor experience, and can cause 'harm' to the significance of the designated heritage assets (NPPF para 132). The justification for a structure to house upto 10 light aircraft is far from clear, whilst the suggested number of flights (upto 20 per day) could have a considerable negative impact on the public experience and enjoyment of, and thus the setting and significance of the designated heritage assets.

The potential impact of the proposed large storage/hangar building (effectively doubling the footprint of the existing farm complex) on the landscape and on the significance of the designated and non-designated heritage assets should have been clearly established by the applicant with a range of visualisation and photomontage materials, illustrating its presence in key views, long views and vistas across the landscape (in addition to the close views presented by the applicant). A building of such a size (combined with the increased mass of the farm complex) and in such a location is likely to be visible over a considerable distance. The documentation supporting the Revised scheme does not include any assessment of the impact of the proposal on the designated heritage assets, their setting or their significance.

Para 128 of the NPPF makes it clear that applicants should describe the significance of heritage assets, and the contribution made by their setting, in order to allow assessment of the impact of the proposed scheme on that significance. Para 132 of the NPPF states that the more important the asset the greater the weight that should be given to the asset's conservation, whilst para 135 draws attention to the significance of non-designated heritage assets and the affect of direct or indirect impacts on those assets. The context of the application site is that it is surrounded by heritage assets of the highest importance, and has the potential for extensive non-designated archaeological remains, and as such the proposal can be considered 'unjustified harm' to heritage assets.

The current Revised scheme has not provided the necessary description of heritage assets and significance as required by the NPPF and should be withdrawn or refused.

Recommendation

English Heritage recommends that the application should be withdrawn or refused.



37 TANNER ROW YORK YO1 6WP

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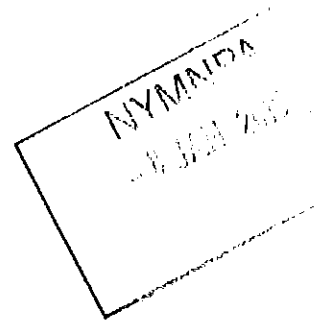
YORKSHIRE OFFICE

Please contact me if we can be of further assistance. We would be grateful to receive a copy of the decision notice in due course. This will help us to monitor actions related to changes to historic places.

Yours sincerely

Keith Emerick
Ancient Monuments Inspector

cc: Granam Lee, Senior Archaeological Conservation Officer, NYMNPA
Louise Theobald, Acorus Rural Property Services



37 TANNER ROW YORK YO1 6WP

www.english-heritage.org.uk

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**NORTH YORKSHIRE COUNTY COUNCIL
BUSINESS and ENVIRONMENTAL SERVICES**



**LOCAL HIGHWAY AUTHORITY
CONSIDERATIONS and RECOMMENDATION**

Application No: **NYM/2014/819/FL**

Proposed Development: change of use of land to form 2 no. grass runways, construction of storage building and pilot/restroom building (revised scheme to NYM/2013/0435/FL)

Location: South Moor Farm, Langdale End, Scarborough

Applicant: Mr R Walker

CH Ref: **Case Officer:** Kay Aitchison

Area Ref: 4/21/53C **Tel:**

County Road No: **E-mail:**

To: North York Moors National Park
Authority
The Old Vicarage
Bondgate
Helmsley
YO62 5BP

Date: 7 January 2015

FAO: Hilary Saunders **Copies to:**

NYM/DA
 7 JAN 2015
 LS

Although there are No Highway Objections to this application it should be noted that the Highway Authority has concerns regarding the proximity of the auxiliary runway to the live carriageway, Dalby Forest Drive. As this will only be used occasionally it is felt that the distraction of an occasional light aircraft landing or taking off could result in conditions which are prejudicial to highway safety. Dalby Forest Drive is a private toll road and any warning signage should be agreed with The Forestry Commission.

Signed:

Kay Aitchison

For Corporate Director for Business and Environmental Services

Issued by:

Whitby Highways Office
Discovery Way
Whitby
North Yorkshire
YO22 4PZ

HS

Dal i Paton

From: planning@northyorkmoors.org.uk
Sent: 05 January 2015 23:44
To: Planning
Subject: Comments on NYM/2014/0819/FL - Case Officer Mrs H Saunders - Received from Mr Christopher Sands at Yew Tree Cottage, 88 Main Street, Ebberston, Scarborough, YO13 9NH

I consider this application to be totally inappropriate for the location. Having spent 31 years as an Aircraft engineer in the RAF I believe I can comment on the impact such an operation could have on the delicate environment of the North Yorkshire Moors National Park. Firstly if allowed this facility would create noise pollution in an area much loved for its serenity, wildlife and natural beauty. Hangaring and Operating ten Aircraft requires support i.e. there will be petrol, oil and lubricants (POL) storage, use and waste which will also require first aid fire fighting equipment. If a large fire was to break out how long would it take for local fire fighters to get to this remote location? (Snainton fire station is now closed!) and are there any hydrants or emergency water supplies (EWS) in the area. Also the possibility of waste POL escaping into the environment needs to be addressed. If an aircraft was to crash into the forest or moor the resulting fire could devastate the area. We already have quite a lot of aircraft operating in this area, the RAF train here and there is an airstrip on the hillside above Ebberston where a light aircraft operates two or three times a week. As a local resident of Ebberston I like the peace and quiet of the area and I don't think we need any more air traffic. Finally: there appear to be several other airstrips in the area including one at Fadmoor could the applicant not utilize one of these facilities? Or negotiate for the construction of a new hangar at Wombleton?

Comments made by Mr Christopher Sands of Yew Tree Cottage, 88 Main Street, Ebberston, Scarborough, YO13 9NH
Preferred Method of Contact is Email

Comment Type is Comment

11 6 JAN 2015
0

Caroline Bell

From: Maggie Farey <
Sent: 06 January 2015 14:16
To: Planning
Subject: Planning Application for Southmoor Farm Lsngdale End your ref
NYM/2014/0819/FL

For Attention of Hilary Saunders

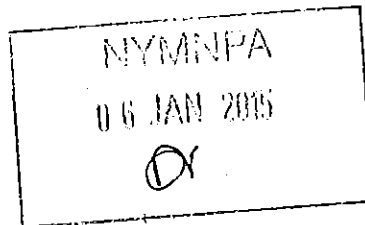
Dear Madam

We write to you to express our great concern that another application has been submitted to the NYMNPA for Change of use of land at Southmoor Farm to form 2 Grass runways and associated buildings. We wish to strongly object to this application for the same reasons that we objected to the original application.

Yours sincerely

Margaret & William Farey

Foxwhin
Bickley
Langdale End
Scarborough
YO13 OLL



Maggie Farey

North Yorkshire Development Officer

Rural Action Yorkshire

Tel:

My usual work days are Tuesday and Thursday

Find out more about us online at www.ruralityorkshire.org.uk

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<http://www.surveymonkey.com/s/H7KHG93>

Registered Office: *Unit A, Tower House, Askham Fields Lane, Askham Bryan, York YO23 3FS*

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HS

Dawn Paton

From: Rob Heap
Sent: 06 January 2015 15:02
To: Dawn Paton
Subject: Re: NYM/2014/0819/FL

Dear Dawn,

Confirmed.

Kind regards,

Rob Heap

From: Dawn Paton <d.paton@northyorkmoors.org.uk>
Date: Tuesday, 6 January 2015 13:46
To: Rob Heap <
Subject: NYM/2014/0819/FL

Dear Sir/Madam

Thank you for your email dated 5 January 2015 making comments on planning application NYM/2014/0819/FL South Moor Farm, Langdale End.

Unfortunately under current Planning Legislation we require a full postal address to be supplied with your email before any comments can be taken into account.

Please could you confirm that the address on the previous application which we hold is:
2 Bickley Cottages
Bickley
Langdale End
Scarborough
YO13 0LL

DawnPaton
Planning Technician

The Old Vicarage
Bondgate
Helmsley
York
YO62 5BP

Tel: 01439 772700
email: d.paton@northyorkmoors.org.uk

NYMNPA
06 JAN 2015
Ⓟ

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HS

Down Paton

From: Rob Heap
Sent: 05 January 2015 17:19
To: Planning
Subject: Your Ref: NYM/2014/0819/FL

Dear Mr Hill,

Application in respect of change of use of land to form 2no. grass runways, construction of storage building and pilot/restroom building (revised scheme to NYM/2013/0435/FL) at South Moor Farm, Langdale End, Scarborough Grid Reference 490606 490285

Thank you for your letter of 16th December 2014, the contents of which we note.

We are writing to object to this Application.

Our objections submitted on 25th July 2014 to the previous Application NYM/2013/0435/FL remain valid for the revised Application NYM/2014/0819/FL.

In addition we wish to present a further objection to the NYM/2014/0819/FL Application, on the grounds that the purpose and operation of the development is inappropriate for the area.

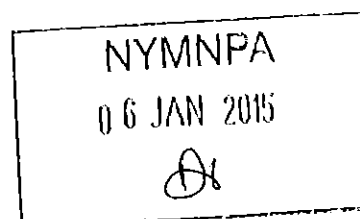
The disturbance to the peace and tranquility that prevails in the area that will be caused by the operation of general aviation flights will not be balanced by the benefit the facility will deliver in the area.

We will in due course provide you with a more detailed letter outlining the reasons for our objections.

Kind regards,

M. R. Heap & J. M. Singleton

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(HS)

NYMNP
06 JAN 2015
OK

Howden Farm
Landsdale End
Hors OBW

Dear Mrs Saunders

I wish to register my objection to the proposed airfield at South Moor Farm. Ref. Nym/2014/0819/AK My husband and I have farmed in this area for 50 years and we feel this is a totally unsuitable use of the national park. We are worried about the noise & dangers of low flying & noisy aircraft will not be good for horse riders which we have alot of them in this area. From

Dawn Paton

From: graham.cooper@nympa.org.uk
Sent: 05 January 2015 16:15
To: Planning
Subject: Objection - ref: NYM/2013/0435/FL

Dear Mrs Saunders,

We wish to object very strongly to the revised planning application to build an airfield at South Moor Farm, Langdale End (Application number NYM/2013/0435/FL).

As long-term residents of Scarborough, we frequently enjoy walking in this area and believe the proposal is wholly inappropriate for a part of the countryside that is valued highly for its natural beauty and tranquillity.

We believe the revised application should be rejected on the same grounds as the original application, namely, that:

- it "would be likely to generate a level of noise and activity that would be detrimental to the amenities of local residents and the experience of visitors";
- it "would have an adverse impact on the enjoyment of users of the public rights of way which run through the site, both in terms of noise and disturbance and public safety"; and
- the proposed new building "would have a detrimental impact on the character and appearance of the area" contrary to the North York Moors Local Development Framework.

It is possible that the proposed development would have some economic benefit for the applicant and a small number of aircraft owners. However, the Environment Act says that where such economic benefits are in conflict with the aim of National Park Authorities to protect the natural beauty and wildlife of the Parks, then the authorities should "attach greater weight to the purpose of conserving and enhancing the natural beauty, wildlife and cultural heritage of the area."

For these reasons, we very much hope that you will reject this revised application.

Yours sincerely,

Graham Cooper
9 Castle Terrace,
Scarborough
YO11 1QX

Danielle Salvadori,
9 Castle Terrace,
Scarborough
YO11 1QX

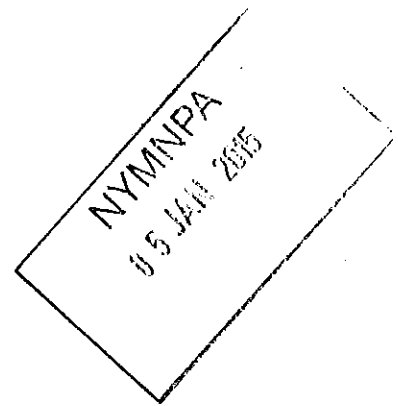
Norman Cooper
374 Scalby Road

NYMNPA
05 JAN 2015
DY

Scarborough
YO12 6ED

Roger Martin,
29 Danes Dyke
Scarborough
YO12 6UG

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HS

Caroline Bell

From: Julie Dixon
Sent: 04 January 2015 19:36
To: Planning
Subject: nym/2014/0815/fl

Bickley Heights,
Bickley,
Scarborough,
YO130LL.
01723 882243.
05.01.15

NYMNPA
11 5 JAN 2015
DX

Dear Madam,

Re: planning reference number NYM/2014/0819/FL.

I am writing to inform you of my strong opposition to the proposed aerodrome at South Moor Farm, YO13 0LW.

Yours faithfully,
Dr. Julie E. Dixon.

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HS

Caroline Bell

From: planning@northyorkmoores.org.uk
Sent: 04 January 2015 16:39
To: Planning
Subject: Comments on NYM/2014/0819/FL - Case Officer Mrs H Saunders - Received from Ms Dilys Cluer at 19 Alexandra Park, Scarborough, YO12 5JN

I objected to the previous application for an airstrip on this site and I continue to object on the grounds of:

1. Noise. This may be short-lived on each occasion but it will disturb the tranquillity of the surroundings in the National Park.
2. Climate change. This development would encourage the use of aircraft in a situation where they are not necessary. In view of the severe threat from climate change, local authorities should be doing all they can to minimise emissions. Flying is not 'sustainable' in environmental terms.

Comments made by Ms Dilys Cluer of 19 Alexandra Park, Scarborough, YO12 5JN
Preferred Method of Contact is Email

Comment Type is Comment

NYM/PA
11 5 JAN 2015
D

Dawn Paton

From: Joan Roberts
Sent: 07 January 2015 16:51
To: Dawn Paton
Subject: Re: NYM/2014/0819/FL

Dear Ms Paton

I can confirm that our address is 1 Bickley Cottages, Langdale End, Scarborough YO13 0LL.

Regards

Brian Turner & Joan Roberts

From: Dawn Paton <d.paton@northyorkmoors.org.uk>
To:
Sent: Tuesday, 6 January 2015, 13:31
Subject: NYM/2014/0819/FL

Dear Mr Turner & Ms Roberts

Thank you for your email dated 5 January 2015 making comments on planning application NYM/2014/0819/FL South Moor Farm, Langdale End. Unfortunately under current Planning Legislation we require a full postal address to be supplied with your email before any comments can be taken into account.

Please could you confirm that the address on the previous application which we hold is:
1 Bickley Cottages
Bickley
Langdale End
Scarborough
YO13 0LL

Many Thanks
Dawn

Dawn Paton
Planning Technician

The Old Vicarage
Bondgate
Helmsley
York
YO62 5BP

Tel: 01439 772700
email: d.paton@northyorkmoors.org.uk

NYMNPA
7 JAN 2015
DP

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If you have received this message in error please reply to say so and then delete the message. Any use, copying, disclosure or distribution by anyone other than the addressee is forbidden.

Dawson

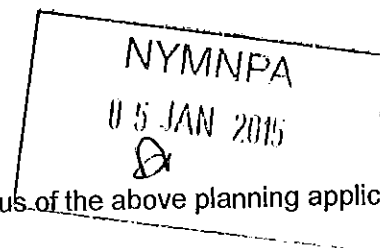
From: Joan Roberts <
Sent: 05 January 2015 16:22
To: Planning
Cc:

Subject: NYM/2014/0819/FL (revised scheme to NYM/2013/0435/FL) at South Moor Farm, Langdale End.

For the attention of Mrs H Saunders.

Dear Mrs Saunders,

We write in response to your letter dated 16th December 2014 informing us of the above planning application and inviting comments.



First we wish to raise our strongest concern over the timing of the distribution of the letters as this in effect created great difficulty in finding time to respond so near to the Christmas and New Year holiday time, when many of us were away from home or heavily engaged in personal & family commitments. It is possible of course that the applicant's timing of submission of the application may have been intended to do exactly that, thereby reducing potential objections, and the authority, bound by guidance on notifications, had no option but to distribute the letters on that date. However, we feel very strongly that a longer period should be allowed for objectors to gather together evidence to substantiate objections. Given the very generous timetable afforded the applicant in the authority processing his original application and subsequent appeal we feel that this request should be given the most urgent consideration.

We feel we must comment on the original application Appeal process and outcome. As stated we feel that the Appeal process was handled very poorly. It was only when we raised our concerns about any progress on the application, many months after the Committee decision, that action was taken to move things on. Again delays were experienced in accessing information about the Appeal process and submissions to the Inspector. Finally, the Appeal Inspector published his report which, while supporting the original decision to reject the application, was a very poor report by any standard. He brushed aside many of the very real objections on environmental issues such as the effect on wildlife and the peace and tranquility of the area affected by his proposal and concentrated on his area of professional background, i.e., architecture and seemed to suggest that, if only a better building was proposed and some reduction in activity, then he would have been pleased to approve the Appeal. Almost inevitably we are now faced with the shortcomings of his report, to which we were informed we had no opportunity to question or indeed complain about. Appeals Inspectors are apparently above complaints or comments, this in itself is appalling as anyone employed in such a critical and publicly funded capacity should be open to complaints and comments.

The issues raised at the original Committee Meeting were discussed in great detail by Committee Members who added their own particular experience in many fields to support the objectors and to reject the application by a 100% majority. Committee Members must have felt as aggrieved as ourselves and other objectors at the cavalier way in which their genuine concerns were disregarded or overturned by the Appeal Inspector.

Our objections to the new application remain exactly the same as those submitted in response to the first, you have those on record already and will agree that they were accepted as proper objections in the first application. In addition we wish to strengthen our objections on grounds of noise pollution. We have, along with other objectors, undertaken some extensive research into this issue and our concerns on this matter grow stronger as it is clear that once any such development is allowed it becomes impossible for the planning authority to measure and monitor noise pollution by aero engines once they are in flight. The measurements taken by the Inspector in the Appeal process were flawed insofar as we, and other neighbours, witnessed the light he used as measurement on the day of his visit and we recognised that the pilot, who we believe was a friend of the applicant, flew his plane very slowly and quietly around the area undertaking several rounds of flight, all at the same altitude and speed, thereby minimising the sound. This can hardly be regarded as impartial evidence and it is to the shame of the Inspector that he allowed such an act to occur, let alone to use it

as evidence. As far as we are aware the Inspector made no effort to visit nearby properties such as ours or immediate neighbours to assess the impact of sound away from the level surface of the farm and where sound is likely to be increased because of the valley and other topography. We are also concerned that, as we understand helicopters are regarded as light aircraft, we may be subjected to the increased use of helicopters used in proposed fracking and other mining activity in the area.

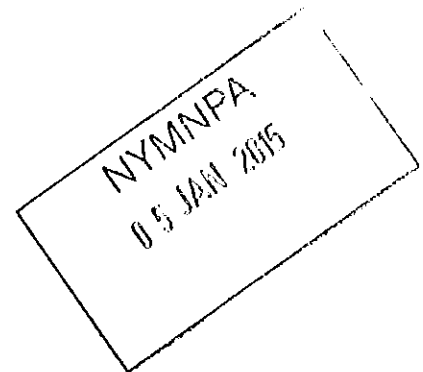
Merely as a point of interest it is of very recent news that the former RAF station at Church Fenton near Tadcaster has been bought and is to be run as a private airfield. Last weekend they invited a "Fly-In" of light aircraft and are actively seeking new membership. Because of the former aircraft activity and history of the base there is a lot of local support for this development and there appear to be very few objectors. It is not far away and it might be useful to appraise the applicant of this alternative to spoiling the peace and tranquility of our own special area.

We look forward to hearing of any extension to the time allowed for objections and to any future opportunities for consultation on this very worrying matter.

Yours sincerely

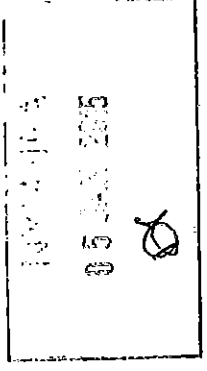
Brian Turner & Joan Roberts

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(HS) Deepdale East
Bickley
Langdale End.
PO 13 OLL.

Planning
NY MOTTS.



Dear Sir,

Re plan. app 2014/0819/FL.

As one of the closest neighbours
to South Moor Farm, please take
note of my objections.

1. Crossing to live at Deepdale,
Peace and quiet was the main
attraction.

An oasis in an increasingly
noisy, polluted and chaotic world.
... would be ruined

② I read at the doors to your office
The N.Y. Moors Nat Park is
spiritually uplifting - not with
aircraft flying mere feet above.

③ This area surely was created
as an escape from 'engine noise'
The silence but for wildlife a
refreshing escape.

NY
03 JAN 2015

④ I have young hertses, trawning
and nesting in my 9 acres a
mere short walk from the proposed
air strip.

⑤ Intrusive invasion of privacy.

⑥ A drop in value of nearby

Properties.

① Totally alien to this area.

Please keep in mind the
ambience of the area. As for
bringing in revenue to the area,
No just to South Moor farm.

Yours faithfully.

M.A.
05 JAN 2015

MS

Caroline Bell

From: Jayne
Sent: 04 January 2015 20:57
To: Planning
Subject: NYM/2014/0819/FL (revision to NYM/2013/0435/FL)

NYM/2014/0819/FL
05 JAN 2015
DY

Dear Mr Hill,

Thank you for your letter of 16th December 2014.

I wish to state my objection to the above planning application. At the meeting to consider the applicants first application I spoke on behalf of local residents against that application and reiterate for this application all that I said then, which objections are a matter of public record.

In addition to those objections with regard to this specific application and the matters set out in the applicant's statement;

- contrary to the applicant's suggestion I believe that the the only economic benefit of this application is entirely limited to the applicant himself. Visitors will not have vehicles to take them beyond the aerodrome itself and there are no goods and services within a reasonable walking distance from the site. Of course it is not wrong for the application to self-serve the applicant,...but it is crass of him to make any suggestion whatsoever that this wider rural community will benefit economically from his enterprise.

- the application is insufficiently detailed and too subjective

- the statement is factually incorrect as to the application of the CAA rules governing the proposed operation. The CAA specifically state that notification of flights to the Military (which is merely recommended and not mandatory) will not mean that military aircraft cease to overfly or fly close to the aerodrome. Therefor the applicant's activities will be in addition to any military flying and not in place of it, as wrongly suggested by the applicant.

- the applicant's statement on the issue of noise is vague, subjective and not supported by any robust authority on the technical aspects put forward. The CAA do not generally monitor noise and it is an impossible task to ask the residents of the area and the Authority to accurately monitor and assess noise impact of an aerodrome already in operation. The National Park should not be an area to test case the monitoring of this type of development.

-- the statement is too vague as to the number and timing of the proposed flights. Further, there is no indication that weekends and public holiday time will not be saturated with flights, thereby amplifying the disturbance to other leisure users and residents alike.

I make these points in addition to the points made by objectors to the first application, which related specifically to the special qualities of this part of the National Park. I do not believe that the officer conducting the appeal on behalf of the Secretary of State in respect of the applicant's first application gave sufficient weight to those points and would ask that the Authority guard this National Park against the a dilution of statutory protection by refusing this application.

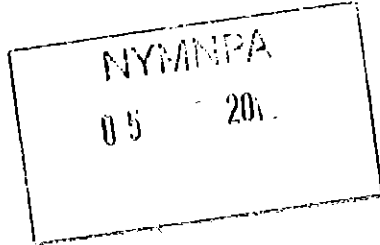
If you require me to specifically reiterate those same points again please let me know.

Yours sincerely

Mrs Jayne Fountain

School Farm
Crosscliffe

Sent from my iPad



HS

Caroline Bell

From: Glynis Ludkin <
Sent: 04 January 2015 14:53
To: Planning
Subject: Planning Application Objection re. NYM/2014/0819/FL Southmoor farm

Dear Mrs. Saunders,

I wish to register my objections to the Planning Application for South Moor Farm Aerodrome, NYM/2014/0819/FL . I have studied the applicants somewhat contradictory plans and would like to make the following points.

I can see that the applicant has modified the plans but it remains a totally unsuitable development for a National Park, particularly this area which is designated the 'quiet area'.

He quotes Development Policy 14 Tourism & Recreation, but the development will in no way "conserve or enhance the special qualities" of the local area. Quite the reverse in fact. And the inevitable increase in noise levels will seriously "detract from the quality of life of local residents".

Re. Acorus Comments ...

I find I am confused as to whether 4 or 10 planes are to be housed - there seems to be some contradiction here.

There also seems to be some confusion as to whether this is a private concern, which naturally only benefits the individuals involved, or whether this development is somehow going to benefit local businesses and access to the national Park? This is quite an isolated spot! The applicant assures us that the airfield is not intended or designed for public transport. I can see it will be of financial benefit to the applicant and his B&B. I can only see noise and nuisance for the local community.

6.3 Local Aviation Activity; As we are already an "area of intensive aerial activity" it would seem unfair that more should be added. Surely this is an argument against the application?

Re. Sutton Bank - yes, this is within the national Park, simply because it was already well established before the NP was created.

6.4 Noise - It is foolish to argue that aircraft will not create noise. I realise that there are many ways to measure sound levels, but we are talking about the quiet area in a National Park. It is a totally unsuitable location. Up to 20 movements a day flying around it will create noise nuisance.

Equally I cannot believe that the RAF will re-schedule due to South Moor Farm. According to the CAA CAP 793, Chap. 7, part3 notification of the presence of the aerodrome "does not mean that military traffic will not overfly or fly close to the aerodrome." We do have a fair amount of low level flying down the adjacent valley, training aircraft etc. These are professionals undertaking necessary training & practise, which I accept. It will continue.

In the Inspectors Decision I take issue with his remarks about horses. Irregular or infrequent aircraft movements are very likely to startle and upset horses - they are creatures of habit and not keen on surprises. It is a valid concern. I repeat that we were led to understand that this area was designated for walkers, cyclists and horses.

I'm afraid I just laughed about "the wonderful by-planes in flight". Lovely, but totally irrelevant!

6.7 Economic. As previously mentioned I can see the benefit to the applicant through rented storage space and use of the B&B. But how does it financially benefit the local community if it is a small private venture?

To say that residents living one mile away will not be affected by this development is insulting to our intelligence and patently untrue.

Finally, 20 movements per day is far more than I had initially imagined. Again the information provided seems rather contradictory. Is this two or three planes making repeated flights, or a larger number from elsewhere? On looking at the supporting comments for the previous application I was astonished to see that a great many of them were out of county. If this is purely a small local venture why were they so interested?

Yours,
Glynis Ludkin
Spring Farm,
Langdale End
Bickley YO13 OLL

NYMANPA
05 JAN 2015
DL

Hilary Saunders

From: Hilary Saunders
Sent: 06 January 2015 12:27
To:
Subject: NYM/2014/0819/FL South Moor Farm

Dear Mr Cooper,

Thank you for your email.

The proposed aircraft hangar is in a different location and is of a smaller size than the previous scheme.

I trust that helps but please don't hesitate to ring me if you have any queries.

Regards



Mrs Hilary Saunders
Planning Team Leader (Southern Area)
Development Management

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

Tel. no. 01439 772700

Web: www.northyorkmoors.org.uk

Please note that my normal working days are Tuesday - Friday.

Caroline Bell

Pls email back (HS)
+ refer to different

From: graham cooper <
Sent: 03 January 2015 00:38
To: Planning
Subject: URGENT ENQUIRY - Ref: NYM/2013/04357FL

bulky design
H/S

2014/0819/FL

Dear Mrs Saunders,

Thank you for your letter informing me about the revised planning application for an airstrip at South Moor farm, Langdale End (Ref: NYM/2013/0435/FL).

However, I am unable to find any information on your website explaining exactly how this application differs from the original application.

Could you please let me know where I can find such information, as the deadline for objections is very soon.

Many thanks,
Graham Cooper

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NYMNPA
11 5 JAN 2015
DX

Wendy Strangeway

From: planning@northyrkmoors.org.uk
Sent: 01 January 2015 10:29
To: Planning
Subject: Comments on NYM/2014/0819/FL - Case Officer Mrs H Saunders - Received from Mr John Walker at 6 Orchard Close, The Beeches, Uppingham, Rutland, LE15 9PF

I support this planning application made by Mr R Walker for an airstrip and related buildings at South Moor Farm. Although I share the same surname as the applicant I am not related to him and my interest in the application stems from extensive involvement in aviation as a member of the RAF; employment in aerodrome management; as a Private Pilot and light aircraft owner as well as being an active member of the Aircraft Owners and Pilots Association.

The current application is a revised scheme to a previous application (reference NYM/2013/0435/FL) which was refused by the Park Authority and then the subject of an appeal (reference APPW9500/A/14/2212850) by the applicant. This appeal was dismissed by the Planning Inspector in his Decision of 28 August 2014 on the grounds that the proposed storage building was inappropriate. However, the Inspector, in his independent capacity and with full knowledge of both Central Government and Park Authority planning policies, raised no objections on noise, activity, ecological or archaeological grounds to the aviation aspects of the application. The revised scheme in the current application has not changed any of the aviation aspects, including the restrictions on the use of the airstrip, of the proposal and consequently, there cannot be any grounds for refusing the application on these issues.

The revised scheme has taken into account the Inspector's comments on the original storage building by changing its size and structure, relocating it next to the existing farm buildings and reducing its visual profile to users of the public rights of way within and adjacent to the application site. The applicant has also pointed out that the revised building is very similar to an existing agricultural building on an adjoining farm. Given these changes, it is difficult to see how the revised building does not now comply with Park Authority planning policies.

Since the Park Authority has previously approved applications (application reference NYM/2014/0747/AGRP is just one example) for the construction of buildings using similar materials, it is submitted that the building in this application would receive planning permission if it was applied for as an agricultural building. This being the case, the applicant could then use the building, as well as the rest of the application site, for unlimited aviation purposes for up to 28 days in any year under permitted development rights. In this event, the Park Authority would have no control over these activities whereas the current application, if approved, would provide regulatory oversight.

Comments made by Mr John Walker of 6 Orchard Close, The Beeches, Uppingham, Rutland, LE15 9PF
 Preferred Method of Contact is Email

Comment Type is Comment

NYM
 - 2 JAN 2015
 WS

Wendy Strangeway

From: Leslie Atkinson
Sent: 30 December 2014 11:14
To: Planning
Subject: South Moor Farm NYM/2014/0806/ETA 14/819

Attention of Mrs Saunders.

Having read all the relevant information regarding this planning application for a hanger and runways I can only come to the same conclusion as I and my committee did as last time as this is the wrong scheme in the wrong place. We are sympathetic with Mr Walkers aims to increase his business income at his B&B but is this even the right place for such an enterprise ?. His plans for a tea garden and holiday homes have been turned down before. I liked the idea of a tea garden but living in a NP, especially in a working forest and the problems of parking and access I understand as I live in the Park myself, it isn't always easy. This used to be a working farm but clearly it is not now. How many farmers fly airplanes ? they never have the time. His idea seems to be that planes from other areas will fly there, stay the night then fly on to other areas. Also it seems he wants to provide a plane repair service with the accompanying noise which it would produce. Working the forest or farm land also produces noise but this is working noise which we are all familiar with. Planes flying in and out all day also produce a lot of noise. A constant droning noise which can really get on your nerves. I see tests have been done but different aircraft make different noise too and a lot depends on which way the wind blows. I live near RHB and across from me a man has a Helicopter which he flies in and out ,(thankfully not every day) to Leeds. The noise is horrendous and it certainly disturbed the animals. We also seem to be used by the RAF as target practice , to introduce more planes to the area would be a totally wrong thing to do. We are a Holiday area where people come to relax with peace and quiet tranquility. This farm is surrounded by forestry and people come and walk and explore for those very reasons. There is the toll road which runs down the side of this property and RoW also run across it . one actually crosses the proposed runway ! There is no mention of protection of the public by gates each side or of red and green lights for safely crossing. in fact there is no mention of the safety of pedestrians at all !. We as a group often walk these RoW in this area. Families often bring their children, dog walkers too frequent these paths, plus cyclists and if these groups met up with horses and a loud aircraft suddenly appeared ,(these things don't go slowly) it could be mayhem. There is little room to maneuver and a crash would be devastating, as a forestry fire would be too much to contemplate. In this area there are many archeological remains too. Earth works, tumuli etc that is why this area wasn't planted with trees and should be left as it is. I'm sorry but we can't support this application for the reasons stated, and move that it is rejected.

L.M. Atkinson, Footpath Secretary ,Scarborough RA Group.

Please note "Group" not Club. Thanks.

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MS

Wendy Strangeway

From: Chris Clark <
Sent: 27 December 2014 12:11
To: Planning
Subject: NYM/2013/0435/FL South Moor Farm, Langdale End

Dear Mrs Saunders

Having looked at the revised scheme I can see no reason to change my mind. This type of development is completely out of place in the Park area. The only person to benefit would be the applicant, to the detriment of all the rest of the users of the area. The noise and disruption from aircraft would detract from the quiet enjoyment of the countryside.

Living myself in a village with a small parachute centre I can vouch that aircraft taking off and landing - even infrequently, is annoying to people nearby.

My original objections still stand.

Yours sincerely

Chris Clark
Ryedale Ramblers, Footpath Secretary
Bridlington Rambling Club, Vice President

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NYM/PA
2 JAN 2015
WS