

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

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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Dawn aton

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,

NYMINPA
05 JAN 2015
D

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 flight 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.

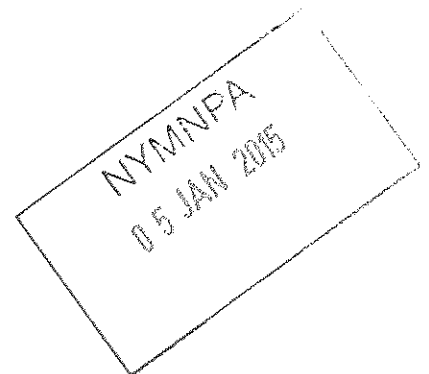
Merely as a point of interest it is of very recent news that the former RAF station at Church Fenton near Tadcaster has been bought and is to be run as a private airfield. Last weekend they invited a "Fly-In" of light aircraft and are actively seeking new membership. Because of the former aircraft activity 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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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.

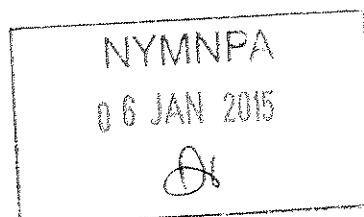
The disturbance to the peace and tranquility that prevails in the area that will be caused by the operation of general aviation flights will not be balanced by the benefit the facility will deliver in the area.

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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Dawn Paton

To:
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

Dawn Paton
Planning Technician

The Old Vicarage
Bondgate
Helmsley
York
YO62 5BP

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

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
D

C HS

Wendy Strangeway

From: Sarah Walker
Sent: 28 January 2015 17:58
To: Planning
Subject: Planning Application No: NYM/2014/0819/FL

Dear Sir/Madam

I am writing to express my concern regarding the planning application number NYM/2014/0819/FL, two airstrips at South Moor Farm, Dalby Forest YO13 0LW.

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

Sarah Walker

Brook House Farm
6 Main Street
Ebberston
YO13 9NS

NYMNPA
29 JAN 2015
D

D. 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

Comment Type is Comment

06 JAN 2015

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

NYM/NPA
05 JAN 2015
DL

HS

Caroline Bell

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

NYM/NPA
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.

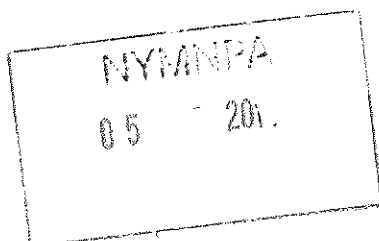
If you require me to specifically reiterate those same points again please let me know.

Yours sincerely

Mrs Jayne Fountain

School Farm
Crosscliffe

Sent from my iPad



HS 201410819

We Strangeway

From:
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

RECEIVED
26 JAN 2015
D

From:
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

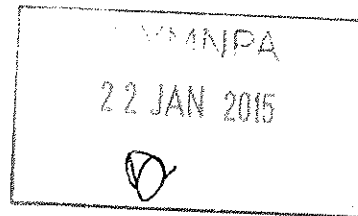
Park Feeders Ltd

High Farm, Crosscliffe. Landale End. Scarborough Nth Yorkshire YO13 0LN

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NYM...
26 JAN 2015

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

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

Comment Type is Comment

NYM/14/0819/FL
- 8 JAN 2015
WS

Wendy Strangeway

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 dissapprove 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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NYMNIEN
12 JAN 2015
D

Dawn Paton

From: Planning
To: ann.mccone
Subject: RE: Website Query

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 buildings at south moor farm dalby by bob walker ,,i would like to say i disapprove 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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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

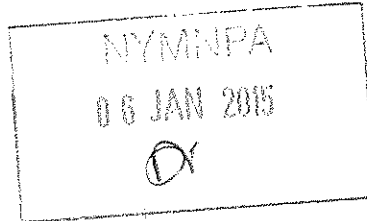
Dear Madam

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

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(H/S)

Caroline Bell

From: planning@northyorkmoors.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

Comment Type is Comment

NYM/2014/0819/FL
05 JAN 2015
DX

HS

Caroline Bell

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

Bickley Heights,
Bickley,
Scarborough,
YO130LL.

05.01.15

NYMNPA
05 JAN 2015
Dr

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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Dawn Paton

From: graham cooper
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."

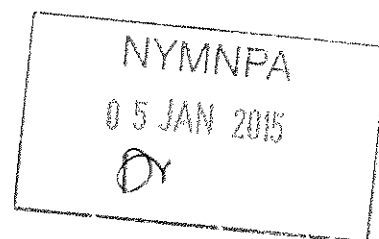
For these reasons, we very much hope that you will reject this revised application.

Yours sincerely,

Graham Cooper
9 Castle Terrace,
Scarborough
YO11 1QX

Danielle Salvadori,
9 Castle Terrace,
Scarborough
YO11 1QX

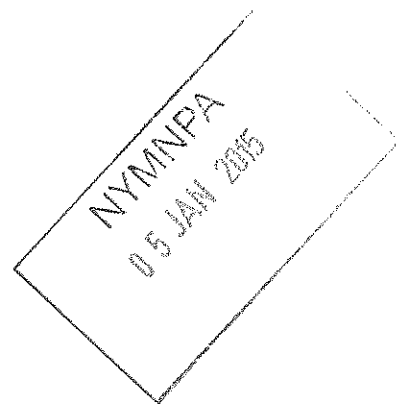
Norman Cooper
374 Scalby Road



Scarborough
YO12 6ED

Roger Martin,
29 Danes Dyke
Scarborough
YO12 6UG

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

Yours sincerely Mrs J R Kinnear
 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.
 I mention the ancient town!! on the land. road from Eskdales and the bridge ways, not to roadway is too close to the road into the forest, the noise causing extra noise. As previously stated, his

Northside Barn,
 Birkley,
 Scarborough
 N. Jones Jo BOLL

C Jan 20th '14

Ref no - NYM/2014/0819/FL.

NYMNPA
 21 JAN 2015
 D

Dear Park community,
 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 summit now 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 fighting in the sky above, through the summer, what any one →

Wendy Strangeway

From: planning@northyorkmoors.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 APP/W9500/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

Comment Type is Comment

NYM
 - 2 JAN 2015
 WS

C

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 Wombledon 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

Comment Type is Comment

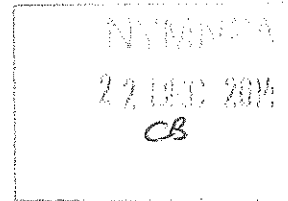
NYM/NPA
26 JAN 2015
D

Wendy Strangeway

From: Phil
Sent: 22 December 2014 10:30
To: Planning
Subject: NYM/2014/0819/FL South Moor Farm Airstrip.

For attention of Mrs H. Saunders

Ref : NYM/2014/0819/FL



Please register my support for this application for a small scale airstrip.

The applicant has taken a very reasonable approach with this and the changes he proposes will have a very minimal impact in the immediate area and surroundings.

You will note that the proposals do not include allowing flying training , large aircraft, helicopters or any Public Transport operations, and so will be limited to a few small light aircraft. Pilots and owners of these light aircraft will therefore have the benefit of easy access to the many delightful and interesting sights and visitor attractions that the Dalby Forest area has to offer.

Obviously the economic benefit of having these visitors will be spread to a wide range of businesses and residents.

I have been involved with a small airstrip operation in two locations in West Sussex over the last 20 years and can confirm that far from any fear of damaging wildlife , the airstrips are a haven for a lot of wildlife , and can happily co-exist with nearby equestrian facilities and the local residents. Operating a light aircraft into and out of such a Airstrip involves a small amount of engine noise, but as it is for a very small limited time , it is all but insignificant.

Please consider this application favourably.

Regards

Mr P. J. Laycock
Squirrels Oak
North Barnes Lane
Plumpton Green
East Sussex
BN7 3dx

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HS

C

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

NYMNP
29 JAN 2015
D

Your ref: NYM/2014/0819/FL

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

We write on behalf of the Bickley Residents Association (BRA) members of which will have submitted individual objections to the above application but in this collective objection we try to convey the strength of feeling this revised application has aroused. We offer below some of the reasons we believe this application does not comply with the **North York Moors National Park Authority Local Development Framework: Core Strategy and Development Policies, Adopted 13th November 2008.**

We particularly note in the **Guidance to reading and using the above document** that at

1:12 'Every relevant criterion in a policy will need to be met in order to comply with the policy'

and it is the clear view of members of BRA that this application does not do that.

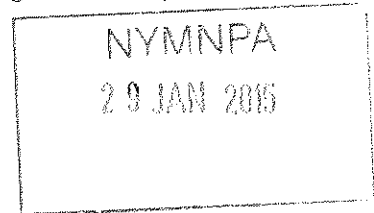
2.9 In the section on the **Spatial Portrait of the North York Moors** indicates:

'However, pressures on markets and changes in farm support mechanisms are leading farmers to supplement incomes through diversification activities which can change the character of the traditional farming landscape and that to address this agri-environment schemes are being put in place which seek to halt or reverse the decline of traditional farming practices, loss of habitat and landscape features...'

While the application may be seen as an attempt to diversify and contribute to the B & B business on that farm it cannot claim to add anything to the nature of the habitat or halt or reverse any decline, it will most definitely lead to a loss of habitat and landscape features such as the demolishing of part of a drystone wall to accommodate the airstrip.

Furthermore in the very next point **2.10 the Spatial Portrait** recognises that

' Tourism is largely based upon the natural attractions of the area, including scenic views.....visitors can make use of 1400 miles of Public Rights of Way for walking, cycling or horse riding.'



In 3: Influences on the Spatial Strategy

3.3. This application can be of no social and economic benefit to the local community, indeed there can only be adverse effect.

In **3.9** the document recommends restraint in the approach to planningin very small settlements and the wider countryside.

3.12 Examines the National Park's Plan and states:

It includes a vision for the Park and lists the special qualities that have contributed to its designation as a protected landscape and which the Local Development Framework must seek to safeguard. The Management Plan is intended to influence the work of all organisations which operate within the Park, not just the National Park Authority. It sets out the following vision for the Park:

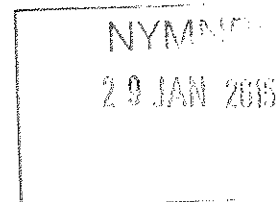
- A place managed with care and concern for future generations.
- A place where the diversity and distinctiveness of the landscape, villages and buildings is cherished.
- A place where biological and cultural diversity, and the special qualities that are valued, are conserved and enhanced.
- A place where the landscape and way of life is respected and understood.
- A place where communities are more self-sustaining, and economic activity engenders environmental and recreational benefits.
- A place that is special to people and that provides pleasure, inspiration and spiritual well being.
- A place where visitors are welcome and cultural and recreational opportunities and experiences are accessible.
- A place that continues to adapt to change whilst National Park purposes continue to be furthered and pursued

Chapter 3 also identifies the special qualities of the North York Moors, among which are:

A rich and diverse countryside for recreation
◦ An extensive network of public paths and tracks

Strong feeling of remoteness
◦ A place for spiritual refreshment

Tranquillity
◦ Dark skies at night and clear unpolluted air



Bickley Residents Association asserts that these qualities exist, enrich and characterise the nature of the area that will be seriously and adversely affected by the proposed development of an unregulated airstrip.

3.22 The natural assets of the Park provide extensive opportunities for outdoor recreation including walking, cycling and horse riding. Some forms of vehicular recreation activity such as trail bikes, off road motorcycling and 4 by 4 vehicle activity can undermine the peace and tranquillity, landscape and natural habitats of the Park unless they are properly managed in appropriate locations.

The Residents Association feel strongly that it will be impossible to manage the development of an airstrip in such a way as NOT to undermine the peace and tranquillity, landscape and natural habitat and feel that this location is entirely inappropriate.

4. Spatial Vision and Objectives **Protecting, Enhancing and Managing the Natural Environment**

By 2026, the National Park's special qualities including its diverse landscapes, sense of tranquillity and remoteness, distinctive settlements and buildings and cultural traditions *have been safeguarded and enhanced*. The Park continues to be worthy of designation as a landscape of national importance and sites of international, national and local importance for nature conservation and the National Park as a whole continue to host a diversity of species and habitats.

We uphold and wish to contribute to this important objective, we have chosen to live and work in this area and devote time and energy to this objective. Our strong objection to the application is part of our wish to safeguard and enhance the 2026 vision.

CORE POLICY A. Delivering National Park Purposes and Sustainable Development

Core Policy A: 1. Providing a scale of development and 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.

This principle is reiterated in the Report of Inspector Cliff Hughes BA Hons DipTP MRTPI on the Authority's Core Development Plan in which he writes:

'3.5 In the National Park, the purposes of National Parks are particularly important. Assessment of the effects of a development on the natural beauty, wildlife and cultural heritage has greater prominence in the Park than in other types of local planning authority. It is also the case that a very limited amount of development is likely.'

The 1995 Environment Act sets out two purposes for National Park Authorities, as follows:

- To conserve and enhance the natural beauty, wildlife and cultural heritage of the National Parks; and
- To promote opportunities for the understanding and enjoyment of the special qualities of the Parks by the public.

Section 62 of the 1995 Act also requires all relevant authorities to

"have regard to the statutory purposes in exercising or performing any functions in the National Park and; if it appears that there is a conflict between those purposes, to attach greater weight to the purpose of conserving and enhancing the natural beauty, wildlife and cultural heritage of the area."

It is clear that the application conflicts with NYMMPA Core Policy A1 and Section 62 of the 1995 Environment Act and the group requests that NYMMPA rejects the application on these grounds.

As further argument we offer the following areas where the application conflicts with, or fails to meet every criterion.

Core Policy A:2 Providing for development in locations and of a scale which will support the character and function of individual settlements.

The area that will be affected by this development is not designated as a 'Service Centre', a 'Service Village' or even one of the 'Other Villages' as defined by the Authority. It is known and acknowledged as a remote area of outstanding beauty, peace and tranquillity and, as such should be protected from a development of this sort.

Core Policy A:3 Maintaining and enhancing the natural environment and conditions for biodiversity and geodiversity.

The application can only be said to go clearly against the aims of this Core Policy.

CORE POLICY C. Natural Environment, Biodiversity and Geodiversity

Core Policy C: 6.1. Protecting and enhancing the natural environment is a statutory purpose of National Park designation and not only relates to legally protected sites and species but to the Park as a whole.

It was recognised in objections to the original application, and remains so for this application too that this area is home to many species of birds, indigenous and migratory and mammals, some protected and others not.. In addition to Badger, Fox, Muntjac, Otter and Deer, there are Nightjars, Owls, Goshawk, Buzzard as well as a multitude of more common birds and is on the migratory path of many others such as Turtledoves, Waxwings Fieldfare, Redwing and Geese.

Core Policy H:

Development Policy 1 Environmental Protection

1.1. It will not generate unacceptable levels of noise, vibration, activity or light pollution

It is strongly felt that the previous noise report was not impartial and restricted sound levels to a very small part of the area affected by such an application. It is the urgent request of the group that another, independent noise report is undertaken, commissioned by the NYMPA and carried out in an impartial way. Evidence has been reported in members own objections to the authority about the large variance noise nuisance created over differing topography, by different aircraft and we request that the topography of the 'Bickley Bowl' is included in any monitoring of noise and nuisance likely to be caused at the sensitive receptors.

NYMPA
29 JAN 2015

NYMPA
29 JAN 2015

Development Policy 14: Tourism and Recreation

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.

It is evident from the amount of local protest, the views of interest groups and the firm view of BRA members that this application will both detract from the experience of visitors and will irreparably affect the quality of life of local residents. On this conflict point alone we expect the NYMPA to reject the application

8.16. The farming sector continues to face a period of instability caused by market pressures and changes in farm support mechanisms. For this reason farmers are diversifying their businesses to supplement their income. The Authority supports diversification schemes which will ensure the continued viability of farm businesses as long as they do not generate an increased level of activity which could harm the character, appearance and natural environment of the area. Amongst other environmental considerations, development proposals that could have an adverse effect on the integrity of a European site would not be in accordance with the Development Plan.

As has been shown, while we understand the need of one individual to supplement his farming and Bed & Breakfast income, the application attempts this in a way which will cause irreparable harm to the local and wider environment, to the special flora and fauna of the area, will negatively affect the quieter pastimes of walkers, riders and cyclists thus putting at risk loss of existing tourism and recreational facilities, and bring no benefit at all in terms of employment and income to the wider rural economy.

As was recognised before by those objecting to the first application and by the dedicated Planning Committee Members who discussed that application fairly and fully before rejecting it by 100%, Bickley, Langdale End, Broxa, Crosscliffe, Darncombe and Deepdale are very special areas in need of protection to ensure the peace and tranquillity, wilderness, beautiful flora and fauna and dark skies will remain unspoiled and will continue to contribute enormously to the 2026 Vision and beyond. In considering this application the Planning Department must believe in their capacity to do this, not only for current residents, supporters and interest groups but for the pleasure, inspiration and spiritual well being of generations to come for whom we must safeguard this special part of the North York Moors National Park.

Yours sincerely

Brian Turner & Joan Roberts
1 Bickley Cottages
Langdale End
Scarborough.
YO13 0LL.

NYMNP
29 JAN 2015

For and on behalf of the Bickley Residents Association Members, other residents and supporters named below.

53 objectors in total.

NAME SIGNATURE HOME ADDRESS (including postcode)

R. E. J. HOWES
M BE

DARNCOMBE FARM
LANGDALE END
SCARBOROUGH. YO13 0LH.

MAURGEN HOWES

DARNCOMBE FARM
LANGDALE END
SCARBOROUGH YO13 0LH

Eileen WYATT

2 DARNCOMBE
LANGDALE END
YO13 0LJ.

A. D. WEDDELL

7 DARNCOMBE BUNGALOWS.
LANGDALE END.

P. J. WEDDELL

B. J. CARTER

4 Darncombe Bungalows
Deepdale East.
Bickley. Langdale End.

L. KEETON

C & A McCONE
A. Wyatt
C Bignell

WEST LANGDALE END
Deepdale Farm, Langdale end
YO13 0LL
Deepdale Farm Bickley
YO13 0LL

B RICHARDSON

+ DARNCOMBE YO13 0LJ

JOHN SWIGERS
JANE SWIGERS

BROXA FARM, Broxa, Scarborough
YO13 0BP

D Dickenson

Bungalows Broxa YO13 0BP

PAULINE POPELY

2 RED BRIAR COTTAGES, BROXA "

Ian Popely

" " " "

B. JONES.

Bickley Rigg Farm. Bickley LANGDALE
SCARBOROUGH YO13 0LL.

NYMNP
29 JAN 2015

For and on behalf of the Bickley Residents Association Members, other residents and supporters named below.

NAME	SIGNATURE	HOME ADDRESS (including postcode)
Joan Roberts		1 Bickley Cottages, Langdale End Scarborough. YO13 0LL.
BRIAN TURN		1 Bickley Cottages Langdale end Scarborough YO13 0LL
Rob Heap		2 Bickley Cottages Langdale End Scarborough YO13 0LL.
Judy Singleton		2 Bickley Cottages Langdale End Scarborough N. Yorks YO13 0LL
RUTH P. PENNY		4115 Gables North Avenue Scarborough. YO12 5JR
Carol Barned		138 Scholes Park Road Scarborough YO12 6RA

NVP
29 JAN 2015

For and on behalf of the Bickley Residents Association Members, other residents and supporters named below.

NAME	SIGNATURE	HOME ADDRESS (including postcode)
MRS. JAYNE FOUNTAIN		School Farm, Crosscliffe, Scarborough. YO13 0LN.
JEAN JOHNSON		Painter Cottage Broxa Hackness Scarborough,
MARGARET HORTON,		HILL RISE BROXA SCARBOROUGH N. YORKS. YO13 0BP.
JEAN FERGUSON		20 WEST PARK AVENUE NEWBY SCARBOROUGH YO12 6HH.
Isobel Haskey		4 A EAST PARK RD SCARBY YO13 0PZ.
MICHELLE RANGECROFT		8 WOODLAND RAVINE SCARBOROUGH YO12 6TA.
Pamela Kinner.		8. Fieldstead Crescent Newby Scarborough, 7 YO12 6TH

See over ↓

(a)

R DAVISON

35 GREENSTEAD ROAD
NEWBY
SCARBOROUGH YO12 6HN

Margaret Dabsen
Tara Cottage
37 Linden Rd
Newby
YO12 5SH

For and on behalf of the Bickley Residents Association Members, other residents and supporters named below.

NAME	SIGNATURE	HOME ADDRESS (including postcode)
LES & RUTH MARFITT		HOWDEN FARM 4013 OBN
THELMA HOPKINSON		REDHOUSE FARM 4013 OBN.
GLYNIS LUDKIN G. HUDKIN		SPRING FARM 4013 OLL
K. V. HUDKIN		SPRING FARM 4013 OLL
GRAHAM DIXON		BICKLEY HEIGHTS 4013 OLL
JULIE DIXON		BICKLEY HEIGHTS 4013 OLL

NYMAN
29 JAN 2015

For and on behalf of the Bickley Residents Association Members, other residents and supporters named below.

NAME	SIGNATURE	HOME ADDRESS (including postcode)
PAT APPS		19 Linden Rd, Scarborough YO12 5SN
Margaret Ward		22 Red Seas Drive, Scarborough YO11 5KQ
Jane Payne		Flat 3
<u>Director of</u> <u>Friends of Valley</u> <u>Forest a past</u> <u>resident.</u>		9, Stanford Rd. Scarborough. YO11 2SH.

NYMANIA
29 JAN 2015

For and on behalf of the Bickley Residents Association Members, other residents and supporters named below.

NAME	SIGNATURE	HOME ADDRESS (including postcode)
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Paul Robins

8 Dorking Road, Chilworth
Guildford, Surrey GU4 8NR

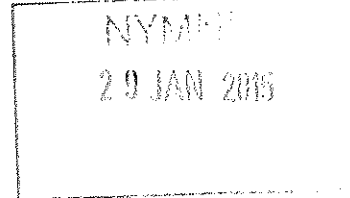
Regular visitor to the area where we have relatives.

Suzanne Mehmet, The Old Post Office, 18 Main Street, Ganton, YO124NR,
Scarborough.

Yes please add us on

Michael and Susan Kay
Cadenza House
Back Lane
Barmby Moor
York YO42 4EW

Regular visitors to the area and keen walkers and cyclists



William Farey & Margaret Farey

Fox Winn, Bickley,
Scarborough

B. H. Greenacre	SIGNATURE	33, High St, Airmyn, East Yorkshire DN14 8LF

ANNE LEWIS

20 LEEDS ROAD, SELBY N YORKS YO8 4HX

IAN LEWIS

20 LEEDS ROAD, SELBY N YORKS YO8 4HX

Regular visitors to Dalby Forest, runners, walkers, cyclists and orienteers

Tim and Kate Turner
14 Holland Ave
Crowle
Scunthorpe
North Lincs
DN17 4BD

Regular visitors to Dalby Forest and to relatives at Bickley

Wendy Strangeway

From: planning@northyorkmoors.org.uk
Sent: 20 December 2014 08:30
To: Planning
Subject: Comments on NYM/2014/0819/FL - Case Officer Mrs H Saunders - Received from Mr Christopher Levings at Design Cambridge, 115 Percy Green Place, Ullswater, Huntingdon, PE29 6TZ

Dear Sirs

I am writing in support of the above planning application for South Moor Airstrip

I visit Scarborough several times a year where I own both beach huts and a flat, I am confident this airstrip will be an added bonus to the region generally and in terms of tourism

The engines of modern light sport aircraft using rotax engines are almost silent in use certainly difficult to hear when airborne.

I also visit Stow Maries airfield in Essex - this is the only original WW1 airfield still in use and is famous not only for its history but also for its wildlife and in particular its resident barn owls which have been established there for many years - the wildlife at Stow Maries is protected and yet the airfield activity and the wildlife continue to sit happily together

I would certainly use South Moor Airstrip and very much hope it will receive planning permission

Kind Regards
Chris Levings

--

Comments made by Mr Christopher Levings of Design Cambridge, 115 Percy Green Place, Ullswater, Huntingdon. PE29 6TZ |

Comment Type is Comment

NYM/PA
22 DEC 2014

Wendy Strangeway

From: planning@northyorkmoors.org.uk
Sent: 21 December 2014 21:18
To: Planning
Subject: Comments on NYM/2014/0819/FL - Case Officer Mrs H Saunders - Received from Peter Bentley at PBP, 44 Hill Head Road, PO14 3JL

I am writing in support of the application.

I am a private pilot flying in excess of 100 hours per year in small aircraft for both business and pleasure.

I currently operate an aircraft based at Roughay Farm, a small grass strip four miles north-east of Southampton similar to the one proposed in this application.

Small light aircraft operating from grass strips are surprisingly unobtrusive and the majority of residents close to our site are blissfully unaware even of its existence. In so far as I am aware we have had precisely zero complaints from our neighbours in over 30 years of operation!

It should also be noted that the establishment and maintenance of such grass strips brings economic benefits. I for one choose to spend my weekends and do business close to places that have operational airfields.

I commend this application to you.

Peter Bentley
PPL 345648K
Owner Luscombe 8E G-AKUJ

NYM/2014/0819/FL
22 DEC 2014

Comments made by Peter Bentley of PBP. 44 Hill Head Road, PO14 3JL

Comment Type is Comment

Wendy Strangeway

From: planning@northyorkmoors.org.uk
Sent: 18 December 2014 20:30
To: Planning
Subject: Comments on NYM/2014/0819/FL - Case Officer Mrs H Saunders - Received from Mr Tony Yarnold at 7 Sycamore Close, East Barnet, Herts., EN4 8AQ

I would like to support the application wholeheartedly. Objections on the grounds of noise nuisance are rarely more than nimbyism, in fact, with considerate use of small airfields by pilots, the activity can be virtually "invisible".

Yours etc.
Tony Yarnold

Comments made by Mr Tony Yarnold of 7 Sycamore Close, East Barnet, Herts. EN4 8AQ

Comment Type is Comment

NYM
19 DEC 2014

Wendy Strangeway

From: planning@northyorkmoors.org.uk
Sent: 18 December 2014 16:01
To: Planning
Subject: Comments on NYM/2014/0819/FL - Case Officer Mrs H Saunders - Received from Mr Michael Speakman at None, 3, New Road, Brigg, DN20 0PE

I am a private pilot living in Lincolnshire and I wish to support this application. It is not out of keeping with a national park. Little aircraft are unobtrusive and have little impact on the environment. There is a lack of small airfields in this area of North Yorkshire and the provision of such a facility will increase visitors to the area. I cannot envisage any circumstances where the use would be excessive, nor intrusive. I welcome the idea.

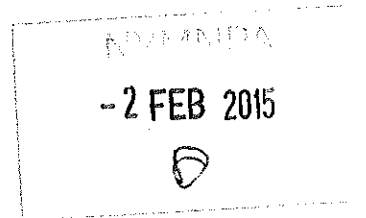
Comments made by Mr Michael Speakman of None, 3, New Road, Brigg, DN20 0PE

Comment Type is Comment

NYM/1006
18 DEC 2014

HS C

Mr. M. A. Hammond,
Ebberston Common Farm,
Langdale End,
Scarborough,
YO13 0LW.
27th. January 2015.



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

Planning Application : NYM/2014/0819/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 2013 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,

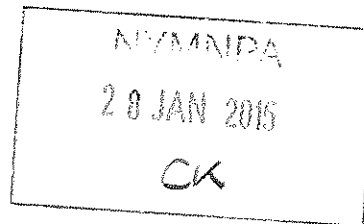
Mark Hammond.

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

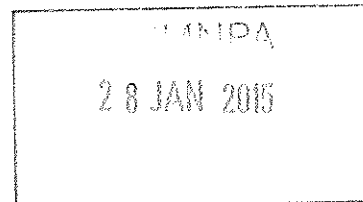
26th January 2015

Appendix 1.

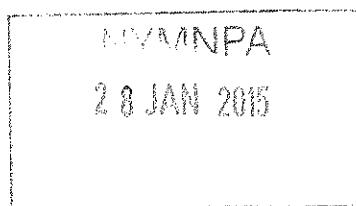
Application Conflict North York Moors Planning Authority Core Policies & Development Policies

- **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,
Langdale End,
Scarborough,
YO13 0LL.



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.

3 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 lying 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.

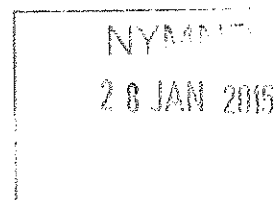
6.7 Sustainable Development

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 NYM/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 of 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_{Aeq}. When this noise level is related to a generalised background level of say 30dB_{LA90}, 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.

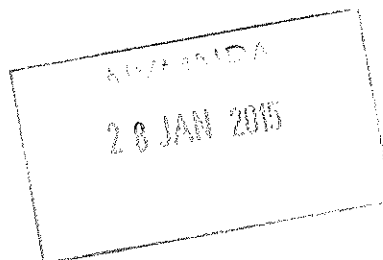
Distance from source influences sound levels at the receptor, as does the local topography.

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.



(HS)

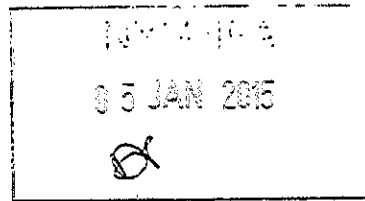
NYMNP
06 JAN 2015
OX
Howden Farm
LANE DALE ENY
YO13 0BN

Dear Mrs Saunders

I wish to register my objection to the proposed airfield at South Moor Farm. Ref. NYM/2014/0819/Ph
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 a lot of them in this area.
From Mr & Mrs FL
Marlett

(HS) Deepdale East
Bickley
Langdale End.
YO13 0LL.

Planning
NY MOOTS.



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 Choosing 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
8 5 JAN 2015

④ I have young horses, training
and resting 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.

⑦ 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.

