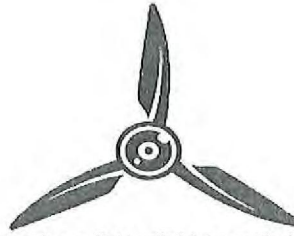
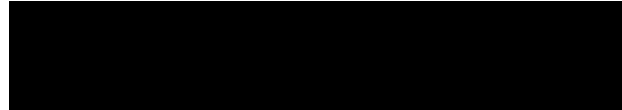


WELWYN HATFIELD  
03 AUG 2018  
PLANNING  
HAND DELIVERED



Welwyn & Hatfield Aero Club  
Unit 1-3 South Mundells,  
Welwyn Garden City



Mark Peacock BA (Hons) MSc

31/07/2018

Principal Development Management Officer

Welwyn Hatfield Borough Council

Dear Sir,

Thank you for your recent letter with regard to ref 6/2018/1635/OUTLINE.

Please can you clarify why the local Government planning portal History section does NOT include application 6/2015/2043/OUTLINE. This clearly has a significant impact on the application I am progressing and funding. I enclose a print out from the planning portal to illustrate this point.

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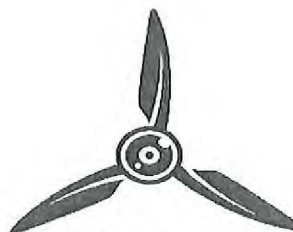
You have kindly pointed out that in my first letter, where I made reference to S6/1999/1064/op, which included within the description of the proposal an "aviation heritage centre" that the outline planning permission expired on 29 December 2015.

I have been advised that when a planning application is granted and started ie: forks in the ground so to speak then it's live, and will remain live until completed. This is the clue in that the University Campus and Business Park building is still on going to this day. Please could you clarify at what date this planning application was considered complete/finished?

I am fully aware, thank you, that there is an aviation Aircraft Museum 5 Miles away. However it is not on the Historical de Havilland site. As such the de Havilland museum might as well be in Paris because it's not the museum that was promised and agreed on as part of the original planning application on that part of the land. The developers have not fulfilled their obligation to build a heritage museum on the this site that they have built all the other items that were part of the same planning application and still in progress of completion. It is irrelevant if there is a museum 5 or 10 miles away. Putting a few signs up does not make a heritage museum so the developers have done a very poor job in fulfilling their obligation to the community and meeting the planning permission granted.

But thank you for pointing that out. In reply to your Questions I have the following.

Cont over:



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## NOISE ASSESSMENT.

### Point 1.

Our initial forecast for the number of aircraft movements is based on a level that would allow a feasible aviation business and flying school without over utilisation of the airfield circuit. Discussions carried out with other airfields and operators lead us to a number of 28 Movements per day on average.

Where one movement is a take-off, as landing aircraft generally are gliding and their noise profile is negligible. This numbering system was adopted by Cambridgeshire Council.

### Point 2.

Predicted number of helicopter movements is on average 8 per day.

**A Point on note.** We are talking light aircraft and if cloud cover is bad ie, no Horizon or a windy day then no flying will take place. As with Panshanger some weeks there was no flying at all.

### Point 3.

All aircraft would be light aircraft below 5700kg with piston engines or 6010kg for the new generation electric aircraft for the flying school as per

[www.siemens.com/press/en/feature/2015/corporate/2015-03-electromotor.php?content\[\]=Corp](http://www.siemens.com/press/en/feature/2015/corporate/2015-03-electromotor.php?content[]=Corp)

A tiny percentage of light turbine aircraft may occasionally visit. In total movements these would amount to less than 1%.

### Point 4.

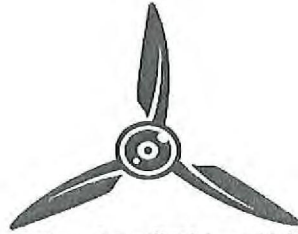
Refuelling operations will have no significant noise impact.

The fuel installation is to be located on either a mobile secured storage bowser or a well-positioned point at a safety area. This will be as far as possible from any residential buildings as site planning allows and under recommendation of the fire brigade safety officer.

### Point 5.

The repair/aircraft maintenance and cleaning will have a similar noise impact commensurate with the surrounding light industrial units of the area. We are aware of the Yodel & Parcel force HGV Reversing Beepers at 113Dp.

Location of a maintenance shop would be carried out sympathetically considering residential neighbours.



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#### **Point 6.**

Taxi & Engine Testing. The scale of operations with the maintenance and airfield operations will ensure noise levels are at a minimum. The maintenance shop will carry out less than 8 operations a week and aircraft taxiing will be around the perimeter of main grass runway, located the largest distance possible away from any residential areas that the site planning will allow. **We believe the traffic noise on the main road between the site and Ellenbrook housing makes more noise as shown in our outline planning application (especially compared to modified cars and motorbikes that pass regally).**

**Point on note.** A run up area is planned. This will be surrounded by butts, trees and shrubs further muffling any noise migration.

#### **Point 7**

our impact assessment is based on a scale of operations that would allow minimum noise impact directly and surrounding the airfield but also allow a successful diverse aviation centred business.

The airspace above and surrounding the de Havilland/Ellenbrook fields site is classified as open airspace. So at present there is no direct control over aircraft movement in that airspace. This results in commercial jets regularly using this airspace. As an operational airfield a new traffic control zone will be implemented, allowing precise air traffic control above and surrounding the site. Commercial jets will no longer operate in this controlled zone thus reducing noise and emissions.

This allows us and the Council/Community to have an influence on aircraft movements so they can be guided clear of noise sensitive areas and made to comply with the most sensible routings to maximise neighbourly/community harmony. As you are aware the CAA are the governing body for all aircraft noise overhead in the UK and not local authority.

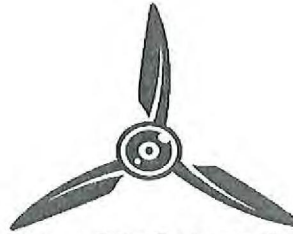
As for the impact assessment on the physical buildings the roof lines on modern aviation style buildings that we propose have lines not dissimilar to single story buildings. Even the largest hangers would not make an impact comparative with the size of building already allowed on the edge of the site.

Hangers will be very similar in scale to agricultural buildings that can be flat roofed or gable ended to keep side profiles at a minimum. Extensive tree and shrub planting will blend buildings into the surrounding environment. We will also install wildlife nesting boxes in all roofs and encouraging wildlife to the long grass areas.

The site will be of a design to draw the public to a nostalgic and well-presented environment. The buildings will be positioned on site to maximise the advantages of cover proximity and topography.

#### **Point 8**

Machinery and plant operations will be at the same level as agricultural and very light industry. Airfield maintenance and up keep is the same as parklands, sports fields and schools. The impact of which is no more than is already being carried out on the site (Arlington cut the long grass regularly) as fire risk.



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**Point 9.**

Noise from events.

During discussions with surrounding airfields we ascertained that the quantity of events and noise impact was in the region of 5 events per year. The quantity is easily compatible with events carried out by Hatfield house, Knebworth House and local fates, boot sales, carnivals etc.

For any major event we would apply for and abide by the usual regulations, for example, a performance licence.

Our current vision is to hold one major show a year to raise funds for local schools, local park play equipment and the air ambulance. We have experience in this area as we are currently involved with a show in Cambridge that raises 60-65k a year for Children In Need.

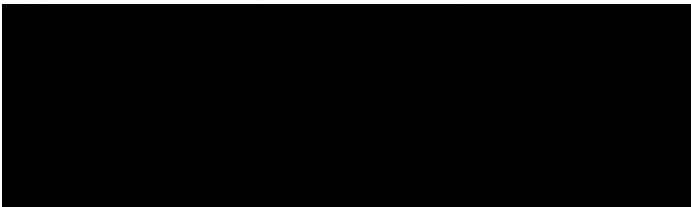
**To conclude the Noise Assessment** The scale of noise impact would be similar to other industry already next door on site and therefore as it is so minimal would have insignificant impact. For shows we will use the site areas furthest away from residential areas.

In reply to your response to my vision for an airpark with cycle/jogging paths and children's play area this is what I would like to create in the future. A suitable planning application will be applied for.

Over 10K people have signed up in support of the reopening of the airfield on the twitter account alone.

A copy of just one enclosed.

Point of note. The Council should take a look at Booker Aviation Wycombe Air Park the airfield, Council and Community all working together as a team. Please See attached info sheet.



Regards Colin Fitch

Hertfordshire

Hertfordshire





bookkeeping

Flying Clubs & Private Training

Commercial Training

Wymcombe Air Park

Engineering

Aviation 2017

## Wymcombe Air Park

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    - > Making a Noise Complaint
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## Joint Consultative Committee

The Wymcombe Air Park Joint Consultative Committee (JCC) provides a forum for the discussion of all matters concerning the development or operation of the aerodrome which have an impact on the users of the aerodrome and on people living in the surrounding area.

The Wymcombe Air Park JCC was set up in the mid seventies and is made up of representatives from the local communities, Wymcombe District Council and members of the aerodrome users. Over the years the following measures have been adopted after discussion between members of the JCC and Airways Aero Associates Ltd

The JCC comprises representatives from the following organisations:-

- Wymcombe District Council (WDC)
- Local Parish Councils (Great Marlow, Marlowden Lane End, Marlow Bottom, West Wymcombe)
- Devised members of Wymcombe District Council (Buckley & Cavers, Clouston Road, Greater Marlow, Hambleton Valley, Sandri)
- Airways Aero Associates Ltd
- Bomber Gliding Club
- Bomber Common & Woods Protection Society
- Bomber Aviation
- Helicopter Operators