

From: tony yarnold
Sent: 26 November 2015 12:52
To: Planning
Subject: NYM/2015/0781/FL

Dear Mrs.Saunders,

I write in support of the above application.

I fly a small single engine aircraft purely for recreational purposes & have seen a number of general aviation airfields close over the past few years so it is encouraging to see that someone is prepared to try & reverse the trend, albeit with a very modest airstrip. From my experience flying to similar farmstrips, with consideration from users (which would almost certainly be few), no nuisance is caused & in fact many neighbours are unaware of the activity.

I hope the Committee will give sympathetic consideration to this application & not be over-influenced by the oft heard "nimbyism".

Yours truly,

Tony Yarnold
7 Sycamore Close,
East Barnet,
Herts.
EN4 8AQ

26 NOV 2015



Wendy Strangeway

From: planning@northyorkmoors.org.uk
Sent: 26 November 2015 14:31
To: Planning
Subject: Comments on NYM/2015/0781/FL - Case Officer Mrs H Saunders - Received from Mr John Walker at 6 Orchard Close, The Beeches, Uppingham, Rutland, LE15 9PF

I fully support this latest planning application made on behalf of Mr R Walker for an airstrip and flight planning/reporting office at South Moor Farm. For the avoidance of doubt, I am not related to Mr R Walker and my interest in the application stems from a life-long involvement in aviation as a member of the RAF; employment in aerodrome management; as a private pilot as well as being an active member of the Aircraft Owners and Pilots Association.

The current application is a further revised scheme to the previous applications (NYM/2014/0435/FL and NYM/2014/0819/FL) both of which were refused by the Park Authority and then subject in both cases to an appeal (references APP/W9500/A/14/2212850 and APP/W9500/W/15/3007950 respectively). All of the applications in question have two elements; the provision of an airstrip and the provision of related buildings. Although both appeals failed they did not do so in respect of the provision of the airstrip (the details of which have remained unchanged), only in respect of the proposed aircraft storage building. Since both of the Inspectors in their independent capacity and with full knowledge of National and Local Planning Policies have concluded that the aviation aspects of the application are not in conflict with these Policies, the Park Authority has no grounds to refuse the current application from the aviation perspective. In deference to the two Inspector's previous findings, the current application does not include an aircraft storage building but retains the flight planning office which is similar to a garden shed that would ordinarily not require planning permission except that it is not intended for domestic use and is located in a National Park. The Inspector in the second appeal (APP/W9500/W/15/3007950) decision letter at paragraph 7 commented as follows on this building:

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

In the light of this statement, the Park Authority has no grounds to refuse the current application in respect of the proposed building.

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

Comment Type is Comment

26 NOV 2015
(Handwritten signature)

Planning

From: John Dewar
Sent: 30 November 2015 08:50
To: Planning
Cc: Nigel D'Arcy
Subject: RE: NYMNP A NYM/2015/0781/FL Consultation Letter

Dear Christopher,

I have checked with my project manager and we believe that the risks are extremely low as a) there is considerable between the two sites and b) we are not planning to flare as part of our normal operation. The only flaring that we can envisage is when we production test the well and that is for a limited period of time. This event would be planned well in advance and could be co-ordinated with flight activity. In saying this I would like to check that the flight path of all air traffic should be directed away from the well site, not only because of the flare, but because of the other low probability event of planes potentially crashing into the forest/well pad area.

Regards

John

30 NOV 2015



From: Planning [<mailto:planning@northyorkmoors.org.uk>]
Sent: 25 November 2015 12:39
To: John Dewar
Subject: NYMNP A NYM/2015/0781/FL Consultation Letter

Dear Mr Dewar

Please find attached a Consultation letter for the above application from the North York Moors National Park Authority. The Officer for this application, Mrs Hilary Saunders, has deemed it necessary to contact you as concern is being expressed regarding the over-flying of the Ebberston Moor Well Site and we would be very appreciative of the submission of any comments in relation to this matter.

If you have any questions on the content of the attached letter, please feel free to contact the Authority.

Yours sincerely

Christopher Knowles
Planning Administration Technician

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

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

Please note, the National Park Authority brought in new pre-application enquiry services on 1 April 2015. Full details of these services can be found at www.northyorkmoors.org.uk/planning/pre-application-advice.



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30 NOV 2015



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Bickley Heights
Bickley, Langdale End
Scarborough
North Yorkshire
YO13 0LL
27 November 2015

Reference; South Moor Farm, Langdale end, Scarborough. Change of use of land to form 2 grass runways, extension to existing access track and construction of and pilot restroom.

Reference No: NYM/2015/0781/FL

Dear Mrs Saunders,

I wish to object most strongly to the above application


Yours faithfully,
Graham Dixon.

30 NOV 2015



Planning

From: graham cooper
Sent: 29 November 2015 14:20
To: Planning
Subject: Planning Objection - NYM/2014/0819/FL

Dear Mrs Saunders,

Once again, we wish to object very strongly to the planning application to build an airfield at South Moor Farm, Langdale End (Application number NYM/2014/0819/FL). Our objections are largely the same as before (Application 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

30 NOV 2015
D

Danielle Salvadori,
9 Castle Terrace,
Scarborough
YO11 1QX

Norman Cooper

374 Scalby Road
Scarborough
YO12 6ED

Christopher Knowles

From: Julie Dixon
Sent: 03 December 2015 15:09
To: Planning
Subject: NYM/2015/0781/FL

Bickley Heights,
Bickley,
Scarborough,
YO130LL.

03.12.15.

03 DEC 2015

CK

Dear Sir or Madam,

Re: NYM/2015/0781/FL
(revised scheme to NYM/2014/0819/FL)

I am writing to inform you of our strong opposition to the proposed aerodrome at South Moor Farm, YO13 0LW. An aerodrome of any size or 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 this sensitive and 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 and visitors choose to spend time in this quiet, unspoilt, rural area.

An aerodrome would compromise the peaceful enjoyment of residents and visitors alike. 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,
Julie Dixon

Christopher Knowles

From: planning@northyorkmoors.org.uk
Sent: 03 December 2015 15:14
To: Planning
Subject: Comments on NYM/2015/0781/FL - Case Officer Mrs H Saunders - Received from Mrs Ruth James at 35 Ryndle Walk, Scarborough, YO126JT

I oppose this planning application because this is not an appropriate use of land within the national park. I and many others, including tourists, visit this area for quiet recreational activities such as walking, cycling and birdwatching. Aircraft will disturb the area with their inevitable noise. They could also disturb the wildlife.

The moors are already blighted at times by illegal use of vehicles. Please do not allow aircraft to disturb the peace for many miles around.

Comments made by Mrs Ruth James of 35 Ryndle Walk, Scarborough, YO126JT
Preferred Method of Contact is Email

Comment Type is Comment

03 DEC 2015
CK

HIS ✓

Christopher Knowles

From: Front Desk on behalf of General
Sent: 04 December 2015 10:13
To: Planning; Hilary Saunders
Subject: FW: Attn. Mrs.Saunders Planning application NYM/2015/0781/FL

From: Glynis Ludkin
Sent: 04 December 2015 09:52
To: General
Subject: Attn. Mrs.Saunders Planning application NYM/2015/0781/FL

04 DEC 2015
CK

Dear Mrs.Saunders,

I wish to register my objections to the planning application NYM/2015/0781/FL. I was very disappointed that the previous appeal was turned down on the size of buildings only and that the very real impact on the environment and residents of this rural community situated in a National Park are apparently irrelevant.

*As a resident in one of the properties almost under the flightpath of aircraft coming and going I have serious and valid concerns about the noise nuisance. The geography of the valley below Southmoor Farm is such that sound appears to be amplified. I am able to hear cyclists talking as they progress along the road opposite us and the rutting season in the forest across the valley sounds rather like Jurassic Park. I believe that the proposed airfield would be seriously detrimental to our quality of life.

*I do not believe that the proposed airfield has any place in a National Park. My understanding of a National Park is that it aims to protect the environment and landscape against inappropriate development. There is already provision in the NYNP for those interested in flying - the well established centre at the White Horse. This predated the National Park I believe.

*We already have quite high aircraft movement in this area. The RAF often have training aircraft in the area, to which I have no objection. Helicopters can be very noisy and bring one out of the house as they fly low and pass over slowly. The vibrations can also be felt in the house at times. We do not need or deserve to have more inflicted on us.

*Over the year there are a number of potentially disruptive and noisy events in the Park. The pop concerts, car and motor cycle rallies are not our 'cup of tea' but they occur only two or three times a year. Like the wonderful Tour of Yorkshire they are inclusive and can be enjoyed by the general public and residents alike. The proposed airfield would cater only for an exclusive group of hobbyists, whilst having a negative impact on the area.

*As a resident of the National Park I accept the various restrictions which this imposes. In addition we have no mains gas, mains water, streetlighting or Wifi. But in exchange we live in a beautiful and tranquil place and expected that it would remain so. The Park is not a museum, but some activities, such as the proposed airfield are simply inappropriate.

*Many of the residents in the Langdale End area keep horses and are keen and regular riders. The bridle paths criss-cross the forest and a number, one in particular, are very close to the proposed runways. As the airfield would have unscheduled flight times there is a very real possibility of a horse being spooked, resulting in a serious accident. The activities of a number of riders, some having lived here all their lives, would be curtailed.

*The applicant claims that the airfield would benefit the community. This puzzles me and my neighbours who cannot understand how this benefit would manifest itself.

*Finally, we live in a fairly isolated community where neighbours rely on one another. The applicant claims to have informed close neighbours, but we have never been contacted or given any information as to the future plans for development should the application be successful. I believe the applicant must be well aware of the negative impact on neighbours.

When we arrived some years ago we understood this to be the 'quiet area' of the forest where riding, cycling and walking were the main recreational activities. As a result we are at a loss as to why this application was not dismissed by the appeal process.

Mrs.Glynis Ludkin
Spring Farm,
Langdale End
Bickley
YO13 0LL

- 7 DEC 2015

W...dy Strangeway

From: planning@northyorkmoors.org.uk D
Sent: 06 December 2015 22:28
To: Planning
Subject: Comments on NYM/2015/0781/FL - Case Officer Mrs H Saunders - Received from Mr Nigel Blades at 178 Lionel Road, Brentford, Middlesex, TW8 9QT

Dear Sir or Madam,

We wish to repeat our objections from the previous application NYM/2014/0819/FL, for this revised scheme, which is only changed in terms of the storage building being removed.

Our family regularly enjoy walking and visiting the National Park and value it highly as an area of great natural beauty:

While visiting family in Yorkshire or on holiday we regularly walk in the Dalby Forest area of the North Yorkshire Moors National Park. As a family of walkers who enjoy the peace and quiet of the countryside, we are opposed to this planning application, which would lead to an expansion of light aviation in and around the National Park.

Nearer to home, we often walk in the Chiltern Hills in Buckinghamshire. On a clear day the sound of light aircraft flying overhead is a constant presence, reminding you that you are in busy south-east England.

The North York Moors National Park is one of the last wilderness areas in England and it would be a great shame if its special qualities of tranquility and wilderness were to be affected in the same way. The impact of even low level aircraft noise on tranquility should not be underestimated and is not captured by studies of decibel levels on landing and take-off.

The maximum 20 take-offs and landings proposed in a single day are likely to occur at holiday times and weekends and would involve flying over the National Park, disturbing the enjoyment of the Dalby Forest area by walkers, cyclists and horseriders, as well as local residents.

The application report asserts that the area is already subject to military flying. We have very rarely heard military jets fly overhead whilst walking in the Dalby Forest area. On the rare occasions this has happened, the noise of the fast-moving aircraft is over in seconds, whereas our experience in south-east England is that the constant buzz of slow-flying light aircraft is far more disturbing to the natural soundscape of the countryside.

Light aviation may have its place in the countryside but please don't encourage its expansion in the National Park.

Yours faithfully,

Nigel and Julia Blades

Comments made by Mr Nigel Blades of 178 Lionel Road, Brentford, Middlesex, TW8 9QT
Preferred Method of Contact is Email

Comment Type is Comment

Wendy Strangeway

From: Donna Magson on behalf of General
Sent: 07 December 2015 11:56
To: Hilary Saunders; Planning
Subject: FW: For the attention of Mr M Hill & Mrs H Saunders
Attachments: Local Residents Opposition Plan letter to NYMPA, Forest Enterprise..docx

Donna Magson
HR/Administrative Assistant
Corporate Services

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

☎: 01439 772700
✉: d.magson@northyorkmoors.org.uk
🌐: www.northyorkmoors.org.uk

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07 DEC 2015

From: Joan Roberts
Sent: 07 December 2015 09:12
To: General
Subject: For the attention of Mr M Hill & Mrs H Saunders

Please find attached our objections to the latest application by Mr R Walker of South Moor Farm, Langdale End, Scarborough.

Mr M Hill

Head of Development Management

NYMPA

The Old Vicarage

Bondgate

Helmsley

York

YO62 5BP

07 DEC 2015

Dear Mr Hill

South Moor Farm Airfield Planning Application NYM/2015/0781/FL

Following the outcome of the previous Applications and the Appeals decisions by the Planning Inspector residents are deeply disappointed about the inability of the North York Moors Planning Authority to stop the detrimental effect the operation of this facility will have upon the peace and tranquillity, flora and fauna in the immediate area and surrounding parishes. Residents are concerned that both Appeals Inspectors failed to recognise the considerable number of objections and evidence provided for the initial Application relating to the Sandford Principle and the requirement for this to be enforced as it was evident that such a development would put that principle to the test. We are particularly concerned that the last Appeals Inspector's report dismisses important issues such as environmental preservation for fauna and flora, and for historic sites as irrelevant to the application. Surely the very role of the Appeals Inspectors is to ensure that such matters are seriously considered and protected.

Residents are extremely concerned that the operation will be allowed to exceed the stated purpose and the frequency/intensity of the aeronautical activities will quickly get out of hand, irretrievably. It is recognised that the Planning Authorities have no power to control the operation and due to the remote location and because of this residents feel it to be most compelling and urgent to challenge and stop the development from being realised.

We recognise the roles, remits and limitations of those involved in both the NYMPA and Forest Enterprise and feel we, as a residents group, wish to join with the Planning Authority to ensure that we work as a single entity to protect the very special environment we enjoy and to find ways in which we can stop potentially unmonitorable and uncontrollable developments and allow Dalby Forest and its environs to continue to attract many users and visitors who enjoy the peace and tranquillity originally foreseen by Lord Sandford and those responsible for creating the National Parks.

In response to the latest application we resubmit the same objections as were raised before:

07 DEC 2008

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

07 DEC 2015

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.

07 DEC 2015

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 NYMPA Core Policy A1 and Section 62 of the 1995 Environment Act and the group requests that NYMPA 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

07 DEC 2015

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.

07 DEC 2013

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

07 DEC 2015

Welby Strangeway

From: C LANGLEY
Sent: 07 December 2015 14:46
To: Planning
Subject: Application NYM/2015/0781/FL In respect of change of use of land to form 2 grass runways and construction of pilot/restroom building at South Moor Farm Langdale End

Dear Sir

07 DEC 2015



Thank you for your letter of 16th November.

I wish to object to the above planning proposal. This proposal has been refused twice and rejected on appeal twice.

I believe it to be a totally inappropriate use within the National Park. It will create noise and disturbance both to users of the National Park including those using the public footpath across the site as well as causing disturbance to residents of adjoining villages such as Bickley and Ebberston. Aircraft approaching or taking off from the airfield will pass over Ebberston thereby adding considerably to noise which we already accept from RAF aircraft training over the area.

Although the applicant states that there will be no more than 20 aircraft movements per day that is not included as part of the application which does not limit the number of movements. If a condition to that effect was to included as part of any approval I would question whether it could be effectively monitored and enforced. The temptation to allow a few more aircraft in would always be there. Further if it was to be limited to 10 landings per day that is hardly going to make a noticeable contribution to visitors to the Park as argued by the applicant.

Moreover whilst the applicant states that there will be no maintenance building as included in previous applications it is still referred to in supporting documents with the application and would still appear to be in the applicant's mind.

Once the principal of having an airfield on this site is established it will be increasingly difficult to control its future development and expansion of activity.

No evidence of a lack of suitable sites outside the National Park has been produced and I would argue that the development at this site is both unnecessary and seriously detrimental to the amenity of the area.

Ebberston Parish Council is objecting to the proposal and I would support them and urge the Park Authority to continue to resist this inappropriate development.

Yours faithfully

Colin G Langley

107 Main Street
Ebberston

Scarborough
YO13 9ND

(1)

Wendy Strangeway

From: Donna Magson on behalf of General
Sent: 07 December 2015 11:55
To: Hilary Saunders; Planning
Subject: FW: South Moor Farm Ref NYM/2015/0781/FL
Attachments: Airstrips.pdf

Donna Magson
HR/Administrative Assistant
Corporate Services

North York Moors National Park Authority
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From: Chris Levings
Sent: 05 December 2015 11:21
To: General
Subject: Fwd: South Moor Farm Ref NYM/2015/0781/FL

07 DEC 2015
DV

Dear Mrs Saunders

I am writing in support of the South Moor Farm Airstrip

I am myself a recreational pilot based in Northampton flying mostly ultralight fixed wing aircraft. Scarborough, Whitby and surrounds are my favourite leisure destinations and have access to a flat in Scarborough

If the airstrip was given permission I would use local bed and breakfast amenities for local cycling and walking holidays in Dalby Forest

The authority may be concerned about the possible impact the airstrip may have on local wildlife and the general peace and quiet of the immediate area to the air strip, as an experienced pilot of many years I would say that due to the short runways, approach and departure restrictions you will find use of the strip limited to short take off and landing aircraft which in themselves are usually small, light and quiet, limited to maximum take off weight of approximately 450 - 550kg

This two seater weight limit is achieved by using ultra light composite construction and noise compliant modern lightweight engines - typically the 4 cylinder horizontally opposed Rotax 912 engine produces EASA certified engine noise of 67.5dB(A) in the take off roll which lasts no more than a few minutes - I understand this is less than a motorised

lawn mower - and much much less than this in the landing, engine idle configuration
In the over head preparing to land the engine is typically at idle which produces virtually no noise at all - a wisper
Many UK and European airstrips have noise abatement and movement restrictions in force

One of my favourite airfields further south is the historic WW1 - Stow Maries Airfield near Southend, famous not just because it is the only remaining operational WW1 airfield but also for its resident wild life conservation - see

<http://www.stowmaries.org.uk/wildlife/>

In its isolated position Stow Maries had become derelict over the years before restoration started a few years ago - during the desolation years from the end of WW1 until a few years ago many rare and protected species of wildlife took up residence there and was a condition of planning to again make the airfield active that the wildlife be protected - this is completely evident from the wonderful wildlife activity which can be watched any and most days at Stow Maries

Being the only WW1 airfield still in use Stow Maries Airfield is visited and used by old historic classic aircraft - these are much heavier and much noisier (unsilenced) than the aircraft I would expect to use South Moor based on landing and take off runway length alone for heavier machines - heavier and thus noisier machines simply would not get airbourn

I have also attached a pdf document giving other examples of airstrips situated in National Parks - albeit in Canada - a country well known for its love and protection of all things natural including wildlife

I do hope you will support and permit this development, I would be happy to demonstrate landing and take off at the strip to alleviate your possible concerns over impact and noise from the small number of aircraft I believe would visit

Yours Sincerely

Chris Levings

07 DEC 2009



Airstrips

Backgrounder: Banff & Jasper National Parks

A Need for Change

The Government of Canada recently reversed an earlier decision to close the Jasper and Banff airstrips.

Background

- An independent Air Safety Risk Assessment determined that closing the airstrips in Banff and Jasper jeopardizes safety, increasing the risk to pilots.
- The Government of Canada is not prepared to accept this level of risk and has decided to re-list both airstrips in the *National Parks Air Access Regulations*.
- Banff's airstrip is located in an important and sensitive and wildlife corridor. In support of the restoration of the wildlife corridor, Parks Canada will restrict access at the Banff airstrip to emergency and diversionary landings; no recreational landings will be permitted.
- The Jasper airstrip is located in a wider valley and the ecological consequences of recreational aircraft are not as serious. Emergency, diversionary and recreational landings will be allowed in Jasper.
- Ecological restoration near the Jasper airstrip includes prescribed burns to restore forests and grasslands, control of non-native vegetation, and reducing wildlife mortality on roads and the railway.
- Commercial use of both airstrips will continue to be prohibited.
- Parks Canada will complete the regulatory, environmental assessment and other processes required as a result of this decision.

Existing Management Plan Direction

Banff: Section 6.2.2.1 and 2.5.3 Close the airstrip and restore it to its natural condition.

Jasper: Section 6.4.13 Carry out a comprehensive study with the intention of closing the airstrip.

Considerations

- Given the government's decision, public input is not being sought concerning the re-listing and uses of the airstrips.
- Parks Canada is seeking the public's views on managing approved use of the airstrips. This information will help define the parameters for use and provide insight for amending the regulations.
- Future environmental assessments for both airstrips will include public consultation.

Proposed Management Parameters: Banff Airstrip

- Maintain the existing 915 m by 58 m turf runway, the windsocks and the one-metre high pylons and runway markers; replace as required.
- Supply tie-downs in keeping with the use of the airstrip for emergency or diversionary landings.
- Remove the two dilapidated open-front hangars.
- Remove the three unused above-ground fuel tanks, which do not meet current federal or provincial regulatory requirements; clean up any contamination; do not provide on-site fuelling.
- Mow and plow the airstrip as needed for safety.
- Following an environmental assessment, grade the runway as required for safety.

07 DEC 2015

- Limit facilities – no new infrastructure, washrooms or vehicle parking.

Proposed Management Parameters: Jasper Airstrip

- Maintain the existing 1216 m by 46 m turf runway, the windsock and the one-metre high pylons and runway markers.
- Maintain the two existing tie-down systems, with a maximum capacity of 15 aircraft.
- Consider modernizing and more clearly defining the aircraft parking/tie-down area.
- Maintain the current size of the existing vehicle parking lot.
- Remove the unused fuelling facility, which does not meet federal or provincial regulations; reclaim any contaminated land. Fuelling facilities will not be replaced due to cost and environmental considerations.
- Allow current independent on-site refuelling methods to continue.
- Maintain the existing pilot registration building and telephone shelter; consider minor modernization or replacement within a similar footprint to address issues of effectiveness and security.
- Replace existing pit toilets with one unisex, pump-out pit toilet similar to those used in day-use areas.
- Limit facilities - no new infrastructure.
- Mow turf, already heavily grazed by elk and deer, as required for safety.
- Continue winter maintenance on an as-needed basis, to ensure safety; winter recreational use is not proposed.
- Following an environmental assessment, grade the runway as required for safety.
- Restrict private, recreational use to aircraft of 12,500 [metric?] pounds or less.
- Continue to prohibit chartered and/or commercial aircraft, irrespective of class.
- Permit the airstrip to operate only from dawn to dusk.
- In keeping with the *National Parks Air Access Regulations*, require permits for landing and use.
- Determine specific protocols and procedures for administering airstrip use; examine standard practices at northern national park airstrips.
- In addition to requiring a park pass, evaluate the appropriateness of charging a fee that is consistent with the industry standard for each landing, parking and takeoff cycle/sequence, to recover the cost of a service that is of a personal benefit. Any proposal for a user fee would be subject to the *User Fee Act*.
- At the Superintendent's discretion, occasionally close the airstrip as required for environmental protection. For example, the airstrip may be closed for a short time if a wolf pair denned close-by. Pilots would be informed of a closure when they requested permission to land a private aircraft for recreational purposes. Emergency landings would remain available at all times.

Future Directions

Parks Canada welcomes public comments on the following proposed direction for the revised management plan.

Banff National Park

- Re-list the Banff airstrip in the *National Parks Air Access Regulations*.
- Allow emergency and diversionary landings only: no recreational landings will be permitted.
- Continue to prohibit commercial use of the airstrip.

- Include parameters governing emergency and diversionary use of the airstrip in the management plan as appropriate.

Jasper National Park

- Re-list the Jasper airstrip in the *National Parks Air Access Regulations*.
- Allow emergency and diversionary landings and recreational use.
- Continue to prohibit commercial use of the airstrip.
- Include parameters governing emergency and diversionary use of the airstrip in the management plan as appropriate.

07 DEC 2015

Dawn Paton

From: Chris Levings
Sent: 08 December 2015 14:42
To: Dawn Paton
Subject: Re: NYM/2015/0781/FL

Thanks Dawn

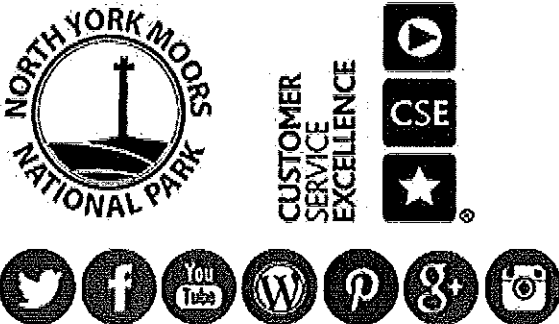
My full postal address is

115 Percy Green Place
Ullswater
Huntingdon
Cambridgeshire PE29 6TZ

Christopher Levings

08 DEC 2015
D

On 08/12/2015 13:26, Dawn Paton wrote:



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www.northyorkmoors.org.uk

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Christopher Knowles

From:
Sent: 10 December 2015 11:45
To: Planning
Subject: Application NYM/2015/0781/FL

10 DEC 2015
D

Application NYM/2015/0781/FL

Change of use of land to form 2 no. grass runways and construction of pilot/restroom building (revised scheme to NYM/2014/0819/FL)

I wish to object to the above proposal for the following reasons.

This is a development which is simply not appropriate to a National Park. This is, to quote, "a special place, forged by nature, shaped over generations – where peace and beauty rub shoulders with a rich history and a warm welcome" No mention there of noisy and incongruent airfields. The suggested number of aircraft movements of up to 20 per day would have a significant negative impact on the area.

There will be an increase in noise disturbance to the surrounding area and its villages. This unnecessary and should be resisted. Assurances are given that aircraft will "avoid flying directly over neighbouring properties." Having lived approximately 2 miles from a private airfield for some 30 years I can say with certainty that scant regard is paid by pilots to proper flight paths. They are rarely adhered to at the best of times and when wind/weather conditions are adverse they are ignored.

There will not be additional visitors to the area as a result of this proposal. Pilots will fly in, have a cup of coffee and fly out. Indeed the presence of this airfield is likely to have, if anything a negative effect upon visitor numbers.

Please reject this application.

Mr W. D. Johnson

Somersby,
4 Mill Lane,
Ebberston,
YO13 9NL

Fox W
Bickley
Langdale End
Scarborough
YO13 OLL
15 December 2015

21 DEC 2015

Your ref NYM/2015/0781/FL

Dear Mrs Saunders

We strongly object to the latest planning application for change of land use to form 2 grass runways and construction of a pilot restroom at South Moor Farm Bickley.

This introduction of an airfield and associated activities will destroy the peace quiet and tranquillity that makes this area very special and is now extremely rare in this country and is also totally out of keeping with the principles of the NYMNP

This revised application is confusing because the aircraft hangers are to be replaced by a pilot's rest room, does this mean that aircraft will simply land at South Moor and then fly off again or will they be parked on the premises and will they be re-fuelled there?

This appears to us that once any planning permission to fly aircraft in & out of South Moor is granted, then other applications to further develop this site will soon follow.

The area around Bickley offers lovely walks, amazing scenery and a rich variety of wildlife and is much appreciated and enjoyed by both locals and visitors alike. There is so little man made noise that any noise from light aircraft is very noticeable and intrusive.

We know from experience (Langdale Quest) that once permission is granted,, it is very easy for use and numbers to escalate and is extremely difficult to monitor and control'

In 2011 Ebberston Parish Council completed a Parish Plan, all households in the parish received a questionnaire including the residents of Bickley. One of the questions asked what we liked about the Bickley area and overwhelmingly this was the 'peace quiet and wonderful countryside'

We urge the NYMNPA to reject this latest application and help us to protect this very special area from intrusive and unnecessary disturbances.

Yours sincerely

Margaret & William Farey

-7 DEC 2015

ON

HOWDEN FARM^{HS}
LANGDALE END
YO13 0BN

DEAR MRS SAUNDERS,

I WISH TO REGISTER OUR
OBJECTIONS TO THE PLANNING
APPLICATION NYM 2015/0781/FL.
WE WERE VERY DISAPPOINTED
THAT THE PREVIOUS APPEAL WAS
TURNED DOWN ON THE SIZE OF
THE BUILDING, AND ALSO THERE
IS A GAS WELL NEAR BY, WHICH
COULD BE DANGEROUS, OUR FARM
IS IN THE FLIGHT PATH, & AND
WE HAVE A LOT OF ANIMALS
& HORSES, & ALSO ONE OR TWO
BRIDLE PATHS, WHICH ARE USED
BY CHILDREN ON PONIES. WE
ARE VERY DISAPPOINTED THAT
THE MAN IN QUESTION HAS NOT
BEEN TO EXPLAIN HIS APPLICATION

YOURS

MR & MRS L MARFITT

Northside Barn,
Birkley,
Scarborough.

20 NOV 2015

N. Jarvis YO13OLL CK

17 Nov. 2015

Dear Mrs Saunders.

How many more times
is this wretched man going
to be allowed to present
plans for his runways and
huge pilots building up on
South Moor?

Because I have no computer,
I cannot share in the rest of
Birkley Association's protest against
this man's plans. However I
will reiterate my objections.

① He claims to have the backing
of Birkley Residents Association, which

is rubbish, no one in Birkley
(13 houses) wants him or his air
field, so he's lying.

② I don't want any planes
taking off over me when I drive
along the forest drive past South
Moor Farm.

③ I don't want planes taking off
overhead when I am working
the fields around South Moor Farm.

④ Having the planes being tested
above the rail of Birkley is
rowdy enough, I don't want
any more noise created by him
and his mates or jay notes.

⑤ 'Viking' do not want to reopen
the gas plant along the Birkley-
Eborston road so there is no need
for a landing strip bringing
Viking Executives to the plant.

Yours very sincerely
Mrs J. R. Ramph