

Wenay Strangeway

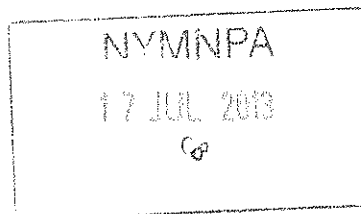
From: planning@northyorkmoors.org.uk
Sent: 17 July 2013 10:21
To: Planning
Subject: Comments on NYM/2013/0435/FL at Whitespace Work Software, Whitelodge Farm, Goose Rye Road, Worplesdon, GU3 3RJ - Case Officer Mrs H Saunders

I support this application. As a pilot and business man it would allow us to open an office in Scarborough to service our northern clients. The office would employ 4 - 5 local people. At the moment without a local small airfield it is uneconomical to do so.

Comments made by Mr phil garvey of Whitespace Work Software, Whitelodge Farm, Goose Rye Road, Worplesdon, GU3 3RJ

Preferred Method of Contact is Email

Comment Type is Comment



Wen, Strangeway

From: planning@northyorkmoors.org.uk
Sent: 16 July 2013 08:55
To: Planning
Subject: Comments on NYM/2013/0435/FL at General Aviation Awareness Council, 7 Meades Lane, Chesham, HP5 1ND - Case Officer Mrs H Saunders

I wish to support the application. A small, lightly-used air strip of this nature will have a minimal impact on the local environment and indeed the maintenance of a grass open space has proven benefits for wildlife.

I hope to use the air strip for a visit by vintage light sport aircraft, staying at adjacent B&B and visiting some nearby tourist areas. This use of the strip by myself and others on a controlled basis will enhance access to the National Park and is also in line with planning guidelines on more supporting diverse rural leisure and tourism activities.

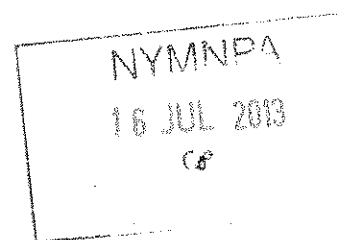
Past experience has shown that well-planned approaches and noise abatement procedures, plus the requirement for prior permission and associated pilot briefings, can ensure that an air strip of this kind can operate within such a sensitive environment as the N Yorks Moor National Park without any adverse effect.

I write both as a pilot and vintage aircraft restorer, chairman of the Vintage Aircraft Club and vice-Chairman of the General Aviation Awareness Council, a national body representing the general and light aviation movement. It has assisted Government in preparing policies surrounding light aircraft and general aviation. I am also a former North Yorkshire resident.

Comments made by Mr Stephen Slater of General Aviation Awareness Council, 7 Meades Lane, Chesham, HP5 1ND

Preferred Method of Contact is Email

Comment Type is Comment



Wendy Strangeway

From: planning@northyorkmoors.org.uk
Sent: 17 July 2013 18:31
To: Planning
Subject: Comments on NYM/2013/0435/FL at 1 Marsh Green Cottages, Brook Furlong, Marsh Lane, Frodsham, Cheshire, WA6 7BT - Case Officer Mrs H Saunders

As a pilot, myself, I would welcome this addition to our limited choice of venues. this kind of small airstrip would cause minimal nuisance yet deliver a lot of pleasure.

Comments made by Mr Robert Farrell of 1 Marsh Green Cottages, Brook Furlong, Marsh Lane, Frodsham, Cheshire, WA6 7BT

Preferred Method of Contact is Email

Comment Type is Comment

NYMNP
16 JUL 2013
60

Wendy Strangeway

From: Martin Petrie
Sent: 18 July 2013 13:11
To: Planning
Subject: application number:- NYM/2013/0435/FL South Moor Farm Airstrip

Dear Sir/Madame,

Application number:- NYM/2013/0435/FL South Moor Farm Airstrip

I would like to support the above application. I enjoy visiting areas in the UK I would otherwise not be inclined to visit (too far to drive) by light aircraft. I take a fold up bike in the rear of my aircraft & often stop the night away locally bringing economy to the region.

The North York Moors has very limited facilities for visiting from the air & I see this as a potential welcome facility.

Regards,
Martin Petrie
14 Wharf View
Chester
CH1 4GW

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Wendy Strangeway

From: Peter Spencer <
Sent: 18 July 2013 13:39
To: Planning; Peter Spencer
Subject: NYM/2013/0435/FL South Moor Farm Airstrip.



Dear Sirs

Re Planning Application to Establish Airstrip at South Moor Farmby Mr R Walker

I, like Mr Walker own a share in a light aircraft and our Flying Group (The Fersfield Flying Group) has operated an aeroplane in Farmland since 1973: We have held a formal 20 year renewable lease since 1997 and a total of six light aircraft operate harmoniously from Knettishall airstrip which features on the CAA half million scale Southern Navigational chart in North Suffolk.

We operate harmoniously from the strip, and like Mr Walker's proposition, no training flights, practice circuits or aerobatics are allowed. We have even in the past turned down a request for the RAF to fly flights of four helicopters in and out of the strip to practice grass landings, in the interests of preserving the peace of this delightful part of rural Suffolk.

We have had no complaints from neighbours in the 19 years I have been a member of the group.

All visiting pilots must contact us for Permission to land and are sent a three page 'Information for Visitors' leaflet with two images (Ordnance survey map and Google earth image) detailing potential noise sensitive areas to be avoided.

I have read in detail Mr Walker's planning application , including the great efforts he proposes to go to to minimise the visual impact of his planned airstrip and buildings: Our aircraft hangars are also made of recycled agricultural building material and look convincingly like the other buildings on the farm.

I would whole heartedly endorse his application and if granted I would be one of the first to visit this delightful part of Yorkshire which hitherto I have only been able to visit by car.

With the increasing cost to General Aviation pilots of landing at commercial airports, to the extent that in parts of the country light aircraft flyers like myself and Mr Walker are being 'squeezed out' of many facilities by huge costs.

Mr Walker's plan comes as a breath of fresh air to the General Aviation community who I know will not, if the airstrip goes ahead , abuse this great little initiative.

It would provide to the GA community, facilities similar to the 'Certificated Locations' all over the country that allow small numbers of Caravan Club members to enjoy unobtrusively delightful areas of the United Kingdom.

I do hope that at your planning meeting you will give this application your most sympathetic consideration

Please contact me if you wish any further information

Kind regards

Peter Spencer FRCS FRCOG
Secretary Fersfield Flying Group
Co Trustee Knettishall Airstrip Suffolk

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Wendy Strangeway

From: Peter Spencer <
Sent: 19 July 2013 11:45
To: Planning
Subject: Re: NYM/2013/0435/FL South Moor Farm Airstrip.

Certainly

Peter Spencer
111 Westley Road
Bury St Edmunds
Suffolk IP33 3SA

Peter Spencer



On 19/07/2013 11:33, Planning wrote:

- > Dear Peter Spencer
- >
- > Thank you for email dated 18 July 2013 making comments on planning application NYM/2013/0435/FL - South Moor Farm, Langdale End, Scarborough. Unfortunately under current Planning Legislation we require a full postal address to be supplied with your letter before any comments can be taken into account. A response to this email with your address will be sufficient, there is no requirement to submit your comments again as the authority has retained them on file.
- >
- > Yours sincerely
- > Caroline
- >
- > -----Original Message-----
- > From: Peter Spencer
- > Sent: 18 July 2013 13:39
- > To: Planning; Peter Spencer
- > Subject: NYM/2013/0435/FL South Moor Farm Airstrip.
- >
- > Dear Sirs
- >
- > Re Planning Application to Establish Airstrip at South Moor Farmby Mr
- > R Walker
- >
- > I, like Mr Walker own a share in a light aircraft and our Flying Group
- > (The Fersfield Flying Group) has operated an aeroplane in Farmland
- > since
- > 1973: We have held a formal 20 year renewable lease since 1997 and a total of six light aircraft operate harmoniously from Knettishall airstrip which features on the CAA half million scale Southern Navigational chart in North Suffolk.
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- >
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- >
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- >
- > I would whole heartedly endorse his application and if granted I would be one of the first to visit this delightful part of Yorkshire which hitherto I have only been able to visit by car.
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- > With the increasing cost to General Aviation pilots of landing at commercial airports, to the extent that in parts of the country light aircraft flyers like myself and Mr Walker are being 'squeezed out' of many facilities by huge costs.
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- >
- > I do hope that at your planning meeting you will give this application your most sympathetic consideration.
- >
- > Please contact me if you wish any purther information
- >
- > Kind regards
- >
- > Peter Spencer FRCS FRCOG
- > Secretary Fersfield Flying Group
- > Co Trustee Knettishall Airstrip Suffolk
- >
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- > CONFIDENTIALITY: The contents of this message are the views of the author, not necessarily the views of the North York Moors National Park Authority. This is a private message intended for the named addressee(s) only. Its contents may be confidential.
- >
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NYMNP
19 JUL 2013

Worlaby Strangeway

From: Mike Speakman
Sent: 19 July 2013 12:40
To: Planning
Subject: NYM/2013/0435/FL

Dear Sir,

I would like to support this application for the creation of a small airstrip at South Moor Farm Langdale End Scarborough.

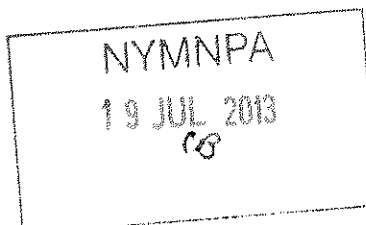
I am a private pilot and sometimes fly over this area. An opportunity to land and experience the beauty of the area at ground level would be a wonderful experience. There are few landing sites in the area.

It would also promote the area for tourism and enhance the local economy. I think its a good idea.

Yours Faithfully

MJSpeakman
3 New Road
Worlaby
North Lincolnshire
DN20 0PE

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We .y Strangeway

From: David Hardaker <
Sent: 22 July 2013 11:00
To: Planning
Subject: Re: NYM/2013/0435/FL South Moor Farm Airstrip

Dear Caroline

My address:-

7 Milford Grove
CLECKHEATON
W Yorkshire
BD19 4BB

Regards

David Hardaker

NYMNPA
22 JUL 2013
CS

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

From: Planning
To: David Hardaker
Sent: Monday, July 22, 2013 10:44 AM
Subject: RE: NYM/2013/0435/FL South Moor Farm Airstrip

Dear David Hardaker

Thank you for email dated 22 July 2013 making comments on planning application NYM/2013/0435/FL - South Moor Farm, Langdale End, Scarborough. Unfortunately under current Planning Legislation we require a full postal address to be supplied with your letter before any comments can be taken into account. A response to this email with your address will be sufficient, there is no requirement to submit your comments again as the authority has retained them on file.

Yours sincerely
Caroline

From: David Hardaker
Sent: 20 July 2013 18:29
To: Planning
Subject: NYM/2013/0435/FL South Moor Farm Airstrip

Dear Sirs

I write with reference to Mr Walker's planned airstrip.

Mr Walker's proposals reflect a very considerate and responsible approach to operating the intended airstrip.

As a private pilot of 41 years I have visited many such private airstrips with no problems at all.

I therefore support Mr Walker in this venture, and would be pleased to see it come to fruition.

Kind regards

David Hardaker

West Yorkshire

Wendy Strangeway

From: planning@northyorkmoors.org.uk
Sent: 23 July 2013 09:44
To: Planning
Subject: Comments on NYM/2013/0435/FL at Rectory Farm, Averham, Newark, Notts., NG23 5QY
- Case Officer Mrs H Saunders

Dear Sir,
Please add our support for approval of this planning application.

We fly a small light aircraft from an established farm strip in Nottinghamshire and use other farm strips as available when visiting an area.

Light aircraft using such facilities as per this application are flown by experienced pilots who will seek prior briefing of local requirements to enable us to operate safely and without causing undue nuisance to local residents.

We try to visit the North Yorks Moor area on around 5-6 occasions per annum and when there will use local services for food/drink/fuel etc. and if possible we will stay in the area for at least one night in a small hotel or B and B - so anything that makes it easier for us to come by air will increase the likelihood of us visiting the Moors area and contributing to the local economy.

We therefore support Mr Walker in his application and look forward to the addition of a valuable asset to the North Yorks Moors region.

Kind regards
Adrian Hatton and Liz Stokes.

Comments made by Mr Adrian Hatton of Rectory Farm, Averham, Newark, Notts., NG23 5QY

Preferred Method of Contact is Post

Comment Type is Comment



1 Bickley Cottages

Bickley

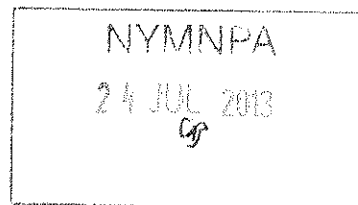
Langdale End

Scarborough

YO13 0LL

23rd July 2013

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



For the Attention of Ms H Saunders

RE: Planning Application NY/2013/0435/FL

Dear Ms Saunders


I write to lodge my strong objection in relation to the above application to create an Aerodrome at South Moor Farm, YO13 0LW.

My property, and that of near neighbours, will be in the direct flight path of any aircraft using the aerodrome and I wish to register the following concerns which I list for your consideration.

- The area within the flight path is already subject to at least 5 current levels of aerial activity.
 1. High level civil aircraft
 2. Lower level approach to Teesside airport
 3. Regular lower level helicopter routes
 4. Royal Air Force training flights over the whole area with Tucarno aircraft. Will the Ministry of Defence be consulted on the planning application as I feel they should be?
 5. Frequent United States Air Force activity over the whole area **and at all levels** with high powered F15 Jet aircraft. Will the USAF be consulted too?
- The North Yorks Moors National Park, as with other National Parks, was formed to preserve the environment for the nation to enjoy its peace and tranquillity, to add an aerodrome to its environs will only add to the level of noise and disturbance already experienced by its inhabitants, both human and animal. We already have two motor rallies a year; two concerts in the forest; at least one motor cycle event as well as the endless illegal activity of various motor cycle groups who ignore the warnings and blithely destroy the peace and quiet of Darncombe & Backleys on a weekend, with, seemingly, no effort by Park Wardens and Police to control them.

- Such an aerodrome could easily expand into light aircraft 'meets and/or small air shows once approved, it would be to the financial gain of the site owner to encourage such activity once the aerodrome is established and Dalby Forest would suffer the same fate as happened when the Real Aircraft Company established its site at Brighton Airfield, East Yorkshire
- By the very nature of aircraft it will be impossible to control the number of aircraft using the aerodrome at any one time, despite the number proposed in the application.
- An aerodrome would increase the already heavy road traffic created by more peaceful use of the narrow and windy roads in this area of the National Park. As Park inhabitants we are only too pleased to share the enjoyment of the area with cyclists, walkers, family picnics, Go Ape users and others who help to fund the Park while undertaking activities that do not destroy the peace and quiet and beauty of the area.
- Finally Deepdale, which will be most negatively affected by such an application, is the most beautiful, deeply wooded and peaceful area you could find. I sincerely hope that the Planning Committee will do its best to preserve this.

To put my concerns in context I write as a former aircraft engineer and an aircraft enthusiast, but much as I appreciate the beauty and passion around aircraft I feel that this application is misplaced within a National Park boundary and urge the Planning Committee to reject the application.


Yours faithfully

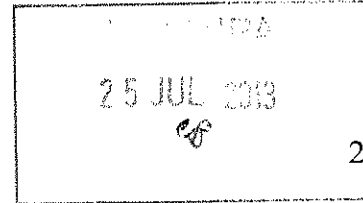

Brian Turner

Cc Cllr Graham Dixon

NYM/DA
24 JUL 2013

6 Orchard Close
The Beeches
Uppingham
Rutland
LE15 9PF

North York Moors National Park Authority
The Old Vicarage
Bondgate
Helmsley
York
YO62 5BP
For the attention of Mrs H Saunders, Planning Department



23 July 2013

Dear Mrs Saunders

PLANNING APPLICATION NYM/2013/0435/FL - SOUTH MOOR FARM AIRSTRIP

I am writing to support the subject planning application for an airstrip made by Mr R Walker of South Moor Farm. For the avoidance of doubt, although I share the same surname as the applicant, I am not in any way related to him. My interest in the application stems from the fact that I hold a Private Pilot's Licence and own a general aviation (GA) aircraft that I have used for both business and pleasure purposes. I also have extensive aviation experience having served in the RAF, been employed in aerodrome management for many years and as an active member of the Aircraft Owners and Pilots Association.

The great advantage of travel by air is the ability to reach one's destination far quicker whilst at the same time using less energy resources and giving rise to less overall pollution than by surface transport. This applies irrespective of the journey being for business or pleasure purposes. In the case of the airstrip application, pilots from any part of the country or indeed abroad, would be able to gain ready access to the National Park and the surrounding area which, by their very nature, do not benefit from good surface transport connections. In addition, the fact that there is existing accommodation on the site is an added attraction for those seeking a base to explore the Moors and the local area. There are very few GA aerodromes in the country that offer this advantage.

The supporting documentation supplied with the application clearly shows that it is in line with both Central Government and Park Authority policies with particular reference to promoting sustainable development within the rural economy. I applaud the applicant for his innovation in endeavouring to enhance his existing business interests in the present trying economic climate. The applicant has also clearly demonstrated his concern to protect the local environment by placing restrictions on the use of the airstrip, particularly in respect of the banning of *ab initio* flying training which limits its use to licensed pilots, and adherence to the best practice guidance given in the Civil Aviation Authority document "Noise Considerations at General Aviation (GA) Aerodromes". In spite of the fact that the proposed airstrip is in a remote location with no residencies in close proximity to the site, the application quotes a low figure for the expected number of flights such that aircraft noise should not be an issue.

I trust that the above comments will be taken into consideration when the Authority determines the application. In the event that any clarification of my comments or further general advice on aviation matters is required then I would be happy to provide them.

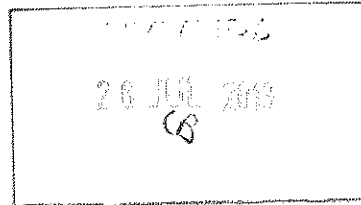
Yours sincerely

J N WALKER

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

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

25th July 2013



Dear Mrs. Saunders,

Application for Planning Permission Ref: NYM/2013/0435/FL

We wish to comment on the above application for planning permission for change of use of land for formation of an airstrip including 2 grass runways, storage building and pilot/restroom facilities.

We have significant concerns regarding the low quantity and poor quality of information provided in the application and supporting documents.

We have significant concerns about the tangible benefit the proposed development will bring to the North York Moors National Park and especially to the area accessible by sustainable transport within a 30 square mile catchment area from the site.

We have significant concerns regarding the purpose for which the development is being proposed and the difficulty that Authorities will have in monitoring and ensuring the use will be compliant with conditions precedent if the Application for Planning Permission was granted.

We are surprised and disappointed that no Public Consultation has been entered into regarding this development due to the significant extent of the change of use and the inevitable introduction of substantive changes to operations on the site and the impact these will have on the local area.

Please find attached a summary of our further comments regarding specific elements of the Application for Planning Permission and the supporting documents that accompanied it.

In consideration of the above and the attached, we require that North York Planning Authority reject the application on the basis that no tangible economic, community, environmental, ecological or other benefit will be delivered for the locality by the proposed development and if it is allowed to proceed it will be detrimental to the area surrounding it and contradict the ethos of the North York Moors National Park.

Yours sincerely,

M. R. Heap & J. M. Singleton

cc. Cllr Graham Dixon

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

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

25th July 2013

Dear Mrs. Saunders,

ADDITIONAL COMMENT: Application for Planning Permission Ref: NYM/2013/0435/FL

We provide below some observations, comments and questions regarding the information provided in the above planning application and supporting documents.

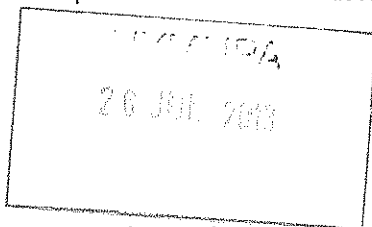
Application Form:

- Part 10 Why are no car parking spaces being provided?
The inferred benefit of this development is the enhancement of the local economy. How is this possible without allowing visitors in vehicles being able to access, park and egress from the facility? Cars are likely to be the most popular method of conveying visitors to and from "local" businesses. Journeys far greater than walking access distance, and in most cases greater than cycling access distance will need to be covered to patronize the "local" businesses.
- Part 16 What is the planned disposal route for effluent and waste resulting from the servicing of aircraft?
What arrangements are being made to transport to and store fuel at the proposed development?
- Part 20 What are the hours of operation and use of the facility?
- Part 23 Will the servicing of aircraft produce hazardous waste?

Design & Access Statement:

Context

- Paragraph 4 How many owners / operators of aircraft currently based at Wombleton airfield are going to transfer their activities to the proposed development?
If there will be some or all owners / operators who currently use Wombleton that intend to base their aircraft at the proposed development, how will the loss of economic benefit to the Wombleton community be reconciled with any inferred benefit to the community in the vicinity of the proposed development? It appears that the economic benefit suggested is not from new business, but a transfer of business to a more rural, less appropriate area inside the North York Moors National Park. Can evidence be provided to support the tangible economic benefit that the proposed development claims to be providing?



Paragraph 5 Can the aviator residents referred to as being local to the proposed development be quantified? How many are there? What is the distance they need to travel from their residence to the proposed development? This information is required to be able to understand the relevance of the alleged benefit to the local community.

Paragraph 7 What guarantee can be provided that pilots NOT based at the proposed development but visiting it will be experienced and will not be allowed to undertake training flights, practice circuits, aerobatics overhead in the North York Moors National Park area?

Is any other aeronautical activity possible and going to be undertaken in addition to experienced pilots performing taking off and landing routines? The statement does not provide clarity. If the proposed development is an unlicensed facility, where does the North York Moors Park Authority jurisdiction start and stop in respect of being able to control aeronautical matters?

Planning Policy

Paragraph 28 What evidence has been provided that quantifies the level of support that the proposed development will provide to the rural economy?

Paragraph 33 What evidence has been provided that quantifies the promotion of sustainable transport and the role the proposed development will play in serving local businesses, leisure, training (which is stated as NOT planned to be part of the proposed use of the development) and emergency service needs?

Chapter 3 Noise and Other Local Environmental Impacts

As an unlicensed operation, what monitoring and controls are placed upon noise emissions and other stresses placed upon the environment due to the operation of the proposed development? What are the prescribed limits, which Authority monitors and regulates this and how frequently?

We expect that North York Moors National Park will demand that an independent Environmental Impact Assessment is undertaken?

Will the RSPB be consulted about the proposed development?

Will Natural England be consulted about the proposed development?

Development Policy 14 – Tourism & Recreation

The proposed development appears to significantly contradict this requirement.

Development Policy 3 – Design

The proposed development, especially the use to which the proposed development is to be put, appears to significantly contradict this requirement.

Consultation A consultation must be undertaken.

Use Insufficient factual information has been provided about the use and operational activities proposed at the development and in the skies above the North York Moors National Park area.

How is the operation going to be regulated and monitored for compliance in respect to:

- Use of the development
- Operating days per annum
- Operating hours per operating day

- Number of takeoff and landing operations / day / week / annum
- Flight path(s)
- Special events, such as aircraft “meets,” open days or air shows
- Extent of maintenance activities
- Road traffic and vehicle intensity
- Number of visitors attending the site, a). At any one time, b). Per day
- Operating company all risks and public liability insurance requirements
- Aircraft owner and pilot all risks and public liability insurance requirements
- Spectator viewing facilities, a). On site, b). From the surrounding area and especially along the adjacent part of Dalby Forest Drive

What restrictions will North York Moor National Park Authority put in place to prevent the future expansion of the facility; any further change of use on the site and / or changes to the way the facility is operated?

The restricted access to the site by road vehicles from any direction does not enable emergency services to affect a safe and efficient attendance, should a serious accident occur at or in the vicinity of the site.

Acorus Rural Property Services Ltd Report:

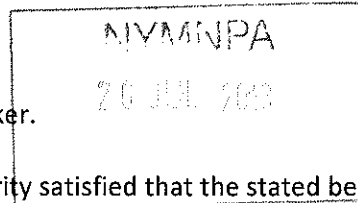
Please also refer to above commentary on the Design & Access Statement in which some of the contents of the Acorus Rural Property Services Ltd report are duplicated. The commentary provided below only applies to additional matters that are not duplicated in the Design & Access Statement.

4. Proposals

Paragraph 7 Will a flight path for takeoff and landing operations be presented for review?

6.1 Overview

Paragraph 7 No communication has been received from Mr. Walker.



Paragraph 15 Are North York Moors National Park Planning Authority satisfied that the stated benefits for the Applicant outweigh the detrimental impact on the local area? Will the area be enhanced by the development to deliver a high quality experience for visitors and residents, or will it reduce the high level of peace and tranquility currently enjoyed?

Paragraph 16 Is detailed, tangible evidence provided to substantiate this statement?

Paragraph 17 5 “visits” to the site per week by car and 28 days flying allowed under the Permitted Development Regulations equates to (5 x 28) 140 car visits to the site. It is stated that these visits will be made mainly by car. By what means are the other visiting parties planned to arrive and depart? Will the number and means by which visitors arrive and depart become condition precedent to approving the application? How will the “visits” be monitored and controlled and who will provide this service?

6.4 Noise

We expect that to ensure the Applicants Consultants comments can be fully endorsed and reconciled, North York Moors National Park Planning Authority will be demanding a detailed noise assessment is undertaken to evaluate the effect of newly created noise from use of the development in respect to aircraft ground, airborne and maintenance operation noise emissions against ambient conditions as set out in BS 4142.

Paragraph 4 It is not clear if "The proposed take off and landings are estimated at 10 flights per week on average" is referring to the average during a 52 week year, meaning that 10 flights x (1 take off + 1 landing) = 1,040 activities could take place in the area, or if this statement is related to the 28 days of operation, meaning that 40 flights x (1 take off + 1 landing) = 80 activities are being proposed. It would appear quite bizarre if the latter prevailed. 40 flights or 80 activities divide by 10 aircraft based at the proposed development, equates to each plane only undertaking 4 flights per year.

We suggest that if the former interpretation of this statement is correct, then 1040 activities per annum are being proposed. If all these activities are concentrated into 28 operating days, then 37 activities per day will occur. Considering weather condition and the daylight flying requirement restrictions, the 37 activities per day will be concentrated into a small number of hours, resulting in several flights per hour being possible. Several flights per hour cannot conceivably be classified as contributing to the peace and tranquility of the local area.

We require further clarification regarding the daily operation of the site in this context and especially the frequency of take offs and landings on an hourly, daily, weekly and annual basis.

6.6 Bridleway and Footpath

The report states that the majority of visitors to Dalby Forest Visitor Centre 5 miles away rarely venture further than a mile or so away from the area. If there is substantial evidence to support this statement, may it therefore be concluded that visitors arriving at the proposed development are also unlikely to venture away from it, thereby diluting the argument that the development will deliver economic benefit to any businesses in the vicinity?

6.7 Sustainable Development

Economic It appears unusual that the Applicant purchased South Moor Farm 19 years ago, spent £95,000 on it and now finds it not to be a viable business. We recognize that agriculture has undertaken a significant restructuring in recent years and will continue to do so, but the fundamental argument that South Moor Farm is not viable now, must have applied 19 years ago to a similar extent. Considering the Applicant's ability to jointly own and operate a light aircraft, the argument to demonstrate the need to diversify for economic success of South Moor Farm appears bizarre. Notwithstanding the above, has any evidence by way of a feasibility study been presented to demonstrate that the proposed development actually will deliver a robust business enterprise to support the existing agricultural business, as is being claimed by the Applicant?

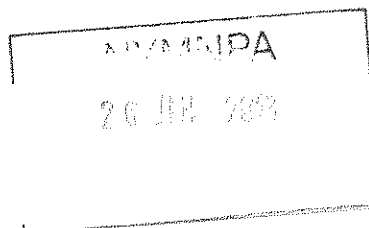
We refer also to commentary provided in 6.6, above.

Social An average of 10 flights per week, weather dependent, to and from the proposed development and a visitor / tourist who is reputedly known to "rarely venture further than a mile or so away from the area" hardly delivers a sustainable and justifiable means by which tourism and the economy in the area are going to be enhanced for the benefit of all.

Appendix 2 Contains several statements that are subjective and some are unlikely to be enforceable. We require further clarity.

We trust North York Moors Planning Authority will carefully consider our comments and look forward to your reply.

Yours faithfully,



M. R. Neap & J. M. Singleton

cc. Cllr Graham Dixon

Caroline Bell

From: planning@northyorkmoors.org.uk
Sent: 25 July 2013 20:13
To: Planning
Subject: Comments on NYM/2013/0435/FL at Bickley Free Range, Broxa Farm, Broxa, Scarborough, YO13 0BP - Case Officer Mrs H Saunders

Dear Mrs Saunders,

I am just writing to raise my concerns regarding this airstrip. Running a commercial free range hen enterprise at Bickley Rigg Farm in close proximity to South Moor, an airstrip could be very damaging for the welfare of the hens. Aeroplanes flying overhead can cause panic in the birds that can result in mass smothers, and/or knock the birds off lay.

I would also question the economic benefit to the area, as I would expect any aeroplane landing at the site would not have any other means of transport to actually leave the site in order to contribute to the local economy, they would merely fuel up and turn around and fly off.

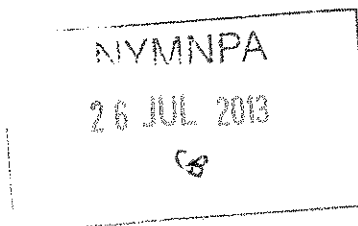
The sheer amount of air traffic would also be a concern from a tourism perspective, if all ten planes were flown as often as Mr Walkers (5 pilots times 40 trips/year equals 200 outgoing and 200 incoming flights/year/plane), that would be on average 11 flights/ day not including visitor planes.

We are already plagued by off road motorbikes and off road 4x4 enthusiasts, do we really need aircraft aswell.

Comments made by Mr John Swiers of Bickley Free Range, Broxa Farm, Broxa, Scarborough, YO13 0BP

Preferred Method of Contact is Email

Comment Type is Comment



Caroline Bell

From:
Sent: 25 July 2013 14:20
To: Planning
Subject: Attention H Saunders
Attachments: Raylia Dugmore.vcf

Importance: High

NYMNPA
25 JUL 2013
CS

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, Langdale End, Scarborough, Nth Yorkshire YO13 0LN

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Wenr' Strangeway

From: Phil <
Sent: 29 July 2013 10:02
To: Planning
Subject: Fwd: NYM/2013/0435/FL Comments

*** (E-Mail Amended to include full postal address) ***

-
Subject: NYM/2013/0435/FL Comments
To: planning@northyorkmoors.org.uk



I fully support the application to establish this small airstrip.

This type of low level planning change should be encouraged as the benefits far outweigh the minimal impact that it would have.

The application has very set limits as to what type of aeroplanes and how they are operated so there is no chance of unregulated expansion.

By their very nature , these types of airstrips only attract competent and experienced pilots . There would be no training or commercial flights and none at night.

I would be very likely to visit an area like North Yorkshire far more often if such facilities as the proposed airstrip is allowed. Living in the South of England the travel time by Rail or Road precludes occasional visits to the Outstanding Natural beautiful area of North Yorks Moors. Utilising a small , quiet and unobtrusive light aircraft I can make visits for to the Dalby Forest area for weekends and even day trips. The economic benefit to the area when a small airstrip is allowed can be demonstrated numerous times across the country and should be considered . Here is an application which is part of a drive to encourage visitors with small scale sustainable tourism, and I urge the Planning committee to allow this change of use.

Thank You

Phil Laycock

North Barnes Lane
Plumpton Green
East Sussex
BN7 3DX

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HS

Caroline Bell

From: Phil <phil@northyorkmoors.org.uk>
Sent: 29 July 2013 16:16
To: Planning
Subject: RE: NYM/2013/0435/FL Comments

House name is...
Squirrels Oak

Rgds

Phil Laycock

On Jul 29, 2013 1:57 PM, "Planning" <planning@northyorkmoors.org.uk> wrote:

Dear Phil Laycock

Thank you for email dated 29 July 2013 making comments on planning application NYM/2013/0435/FL - South Moor Farm, Langdale End, Scarborough. I would be grateful if you could provide your house name/number in order that we have your full address for your comments to be taken into consideration.

Yours sincerely

Caroline

NYM/NPA
29 JUL 2013
WS

From: Phil [mailto:phil@northyorkmoors.org.uk]
Sent: 29 July 2013 10:02
To: Planning
Subject: Fwd: NYM/2013/0435/FL Comments

*** (E-Mail Amended to include full postal address) ***

-
Subject: NYM/2013/0435/FL Comments
To: planning@northyorkmoors.org.uk

I fully support the application to establish this small airstrip.

This type of low level planning change should be encouraged as the benefits far outweigh the minimal impact that it would have.

The application has very set limits as to what type of aeroplanes and how they are operated so there is no chance of unregulated expansion.

Caroline Bell

From: SteveGoodchild
Sent: 29 July 2013 08:56
To: Planning
Subject: Planning Application - NYM/2013/0435/FL

Dear Sirs,

I am writing in support of the application to establish a small airstrip at South Moor Farm near Scarborough.

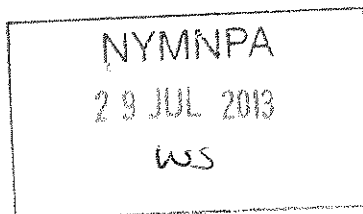
As a pilot and a Scarborough resident, I feel this is a much needed amenity. There is currently a notable absence of facilities for general aviation in this area and this proposal would greatly improve the situation at no inconvenience to local residents. The proposed site is well away from any significant areas of population and in a place where diverse leisure activities are being actively promoted.

The amount of aircraft movements would be very limited and any arriving or departing light aircraft would be unlikely to cause any more disturbance than a passing agricultural vehicle. This sort of development is very low key and in keeping with the current agricultural/leisure use of the area.

I urge you to approve this proposal.

Yours faithfully

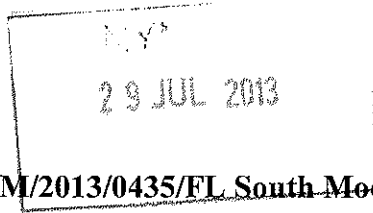
Steve Goodchild
AIMS Accountants for Business



AIMS is a National Association of Independent Accountancy Practices operating under licence granted by AIMS Partnership Plc.
Steve Goodchild Ltd trading as AIMS Accountants for Business,
Registered Office: 8 Duchy Avenue, Scalby, Scarborough, North Yorkshire, YO13 0SE, Registered in England No. 8005019.

www.aims.co.uk

M A Appleby
2 Mallard Close
Pickering
North Yorks
YO18 8TF



26th July 2013

Planning Application #: NYM/2013/0435/FL South Moor Farm Strip

Dear Sir

I am writing this letter to support the planning application for a Farm-Strip at South Moor Farm by Bob Walker.

I am soon to be a newly qualified pilot and am hoping to purchase a small, two seat light aircraft, I have briefly met Bob to discuss his plans for South Moor Farm and am very keen to use the facilities that he is hoping to be able to provide.

The kind of flying that I would hope to do from South Moor Farm would be recreational flying, probably around thirty hours a year (around 30 take offs and landings) the vast majority of these would all take me away from the immediate area. I currently live in Pickering and South Moor Farm would be attractive to me due to its relatively close location and the availability of hanger space at an attractive rate, essentially making aircraft ownership a viable option for someone without really deep pockets. The kind of flying that occurs from a strip like this also interests me greatly, as it is generally a kind of flying that attracts enthusiasts that care about the kind of flying they do, the aircraft they fly, and who are keen to see that aviation is seen in a positive light, I also like the idea of a small band of people grouping together to do something they are passionate about.

I love the area I live in (and have had a forest pass for as long as I can remember) and would not want to spoil the place I live in. I believe that the runway that is being proposed is pretty much out of sight from the nearby forest road, and by limiting the aircraft building to four aircraft, and by also restricting the amount of aircraft movements permitted every year, that any negative impact will be minimal.

Nearby we have a small aviation success story, Europa Aircraft near Kirbymoorside is a kit plane manufacturer, typical of the aircraft that may fly from South Moor Farm, the essential maintenance of light aircraft bring money in to lots of small local businesses in the general area. I am really hopeful that Bobs planning application will be successful, and that another local business will get a shot in the arm.

Yours Sincerely

Mark Appleby

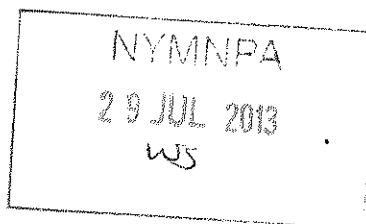
Caroline Bell

From: tony yarnold <
Sent: 29 July 2013 15:23
To: Planning
Subject: RE: South Manor Farm Airstrip

Dear Caroline,
My full postal address is:
7 Sycamore Close,
East Barnet,
EN4 8AQ

Regards,

Tony Yarnold



From: planning@northyorkmoors.org.uk
To: _____
Subject: RE: South Manor Farm Airstrip
Date: Mon, 29 Jul 2013 12:58:07 +0000

Dear Tony Yarnold

Thank you for email dated 29 July 2013 making comments on planning application NYM/2013/0435/FL - South Moor Farm, Langdale End, Scarborough. Unfortunately under current Planning Legislation we require a full postal address to be supplied with your letter before any comments can be taken into account. A response to this email with your address will be sufficient, there is no requirement to submit your comments again as the authority has retained them on file.

Yours sincerely
Caroline

From: tony yarnold |
Sent: 27 July 2013 20:41
To: Planning
Subject: South Manor Farm Airstrip

Dear Sir/Madam,
Yr. ref. : NYM/2013/0435/FL

I would like to support the above application.
As a PPL holder (with 700 hrs) who manages to fly about 50 hrs/year,
I would welcome the opportunity to fly to this delightful part of Yorkshire,
to visit Whitby & Robin Hood's Bay.
I would imagine that, if approved, the airstrip would have the character of a
strip like Eddsfield, which I had the pleasure of visiting earlier this month.

Yours faithfully,
Tony Yarnold
Barnet,Herts.

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www.northyorkmoors.org.uk

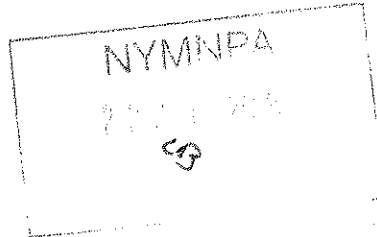
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29 JUL 2013

Bickley Heights,
Bickley,
Scarborough,
YO130LL.

26.07.13



Dear Madam,

Re: planning reference number NYM/2013/0435/FL.

I am writing to inform you of my strong opposition to the proposed aerodrome at South Moor Farm, YO13 0LW (the grid reference in the application is incorrect).

I found several points in the planning application confusing:

- The intended use of the aerodrome is unclear. The application refers both to use by the applicant and residents and yet the need for hangars for 10 planes.
- The application refers both to use only up to 28 days per year and unrestricted use.
- Use by personal planes only but then suggests there will be around 10 take-offs and landings per week. This seems excessive.
- Use by only private planes but, nevertheless, will bring tourist to the area.

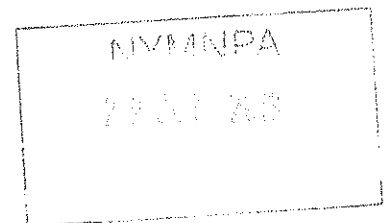
The above inconsistencies suggest a poorly prepared application, at best, and an attempt to conceal the true extent and motive of the plan, at worst.

However, regardless of the true objective of the application, an aerodrome of any description in this neighbourhood is wholly inappropriate. Below are just some pertinent points:

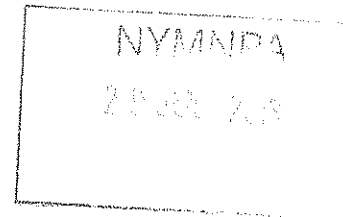
- There is no need of aeroplane service in this area.
- There are no businesses that will benefit from this service.
- The aerodrome and associated flights will be detrimental to our sensitive and, largely, unspoilt ecosystem.
- There will be increased traffic in the area. The local infrastructure can barely cope with current demands.
- The increased noise and traffic will be detrimental to both the local residents and tourists, to say nothing of farm and indigenous animals.
- The application absurdly states that the aerodrome would not significantly add to background noise. It may be possible to make this argument of an urban or industrial area. No person who has visited or lived in this area could sensibly or seriously expect to deny the noise pollution and irritation that an aerodrome would cause here.
- There is virtually no background noise in our area and that is precisely why most residents have chosen to spend a small fortune to live in this quiet, unspoilt, rural area.

I have spoken to many residents in this neighbourhood since we became aware of this application and have found universal opposition and profound dismay. The mere suggestion that such an antisocial nuisance could even be proposed for this area, let alone gain approval from The North York Moors National Park Authority is beyond contemplation. An aerodrome would compromise our peaceful enjoyment of our homes. I trust that we can rely upon you to protect both us, and this ecologically valuable area, from the aerodrome and aeroplane flights.

Yours faithfully,
Dr. Julie E. Dixon.



Fox Whin
Bickley
Langdale End
Scarborough
North Yorkshire
YO13 OLL



Ref. Proposed Airstrip and Buildings at South Moor Farm Bickley

Dear Ms Saunders

We wish to express our concerns at the proposed air strip and aircraft buildings at South Moor Farm.

We feel this is not appropriate within this area, which currently is regarded as most tranquil and peaceful.

We are concerned by the proposed number of aircraft that will be housed at South Moor and the number of flights that could lead to. Once this facility is up and running the number of flights and days on which they take place could in the summer months, become a real nuisance.

We are not in a no fly zone and do currently get a small number of light aircraft overflying our valley, so we can only expect that once planning permission is given it is not going to be possible to 'police' any restrictions that are applied.

We have in the past had some experience of small scale leisure/tourist type businesses that have started in a low key way and gone to become a major problem to residents with clearly very little power to stop the escalation.

We have a small holding and a small herd of pedigree Hereford cattle, we do not know how this development would affect them, but would not want any harm to come to them if aircraft were to fly over at low levels.

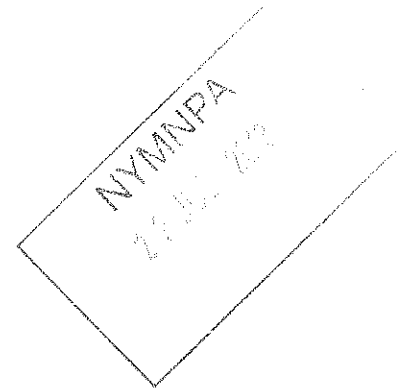
We spend a lot of time outdoors in and around Bickley, mainly walking and at home in the garden, and we disagree that light aircraft noise is not a problem, any man-made noise is very noticeable because it is so quite in our area and we want it to remain so.

We have lived in Bickley for 30 years and fortunately have not seen it become a 'tourist' area, we do get some passing traffic to the Forest Drive and some bikers passing through but it is mainly used by walkers and horse riders and this proposal in our view is not acceptable.

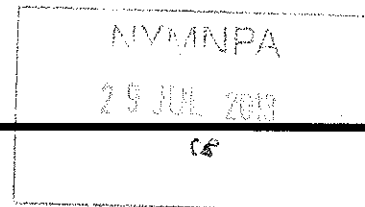
Yours Sincerely

William & Margaret Farey

Ms Hilary Saunders
Planning Officer
North York Moors Nation Park
The Old Vicarage
Bondgate
Helmsley
North Yorkshire



W .dy Strangeway



From: planning@northyorkmoors.org.uk
Sent: 27 July 2013 10:11
To: Planning
Subject: Comments on NYM/2013/0435/FL at 74 Harwoods Road, Watford, WD18 7RE - Case Officer Mrs H Saunders

I am writing in support of the proposed grass strip at South Moor Farm.

General Aviation has a low ecological and low noise impact on the surrounding areas but can bring in much needed revenues and quality tourism to any area which has a suitable runway.

Unlike vast commercial airfields such as Oxford, Gloucester Staverton, Heathrow, etc, private strips have very little if any noise pollution impact (the same sort of noise as if a motorbike or car were to drive down the road) are safe and can even provide focal points for the local community to share a common interest, and

The presence of a runway can also be a life line for small rural communities. Look at Bembridge in the Isle of Wight, Broadford in the Isle of Skye and so forth. Small remote communities who would find existence much harder without a local airfield.

On the whole, the potential revenue from visitors who travel in their own private aircraft is going to be considerably higher than that of any other type of tourist as well. Local hotels, B&B and restaurants will find trade increases as word spreads of their excellence through the flying community.

Whilst the number of airborne visits may be small (the number of proposed movements highlights this) the higher than average revenue per visitor would in all likelihood benefit the local community and increase jobs in the area.

On a personal note, as a direct result of there being an airfield at Full Sutton in Yorkshire, I have spent many weeks in the area undergoing training and using local services from hotels and restaurants through to hire cars, banks and of course the airfields. I spent over £3,000 in the local area in a single year - money which would have gone elsewhere had the airfield not been present. I have even considered buying property near York simply on the basis of the airfield being there and the fact that I can be in London or Edinburgh within 90 minutes by plane when I need to be for my business.

Private Pilots are incredibly responsible individuals, mostly captains of industry with a reasonable net worth (flying is not a cheap hobby!) and are exactly the sort of people you would want to attract to your neighbourhood.

There are literally thousands of airfields across the Continental USA. These are supported and funded by the US Government through the FAA as the forward thinking Americans already know and appreciate the benefits that airfields can bring to their communities. Airfields in the UK are dwindling through short sighted "get rich quick" schemes are put into place to turn them into housing. In 50 years time we will be asking where have all the airfields gone? Councils which act to preserve or build airfields now will have a head start and be in a position to capitalise first as the UK discovers it needs more airfields again.

I strongly urge you to approve the application and to consider the benefits that an airfield (even a small one such as this) could bring to your community.

Comments made by Mr Jon Morby of 74 Harwoods Road, Watford, WD18 7RE

Preferred Method of Contact is Email

Comment Type is Comment

W. J. Strangeway

From: Jim Jones <[redacted]>
Sent: 28 July 2013 14:55
To: Planning
Subject: NYM/2013/0435/FL South Moor Farm Airstrip.

I am writing in support of the above application

I am a private pilot and frequently fly in the N Yorkshire area from Full Sutton and Sherburn in Elmet.

A landing strip in this area will add an important resource in support of tourism in the National Park without requiring surface travel infrastructure to be developed.

Jim Jones

High Croft
Sutcliffe Wood Lane
Halifax
HX3 8PS

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NYMNP
28 JUL 2013
CS

Bickley Heights,
Bickley,
Langdale End,
Scarborough,
North Yorkshire.
YO13 OLL.

July 27 2013

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

Subject: proposed airstrip including 2 runways, buildings and pilot facilities at South Moor Farm near Bickley. Ref. NYM /2013/0435/FL

Dear Mrs. Saunders,

Mr Payne has given me permission to forward ~~this letter of~~ opposition to the above development to you. Mr Payne is a barrister and he raises some very important objections.

Yours faithfully,
Cllr. Graham Dixon

NYM/NPA
30 JUL 2013
WJ

Bickley Barn

Langdale End

Scarborough YO13 0LL

24th July 2013

Dear Graham

Proposed Aerodrome at South Moor Farm

Thank you for letting us know about this proposal and letting me have sight of the application with its drawings and photo. My first reaction was that the date was 1st April and not 22nd July - who on earth would think of siting an aerodrome for light aircraft in the middle of a National Park and dangerously adjacent to at times a busily used road?

The Applicants

We know Mr & Mrs Walker as neighbours, I often meet and talk to Mrs Walker when out dog walking and Jane recently visited and advised them about an injured badger that had taken up residence in one of their outbuildings. I can easily understand and sympathise with the difficulties in making a living from their small farm and B&B. This quite startling proposal is designed to change all this and is clearly commercial in nature rather than that of a private aviation enthusiast wanting to keep his plane in and fly and land it from his back meadow. There is nothing wrong with commercial activities but in this context the first questions, it seems to me, are a) is there an obvious local want or need and b) will the community or neighbourhood gain any advantage from or not be unduly prejudiced by the proposed activity.

In my view the answer is an unequivocal **NO** to both questions.

Private leisure aviation is very much a rich man's pastime. In all the 10 years I have lived in the area I have never heard that Scarborough or the eastern end of the National Park were crying out for light aircraft facilities or in the wider area of the North Riding. I can, however think of a number of disadvantages and possibly dangers.

NY: ANPA
30 JUL 2013

The Site

Looking at the plans and the photo with the proposed runways superimposed it all looks a very tight fit with little or no margin for error. I am very concerned by its closeness to the road. I would have thought that as a minimum some form of safety barrier or fence should be installed which in order to be effective will be large, intrusive and ugly.

The Buildings

The proposed hanger is, of necessity a large slab or blob of a building. I know that the same can be said of any number of barns or similar agricultural outbuildings in the area but these are generally outside planning control. That is no reason to add to their number where planning control does exist. The combined effect will visually transform an area which is part of and partakes from its rural location into something that is, comparatively, ugly and prominent on one of the principal routes into an area of outstanding natural beauty.

Licenses and Regulatory Issues

It would be fair to describe the proposal as a commercial operation even if only a "private" flying club. The Applicants will make their money or return from fees to be charged for landing and storing aircraft. In the time available I have not been able to research these matters. There are, however, voluminous mandatory and advisory requirements of the Civil Aviation Authority to be taken into account and it is inconceivable that Health & Safety as well as the Highway Authority will not "have an input" (though I am aware that the legal status of the road is a little obscure).

The Applicants should be asked to demonstrate that they can and will meet and comply with the requirements of any of these bodies before planning permission is even considered. In my fairly wide professional experience of these matters the best and most effective form of planning control is **NO**. Conditions attached to planning consents are often of little value and impossible to enforce. You will remember the fun and games we had with Langdale Quest!

This raises the issue of frequency or density of use about which the Applicants are understandably vague.

Noise

To fulfil the Applicants hope that this will be a commercially successful venture, the usage will need to be heavy to intense. It will not be the case of two or three landings and take offs at the weekend and holiday times. Relative to their size light aircraft are noisy beasts. The resultant nuisance and annoyance to the communities of Bickley and Ebberstone Common from aircraft noise hardly needs stating, it would be intolerable. We already have to absorb more than our fair share from the activities of the RAF at Staxton which on many sunny days it is as though the Battle of Britain were being re-enacted in the sky above and through our dales.

NYM/NIPA
30 JUL 2013

National Park

It would be impertinent on my part to remind the members and officers of the planning authority of the need to jealously safeguard the nature and integrity of this great national asset. A more inappropriate activity as the one contained in the Application would be difficult to imagine. I would however put in a bit of special pleading for our area.

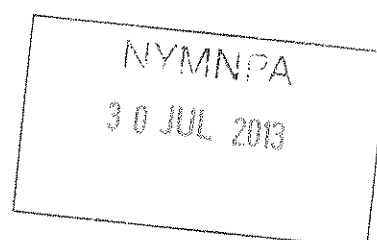
The success of the Forestry Commission in promoting cycling has rendered most of the walkable paths and tacks in Dalby Forest a "no go" area for ordinary walkers and strollers at weekends and holiday times. The four or five extremely noisy motor rallies they permit are hardly consistent with or conducive to the peace and natural quiet most people associate with a National Park. These, in turn, act as encouragement to the illegal activities of little (and not so little) boy racers with their "muck" bikes and the irreparable damage they do to tracks and footpaths. This is a year round organised activity, it is illegal and suitably condign penalties exist but attempts to put a stop to it are at best limp wristed. On top of all this we are likely soon to play host to the wellhead of a natural gas extraction plant with all its associated activities, conveniently close to the proposed aerodrome. When will the first fracking licences be issued? The totality of all this is a creeping degradation of the area from being part of a National Park and into an adventure/extreme sports playground, a light aircraft flying facility will only accelerate this lamentable damage and decline.

Conclusion

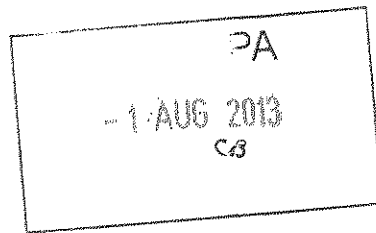
The above is the best I can do in the time available and only summarises the more important issues. I hope however that they will assist you and your colleagues on the council to put forward a reasoned and robust opposition to the Application. At the same time and if not already done it would be useful for your clerk to find out what rights and avenues of appeal there are should the Application be approved. At the very least something of this nature deserves a proper public enquiry.

Yours sincerely

R A (Tony) Payne



Spring Farm,
Bickley,
Langdale End,
Scarborough.
N. YORKS YO13 0LL
July 29th 2013



Dear Mrs. Saunders,

I am writing with reference to planning application NYM/2013/0435/FL for an airstrip and hangar for ten aircraft at Southmoor Farm, Langdale End. Having studied the plans and documents carefully I wish to register a number of objections.

According to the plans my property appears to be in direct line with the proposed main runway at a distance of only one and a half miles which raises serious concerns about noise and safety. We keep horses here, plus cattle and poultry.

In the ten years my husband and I have lived here intrusive noise levels have increased with a greater number of car and motor-cycle rallies, plus increased volume of traffic travelling into the forest along our narrow roads. We tolerate and accept these changes for the greater good and are pleased to see the growing interest in cycling and walking. But we see no benefit to the local community or to forest visitors in the proposed introduction of what appears to be a fledgling flying club. As a resident of the National Park I strongly object to the possibility of living under the proposed flight-path. We have always understood that this side of the forest is designated the 'quiet side' and were greatly relieved at the demise of Langdale Quest which had grown increasingly noisy over time. Aircraft are not compatible with the ethos of a national park – I believe that the aerodrome at the Sutton Bank (overview 6.3) pre-dates the National Park so is irrelevant to this planning application. Overview point 6.4 states that "The airspace over the North Yorkshire Moors is considered an 'Area of Intensive Aerial Activity' due to nearby RAF bases.." which to me is an argument against further noise being introduced rather than supporting the application .

ANG

My husband is a keen horse rider, as are many neighbours, and the sudden appearance of unscheduled low-flying aircraft is obviously a danger. As flights will be unscheduled it will be impossible to make a risk assessment and we are further concerned that the runway would run parallel to a bridleway. The fact that there are "very few incidents" with horses and light aircraft is of little comfort! My husband's riding has already been curtailed by the greatly increased traffic on our narrow roads at weekends. Horses are constantly ridden in the area and the idea of pilots being "required to check there are no horses visible on the bridleway before starting aircraft engines" is laughable.

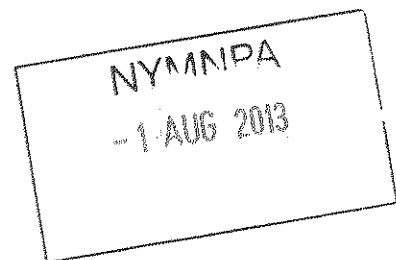
Most seriously, the proposed runway will be situated very close to the Givendale Head gas well-head, which seems particularly risky – with the possibility that any accident could quickly become a very serious incident. The application states that there will be “...no navigation or landing aids...”(Acorus Comments, 6.1). It also states that the airstrip would only be used in reasonable weather conditions – in winter the forest road from Langdale End frequently becomes dangerous due to ice and snow. As ice is a serious issue for aircraft that would seem to limit usage even further making the locality unsuitable I believe.

Mr.Walker states that he has benefitted the community by his installation of beeline Broadband and a wind turbine, the implication seeming to be that this is ‘payback time’. However I am unaware of any benefit to myself or neighbours. I run a holiday cottage, but the proposed plans would have no impact on this and I do not see that it would realistically provide “an additional means for visitors to access the National park(Context)” unless they are planning to land Jumbos. I believe the proposed plans will seriously harm the character and appearance of the locality and the location renders it of no value to local businesses.

Finally Mr.Walker states that he has written to neighbours outlining his diversification, but I am disappointed that he did not include us and find that this has undermined my confidence in his other statements. I sympathise with Mr.Walker’s loss of the Wombleton airstrip and hold no personal animosity towards him, but I believe that his proposed plans can only be of benefit to himself and those sharing what remains an expensive minority interest.

Yours Sincerely,

Mrs.Glynis Ludkin



Wendy Strangeway

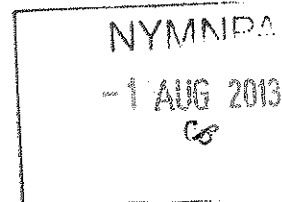
From: planning@northyorkmoors.org.uk
Sent: 31 July 2013 17:46
To: Planning
Subject: Comments on NYM/2013/0435/FL at 2 bugh cotts, new rd, cliffe, kent, me37sn - Case Officer Mrs H Saunders

I would like to support our planning appeal for the runway, it's a good location also I think it appealing to the eye, I would fly there to visit my family that lives close,

Comments made by Mr Keith Stoten of 2 Bugh Cotts, New Rd, Cliffe, Kent, ME37SN

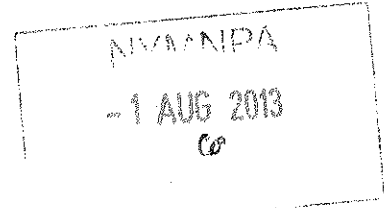
Preferred Method of Contact is Post

Comment Type is Comment



Mr. M. A. Hammond.
Ebberston Common Farm,
Langdale End,
Scarborough,
YO13 0LW.
28th. July 2013.

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



Planning Application #: NYM/2013/0435/FL South Moor Farm Air Strip.

Dear Sir / Madam,

I am writing this letter to support the planning application for a Farm-Strip at South Moor Farm by Mr. Walker.

I am one of his closest neighbours. Mr. Walker gave myself and other close neighbours a copy of the proposal in February and asked our opinion.

Aircraft using the main runway will pass between Ebberston Common Farm and Jingleby Thorn Farm at low height as they are climbing away or descending.

Mr. Walker assures me that there will be no more than 10 aircraft using the facility on any one day. I believe this condition can be imposed by the planning authority.

We have a variety of aircraft, military and civilian, including gas pipe line and electricity line helicopters, flying overhead which do not cause any problems.

Light aircraft passing overhead are generally only heard for two or three minutes. I do not think a few extra from South Moor Farm will cause any problems.

The National Park was created, and is maintained largely by farmers. Although South Moor Farm is a small farm Mr. Walker has sheep and cattle grazing the fields which help to maintain them and he has repaired many of the dry stone walls.

The National Park supports many recreational activities including flying and I see no reason why a small farm air strip could not be used for a limited number of flights.

Yours Sincerely,

Mark Hammond.

Wen, Strangeway

From: Cllr. Dilys Cluer <
Sent: 21 August 2013 21:15
To: Planning
Subject: application NYM/2013/0435/FL

I am writing to object to this application for an airstrip, hangar building etc at South Moor Fram, Langdale End.

The proposal is contrary to the NYMNP Core Policy 13 on rural diversification which states that development should be compatible with the existing farming activities. We are told that the land is currently grazed by cows and sheep. Not only will they no longer be able to graze this piece of land, but if relocated nearby they are likely to be upset by the aircraft flying low.

It is also contrary to policy 14.1 as it will not increase enjoyment of the National Park, in fact it is more likely to spoil people's enjoyment, and policy 14.3 which states development will be permitted only where "the development will not generate an increased level of activity, including noise, which would be likely to detract from the experience of visitors or the quality of life of local residents." It is plain that aircraft together with their noise would be contrary to this policy.

It is probably also contrary to provisions in the NPPF regarding climate change but as I am away from home I cannot easily look this up.

Please register these objections.

Regards,

Dilys Cluer
19 Alexandra Park Scarborough YO12 5 JN

NYM
22 AUG 2013
WS

Sent from my iPad

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Wendy Strangeway

From: Mark Vesey <
Sent: 21 August 2013 21:34
To: Planning
Subject: Langdale End airfield proposal

Dear sir / madam

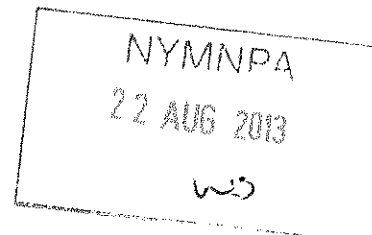
Re planning application NYM/2013/0435/FL

I object to this proposal as Langdale End is a beautiful rural area for walkers and cyclists, not aeroplanes! I think you will find that the Design and Access Statement actually quotes two of the National Park's planning policies which would be infringed by the proposed airstrip. They are policies nos. 13 & 14. Please do not let this mad proposal go ahead.

Regards

Mark Vesey
45 Royal Avenue
Scarborough
YO11 2LS

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Wendy Strangeway

From: planning@northyorkmoors.org.uk
Sent: 24 August 2013 15:09
To: Planning
Subject: Comments on NYM/2013/0435/FL at 4 Betton Rise, East Ayton, Scarborough, YO13 9HU
- Case Officer Mrs H Saunders

There is a public footpath and a bridle path crossing the area proposed for the airstrip . The application should not be allowed unless a suitable alternative route for them are found as a very popular route would be blocked.

Comments made by Mrs Judith Trafford of 4 Betton Rise, East Ayton, Scarborough, YO13 9HU

Preferred Method of Contact is Email

Comment Type is Comment



Welling Strangeway

From: planning@northyorkmoors.org.uk
Sent: 27 August 2013 14:55
To: Planning
Subject: Comments on NYM/2013/0435/FL at 8 Old Rectory Green, Aughton, Ormskirk, Lancashire, L39 6TE - Case Officer Mrs H Saunders

I would like to support Mr Walker's Planning Application.

My parents live in Sandsend and a sister in Sleights. The proposed strip would provide a convenient location for me to visit my family from my home airfield at Woodvale in Lancashire. I have a small 2 seat light aircraft that would not be a source of undue noise.

By flying sensible ground tracks whilst approaching the strip and taking-off from it, it is possible to avoid built-up areas.

Most private pilots are highly sensitive to this as they have a vested interest in protecting their assets - the farm strips of the UK.

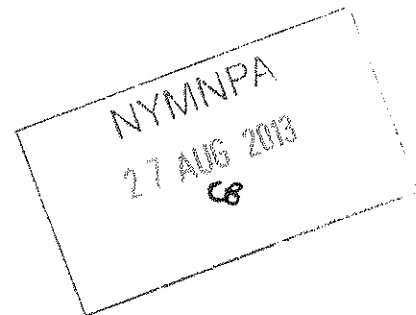
Kind Regards,

Steve

Comments made by Mr Steve Dooley of 8 Old Rectory Green, Aughton, Ormskirk, Lancashire, L39 6TE

Preferred Method of Contact is Email

Comment Type is Comment



Wenoy Strangeway

From: Alan Staniforth
Sent: 27 August 2013 17:58
To: Planning
Subject: Re: Application NYM/2013/0435/FL

Hello Caroline,

Sorry about the omission, here it is again.

From: Alan Staniforth
Sent: 25 August 2013 15:15
To: Planning
Subject: Application NYM/2013/0435/FL

Dear Sir/Madam,

Planning Application No NYM/2013/0435/FL

I write to express my objection to the above planning application to construct an airstrip near South Moor Farm.

Although probably not particularly visually intrusive, I feel that the noise associated with such a development will be an intrusion into a peaceful area of the countryside and will create a precedent for similar developments elsewhere in the National Park.

Noise and light are, I feel, two of the intrusive elements in the countryside which are all too frequently ignored during the consideration of proposed developments.

Yours sincerely,

Alan Staniforth

Darnall

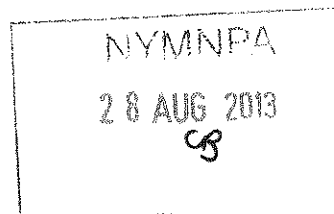
Whitby Road

Robin Hoods Bay

Whitby

YO22 4PE

From: Planning <planning@northyorkmoors.org.uk>
To: Alan Staniforth <
Sent: Tuesday, August 27, 2013 11:59 AM
Subject: RE: Application NYM/2013/0435/FL



Dear Alan Staniforth

Thank you for email dated 27 August 2013 making comments on planning application NYM/2013/0435/FL - South Moor Farm, Langdale End, Scarborough. Unfortunately under current Planning Legislation we require a full postal address to be supplied with your letter before any comments can be taken into account.

Yours sincerely

Caroline

From: Alan Staniforth
Sent: 25 August 2013 15:15
To: Planning
Subject: Application NYM/2013/0435/FL

Dear Sir/Madam,

Planning Application No NYM/2013/0435/FL

I write to express my objection to the above planning application to construct an airstrip near South Moor Farm.

Although probably not particularly visually intrusive, I feel that the noise associated with such a development will be an intrusion into a peaceful area of the countryside and will create a precedent for similar developments elsewhere in the National Park.

Noise and light are, I feel, two of the intrusive elements in the countryside which are all too frequently ignored during the consideration of proposed developments.

Yours sincerely,

Alan Staniforth

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28 AUG 2013

Wendy Strangeway

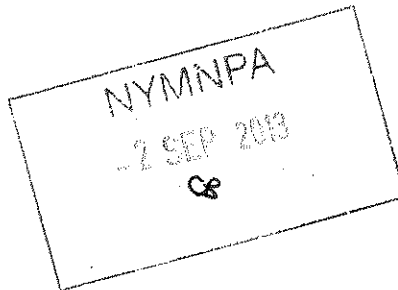
From: planning@northyorkmoors.org.uk
Sent: 01 September 2013 18:20
To: Planning
Subject: Comments on NYM/2013/0435/FL at Redhouse Farm, Crosscliffe, Langdale End, Scarborough, YO13 OLN - Case Officer Mrs H Saunders

Mr Walker says in his application he is wanting to diversify because the costs of farm buildings are too expensive and then goes on to say that he will be using a farm building. Will pilots not based at Southmoor be allowed to do practice circuits and aerobatics? Will small commercial planes be using the facility? I cannot see how any of the local residents are going to benefit. Mr Walker make a good case for what are positive points for his side but is not as clear about the negatives for the local residents. There is a contradiction by Mr. Walker stating the aircrafts are not to fly directly over a house within one mile of South Moor but then states that they are not going to be any closer than 500 FT except when taking off or landing. He is of the opinion that the aircraft is quieter than lorries/tractors but there is nothing to block aircraft noise once they are in the air. I feel that it would not be possible to hear tractors/lorries based at South Moor but as soon as aircraft has taken off then everyone will hear it. Local residents expect noise from tractors, lorries and Military aircraft as this is how it was when they moved into the area. The airstrip will be additional noise.

Comments made by Mr Trevor Hopkinson of Redhouse Farm, Crosscliffe, Langdale End, Scarborough, YO13 OLN

Preferred Method of Contact is Post

Comment Type is Comment



Wendy Strangeway

From: Margaret Atkinson <margreata@geogromail.com>
Sent: 03 September 2013 22:20
To: Planning
Subject: NYM/2013/0435/FL



Dear Sir or Madam,

I am writing to register my objections to the above planning application at South Moor Farm. I live at Stoupe Brow, over-looking Robin Hoods Bay. It is a beautiful and peaceful place which has been our home for 33 years. In the last few years we have been increasingly disturbed by what I can only describe as aeroplane 'joy-riders' who come to fly over the area performing ariel stunts, loop-the-loops, dives etc. They sometimes stay for a considerable time and the whining noise drives us to distraction. Obviously we have no way of finding out who they are or where they come from so I cannot say that the applicant is to blame. However, if his application is approved then it will increase the number of small planes flying about in the area and it seems likely that some at least will take the opportunity to fly the short distance to the coast to perform their ariel acrobatics. It is not only annoying, it can also be very frightening when they go into a dive right over your house.

My husband and I are also keen walkers and members of the local Ramblers Group. As such we frequently walk on the Public Footpaths and Bridleways in the vicinity of South Moor Farm. I am concerned that an increase in the number of planes landing and taking off there could be both disturbing to the tranquility of the forest and also a potential danger. It could be especially dangerous for horse riders on the adjacent Bridlepath and consequently for other users of the RoW too if the horses bolted.

The National Park is a very special place to be cherished and protected. I understand that we need to encourage development of local businesses but not when this would harm the character of the area and bring no apparent benefits except for the applicant. It seems to go against all the National Park stands for.

Thank you for taking my views into consideration,

Yours faithfully,

Margaret Atkinson
Fulmar Cottage,
Stoupe Brow,
Ravenscar,
Scarborough
YO13 0NH

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9 Castle Terrace,
Scarborough
YO11 1QX
3/9/13

Ref: NYM/2013/0435/FL

Dear Mrs Saunders,

I am writing to object to the application to build an airfield at Langdale End (Application number NYM/2013/0435/FL).

This area has been much loved by my family (originally from Allerston) for long walks over many decades, as a place of great natural beauty and tranquillity.

I believe the proposed airfield would create considerable noise and disrupt the peace and quiet which generally prevails in the North York Moors National Park – and is one of the main reasons so many people love the area.

I believe allowing an airfield to be built in this area would set a very dangerous precedent and is at odds with the Park's Management Plan – specifically the aim of “protecting and enhancing the Park's special landscape and environment.”

I understand that the vision for the Park also includes preserving it as “A place where the environment and way of life is respected and understood” and “where calm and quality of life are celebrated”.

I think this airfield would have a seriously negative impact on the Park's environment. Thousands of walkers and country lovers would suffer a loss of “calm and quality of life” whereas it seems only a few aircraft owners would benefit.

Yours sincerely,

Graham Cooper

NYM/NPA
-4 SEP 2013

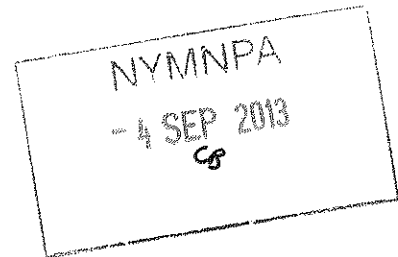
Wendy Strangeway

From: Hilary Saunders
Sent: 04 September 2013 12:49
To: Planning
Subject: FW: South Moor Airfield_Application for Planning Permission REF: NYM/2013/0435/FL

H. Saunders

Mrs Hilary Saunders
Planning Team Leader (South)
North York Moors National Park Authority

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



Please note that I do not work Mondays and my normal working hours are:

Tuesday - Friday: 8.30am until 4.30pm

From: P sinnott
Sent: 04 September 2013 12:47
To: Hilary Saunders
Cc: Rob Heap
Subject: South Moor Airfield_Application for Planning Permission REF: NYM/2013/0435/FL

Farm

Bickley

Noddle

End

Langdale

Scarborough

YO13

OLL

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

4 September 2013.

Dear Mrs Saunders,

Comments / Observations Ref: NYM/2013/0435/FL.

I have carried a short objective appraisal of the **Proposal NYM/2013/0435/FL** - Planning Application for the establishing of Grass Airstrips - Such for the use /operation of light aircraft at South Moor Farm Langdale End Scarborough.

As part of my appraisal — I have naturally consulted with my near neighbours within the Langdale End potential impact area - We are of one mind in our collective reaction to the said proposal - Such a proposal has no merit and is in many respects faulty and rather poorly conceived - This said proposal is to say the very least problematic in many respects - Namely:

1. The Proposal is totally inappropriate for siting within The NYM National Park.

The said Proposal is significantly at variance with those well established attributes and values of a National Park - It is not at all in keeping.

2. The said proposal has a number of negative impacts related to Environmental / Operational issues etc

(* see Mr Rob Heaps letters of 25 July 2013 concerning this matter)

3. On consultation (Local Real Estate Companies) It is considered that the granting of such planning will materially degrade the lifestyle and value of our properties within the Langdale End area - Such is an expert judgement.

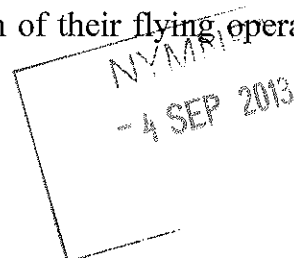
4. As part of our **research** - We have sought to review a number of UK Light Aircraft Websites relating to the use of small private aircraft within the UK Airspace - We note with concern - that Mr Walker's proposal is being promoted within these sites - and furthermore that Mr Walker is actively seeking his fellow pilots to lobby the NYM Planning Authorities in respect of the said proposal - Additionally - It would seem that he is also promoting a combined package of Aero / B&B - Such seems on the face of it to constitute a " Commercial Offer! "

5. As a **general observation** - I would suggest that most if not all of my neighbours moved to Langdale End area so as to enjoy the local peace and tranquility - A tranquility which is in many respects archetypal of our beautiful rural English countryside - We despoil such at our peril - Should we allow such planning permissions - The agreement of such would create yet another precedent and start us on a rather tragic journey of mediocrity driven by nothing more than commercial gain - A poor legacy to leave for future generations.

6. Additional observations:

Mr Walker originally based his aeroplane at Wombleton - Due to new use of site for refurbishment of Ex RAF Firefly aircraft the site is no longer able for he and his colleagues to use.

Q - Did Mr Walker and his colleagues attempt to negotiate continuation of their flying operations with the new site owners?



Comment - On the face of it - Mr Walker having been dealt a problem with no longer being able to use Wombleton is attempting to migrate the said problem to a wholly inappropriate location within the North York Moors National Park - Namely - South Moor Farm.

It would seem that an alternative site within the vale of Pickering would be significantly more appropriate both topographically and from a visual obscurations perspective (safer on departure and recovery / Night time / Bad weather)

7. Mr Walker refers to the low impact upon farm / domestic animals and other wild life within the immediate operational footprint of the air strip - Perhaps Mr waker should also consider the local residents with reference to his " Impact Observations "

8. Farmers Flying Association - Did Mr Walker and his aviation colleagues consider approaching other Flying Farmers within the Ryedale / NY area in order to consider / evaluate other alternative sites? - If not - I would urge him to do so.

* Note:

With reference to written submissions from Rob Heap (a Langdale End neighbour) - I fully endorse and support his comments and opinions in respect of this matter - Those as laid out in his communications to Mrs H.Saunders at the NYM Planning Authorities and dated: 25 July 2013.

Footnote:

By way of relevant background.

1. Engineer (ex) BMEWS Fylingdales - Hence am well aware of the issues related to local flying and potential impact on system performance.
2. Computer Systems Consultant - Managed Strategic Design aspects of the UK (Linesman) Military Air Defence System - As such I'm well aware Of the issues relating to Civil / Military AirSpace Ops with UK Airspace.
3. Marketing Director (ex) of The Marconi Radar Company in the 1980's - Responsibility for the provision of systems for Commercial and Military ATC / UK National Airspace.
4. Currently building an advanced Vey Light Jet (VLJ) in USA - Am aware of Aviation / Operational / Commercial issues.

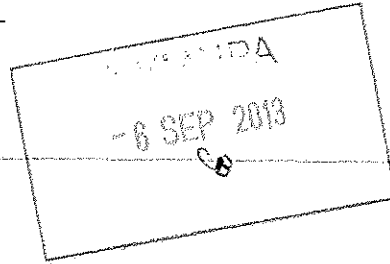
Yours sincerely,

Patrick Sinnott.



Caroline Bell

From: Front Desk on behalf of General
Sent: 06 September 2013 11:29
To: Planning
Subject: FW: South Moor Farm NYM/2013/0435/FL



From: christiaan scholten
Sent: 06 September 2013 11:13
To: General
Subject: South Moor Farm NYM/2013/0435/FL

Please don't waste one second in considering this application. Erecting aircraft buildings and constructing air strips should not happen in the National Park.
Mr Walker is lying when he says the footpaths and bridleways near his farm are lightly used. I for one walk here most Sundays while the Moorsbus is running.
Travelling by helicopter is a polluting mode of transport.
Reject!

Chris Scholten,
21 Marlborough St
Scarborough YO12 7HG

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Wendy Strangeway

From: Anthony Easom
Sent: 05 September 2013 00:18
To: Planning
Subject: NYM/2013/0435/FL

The reasons behind this application are a joke. There can be no possible benefit to our area from this proposal. I believe the applicant has a ppl and just wants to land his aircraft near his own back door. If this application is granted it would set a precedent which our local authorities would live to regret.

Anthony Easom
1 Station Close
West Ayton
Scarborough
YO13 9JQ

Member of The Scarborough Rambling Club

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Wendy Strangeway

From:
Sent: 05 September 2013 10:21
To: Planning
Subject: NYM/2013/0435/FL

Dear Sirs

I would like to register an objection to the above planning application, there is no possible benefit to this area from this proposal. It would set a precedent which could mean there would be private landing strips all over The North Yorks Moors.

Olga Wheatley
18 Albemarle Crescent
Scarborough
YO11 1XS

NYMNP
- 5 SEP 2013
CE

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