

Thirkleby High and Low with Osgodby Parish Council

Ref: 16/02240/FUL

Mr Andrew Thompson

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PROPOSAL: Change of use and external alterations of the engineering building to be used as a clubhouse and control tower, replacement of storage hangar to be used as engineering workshop and hangar, erection of a new tractor shed, erection of a new hangar, formation of a new access drive and the introduction of hard and soft landscaping. Works include the demolition of the existing clubhouse, control tower, hangars and storage buildings and partial demolition of one other hangar. Air Movements to be capped at a maximum of 8,787 per annum. Application is accompanied by an Environmental Statement.

LOCATION: The Airfield Bagby North Yorkshire YO7 2PH

On behalf of the residents of Thirkleby, the Parish Council would like to **object** to this planning application.

This proposal is almost identical to the application that was rejected by Hambleton District Council in 2010 and by the Planning Inspector on appeal in 2011. So if the proposal violated residents' amenity in 2010, it cannot be acceptable now.

At the "Community Consultation and involvement event" at the Airfield on 9th December 2015, residents made members of the airfield aware of the disturbance caused by the overflying of homes in Thirkleby. A pilot said that they do not need to fly over Thirkleby; however in the planning proposal there are no agreed flight paths to protect residents from this intrusive activity.

We are told that HDC do not have any control of aircraft once they are airborne however this planning proposal, if accepted, will increase air traffic using the facility which will therefore exacerbate the disturbance to residents.

The major concerns are:

1. Peak noise levels are unacceptable.
2. Over-flying of homes causes nuisance to residents, livestock and wild animals.
3. Larger noisy helicopters are now arriving more frequently.
4. Repetitive and annoying low level circuit training flying continues.
5. Helicopter training appears to have started again.
6. Continued hot-refuelling of helicopters.
7. Stunt flying has resumed.
8. Serious criminal drug activity was very disturbing which caused Thirkleby to be in "lock down" for three hours during a man hunt for a pilot.
9. Lack of, or no Control of, airfield activity by HDC or the airfield management.

10. No control on air traffic by composition, time of day, noise creation, numbers per day/week/month/year. After dark landing is very disturbing as aircraft circle very low trying to find the airfield.
11. Number of air movements now 8787 a number which has no legal historic validity and with no control, is a meaningless number. How will this be enforced or monitored?

Inspector Lewis concluded in 2014 in paragraph 131 of the 2013 Enquiry findings-

“In conclusion, the identified harm would not be adequately mitigated by the proposed planning conditions”. In the conditions submitted by Mr Scott, air movements were 7500 per annum excluding touch and go's and 230 per week and by HDC as 7044 per annum, 1174 per month, 270 per week and 38 per day. Now we have 8787.

It is very surprising that HDC are considering this new Planning Application when there are still two outstanding Enforcement Notices against the widening of taxiways and two mobile jet fuel tanks.

Over the last eight years Mr Scott has expanded this small club in to a commercial venture and continued to push the boundaries of planning law ignoring the rules in pursuit of personal gain with no regard to the disturbance imposed on local residents. Commercial activity such as this is out of place so close to residential homes and would be far more appropriate at centres with existing infrastructure such as Tees Valley Airport.

It is the responsibility of public servants to protect our environment for our residents, so please reject this planning application and help protect this special area of North Yorkshire for future generations.

Best regards

Richard Atkinson

Clerk to Thirkleby High and Low with Osgodby Parish Council.