

Thirkleby High and Low with Osgodby Parish Council

Bagby Airfield Planning Application Ref. 16/02240/FUL

Thirkleby Parish Council would like to make the following observations on behalf of residents:

Background Noise Level Survey, Thirkleby.

With reference to the document ref. 01798844, "Figure 7.2 Baseline Noise Survey Measurement Locations".

The location chosen to represent Thirkleby is 1200m away from the village of Great Thirkleby and 1500m from Little Thirkleby.

The position used to record background noise is only 200m away from the A19, the busiest road through the region, which in 2016 carried some 11,000 vehicles per day. (94 motorcycles, 8392 cars, 80 buses, 1912 light goods, 1017 HGV's) <http://www.dft.gov.uk/traffic-counts/cp.php?la=North+Yorkshire>

Both villages of Great and Little Thirkleby are no through road settlements so vehicular noise is extremely low; possibly a maximum of 100 cars per day.

Since peak noise from the airfield is the major problem for residents, the background noise data collected cannot represent the actual background noise experienced in the village.

This noise survey cannot be used to represent the true background noise level for Thirkleby.

Airfield's Proposed Code of Conduct.

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Section 1

4) Except in an emergency Runway 15/33 shall not be used.

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Runway 15/33 does not have planning permission and should not exist. Allowing it to be used in any circumstances will set a precedent.

Section 1

12) The Maximum number of Aircraft Movements on a Fly-In Day shall be 150.

13) No more than 3 fly-in days shall be permitted in any one year, each of which shall have been previously notified to the Council. The aircraft movements on a fly-in day are not included in the aircraft annual counts, but are subject to the restrictions in (1) above as to times.

Clauses 12 & 13 merely increase the annual number of movements by stealth from 8787 to 9237 and causes confusion.

Section 2

10) Quiet Periods – Bagby & Balk Parish Council can request quiet periods when all helicopter flights to and from the airfield will be banned save in relation to emergencies. Notice of such a quiet period must be given at least 1 month before its intended operation. (This is intended to cover particularly noise sensitive activities in the village such as weddings & christenings. In addition, if a quiet period is required for a funeral then if the period is specified only 24 hours notice need be given).

This clause should include all aircraft (fixed wing and helicopters), Thirkleby's All Saints Church and Thirkleby Parish Council.

Even though similar Codes of Conduct have been proposed by Bagby Airfield over the last nine years, none have been enforced. Residents still suffer noise disturbance by aircraft with daily over flying of their homes in Thirkleby.

What penalty will pilots or the Airfield suffer if the proposed code is broken?

What penalty will be faced if the flight paths are not followed?

What will happen if the daily number of aircraft movements is reached half way through the day? Will the airfield turn away landing aircraft?

What penalty will be imposed if weekly or annual aircraft movements are exceeded?

This Code of Conduct is totally unenforceable with no consequences to pilots or the Airfield if it is not adhered to.

Residents have noticed that flight numbers have been drastically reduced this summer. The airfield manager was made redundant in February 2017. This suggests that many of the flights over the last few years have been made by the ex-manager giving rise to exaggerated records of flight numbers over this time.

Residents are extremely concerned to hear that there were two aircraft accidents in 2016 investigated by the Air Accident Investigation Branch and reported upon in 2017. In one there was criticism that radio communication between the aircraft and the ground was not available and the second, that there was no threshold lighting to the runway for the night landing, lighting required by CAA standards. These accidents occurred even though a trained full-time manager was in place,

whereas now we understand that his replacement has no airfield operational experience.

The Airfield's business case does not stand up as the Civil Aviation Authority has suspended Graham Fox's maintenance licence; his business forms 50% of the Airfield's business case.

In summary, Thirkleby Parish Council **objects** to this planning application and the expansion of Bagby Aifield:

- The background noise survey for Thirkleby is not a true representation.
- Runway 15/33 does not have planning permission and should not be used.
- The Code of Conduct does not consider the needs of Thirkleby residents.
- The Code of Conduct is unenforceable.
- The aircraft movements are unrealistic; they have been based on inaccurate figures.
- Accidents have occurred when a qualified manager was in place. The Airfield owner is now quite happy for untrained people to run it showing a clear disregard for safety.
- The Airfield's business case relies upon Fox Engineering whose licence has now been suspended.

Regards

Richard Atkinson

Clerk to Thirkleby Parish Council