

Planning Consultation Memo

Date	Planning Officer	Environmental Health Officer
04/07/18	Mark Peacock	Karl Riahi
Planning Application Number	Worksheet Number	
6/2018/1635/OUTLINE	WK/99239	

Address: Historic De Havilland Grass Runway, Ellenbrook fields, Hatfield Buisness park, Hatfield, Herts

Application Details: Outline permission for the Change of Use of land to airfield with runway and support facilities

Considerations relevant to Environmental Health for this application

Noise from aircraft movements
Noise from activities on site including testing of aircraft
Noise from plant and equipment
Noise from events (Air shows etc)
Lighting
Contaminated Land

Description of site and discussion of considerations

Noise from aircraft movements

From experience, light aircraft movements can result in complaints from the public, especially when going over their properties during the summer months. When busy, this could be one every minute or two which would cause a clear loss of amenity.

There are mitigation measures available such as looking at flight paths, silencers, noise abatement zones (NAZs) and GPS tracking to ensure compliance with NAZs and flight paths.

However, outside of the planning regime a number of these options are voluntary due to noise from aircraft in flight being outside the scope of the powers granted to Local Authorities to investigate under the Environmental Protection Act 1990. If permission were to be granted then all available mitigation measures would be recommended to be placed on the application as requirements by condition.

The proposed circuit route provided in the planning statement suggests that using the proposed circuit for runway 02 would not go over residential properties noise sensitive areas. However, noise does not just go directly downwards, it spreads, leading to audibility away from the circuit. Deviations from flight paths can occur and will lead to higher noise levels and raise the likelihood of complaints.

The proposed circuit for runway 02 is promising in the regard that it may be possible to provide a circuit that does not cross over residential properties. What is not mentioned is the route that will be taken when the wind is in another direction, and runway 20 is used.

At this moment in time, we will require more detail on how noise disturbance to residents will be avoided.

Information which would be useful would be type of aircraft to fly from the site, the expected operating hours, how many flights are predicted per hour/day etc.

Noise from activities on site including testing of aircraft

Another area of concern are activities on site, such as movement of aircraft around the site, like helicopters and testing of engines etc. However, depending where this takes place on site could reduce the likelihood for complaints and options may be available to mitigate against this noise such as acoustic barriers or enclosures etc.

Noise from plant and equipment

There is also the potential for noise from plant and equipment, such as condenser units, vehicle lifts and pneumatics. This will need to be assessed, with the resultant noise level having to be 10dB below the background noise level at the nearest residential property.

Noise from events

Sometimes aerodromes are known to run airshows and other events which can lead to more noise from larger aircraft visiting the site, deviations from circuits and noise from PA systems and music. The potential impact of these events will also need to be assessed.

Lighting

It is unclear whether additional lighting is to be provided on site. This may have implications for the nearest residential properties if set up on tall masts. Any lighting on site will need to be assessed against the Institution of Lighting Professionals guidance and using vertical lux diagrams to evaluate potential light ingress into windows.

Contaminated Land

The Council's mapping system is showing potential issues on the land and surrounding area which will require further investigation.

For instance, there are sections listed as land disturbance and unknown filled ground where the runway is to cross and not far from the proposed club house.

Another section is also listed as having a previous use as military land. Part one of a phased assessment may show that these potential issues will not have an impact on what is proposed.

In addition to the risks to future users of the site, there is also the risk of contamination caused due to the proposed activities on site, for instance from fuel, lubricant and chemical leaks etc as it is expected that aircraft will need to be refueled on site and there will be a requirement for bunding and management controls to minimise this occurring.

Conclusion

At this stage, we cannot be confident that noise from aircraft will not result in a loss of amenity to residential properties in the area. It is therefore recommended that at this stage permission is refused until more detail is provided.

- Recommend planning application is permitted
- Recommend planning application is permitted but with conditions
- Recommend planning application is refused

Conditions and Informatives

N/A