
From:
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To: Planning Comments (SMDC)
Subject: Comment Received from Public Access

Categories:

Application Reference No. : SMD/2022/0275 Site Address: Land At Blythe Park Sandon Road Cresswell Staffordshire
Comments by: J.R.HoldcroftPrivate use

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Submission: Objection
Comments: NOISE AND POLLUTION

This application provides little information about the design of the helicopters or, most crucially, the engines to be used.

For the purposes of this objection, figures are based on the Bell 206B Jetranger II Helicopter, which carries four passengers plus one pilot, a similar description to that applied to the proposed helicopters

NOISE

Helicopters are exceedingly noisy and produce severe vibration, especially during take-off and landing procedures, which is, of course, when they are closest to the ground and closest to people and properties.

Road traffic noise varies from 45dB for light traffic to 70 dB for heavy traffic. Depending on the time of day, the noise level of road traffic varies between 45-70decibels. This increases for proximity, vehicle type and frequency, but falls just over the level that is seen to be 'healthy'.

By comparison, the Jetranger II helicopter is rated at 88dB average and can exceed 105dB during take-off. Each 10dB increase in decibel rating actually doubles the noise. 105dB exceeds the medically determined threshold for hearing damage and other medical problems.

Noise sensitivity is a specific predictor of psychological ill-health and may be part of a wider construct of environmental susceptibility. Noise sensitivity may increase the risk of psychological ill-health when exposed to road traffic noise. Noise annoyance may be a mediator of the effects of road traffic noise on psychological ill-health. The noise potential of helicopters is, of course, many times worse than traffic noise.

POLLUTION

The Bell 206B Jetranger II consumes on average 30 gallons of Jet A1 fuel per hour. The rate of consumption is greater during the take-off and landing procedures which is, of course, again when they are closest to the ground and closest to people and properties.

That pollution would be distributed across Cresswell at low level, to the severe detriment of the health of all residents and also the staff of other Blythe Park businesses. The Government and environmentalists are, quite rightly, increasingly concerned about the quality of the air we breathe and the affect of air pollution on general and pulmonary health.

CONCLUSION

This proposal would be to the severe detriment of the health, wellbeing, air quality and quality of life of all residents of Cresswell.

The centre of a small rural hamlet is clearly a totally inappropriate location for intense helicopter activity.

For this reason, amongst many others, I request the members of the Planning Committee to reject the application.

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