
From: planningcomments@staffsmoorlands.gov.uk
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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.Holdcroft

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Phone:
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Submission: Objection
Comments:

I sincerely hope that the Staffordshire Moorland District Council is not about to become the first planning authority EVER to be persuaded to approve, in the tiny rural hamlet of Cresswell, the creation of an intensely active Commercial Licensed Airport through the ‘back door’ route of Discharge of Reserved and Ancillary Matters.

The Civil Aviation Authority tightly controls every aspect of civil aviation through a series of Civil Aviation Publications (CAP), of which there are hundreds.

A few examples which refer to airports are:

CAP 2090J ‘Air Law

CAP 393 ‘Regulations made under powers in the Civil Aviation Act 1982 and the Air Navigation Order

CAP 1316 ‘CAA Safety Policy

CAP 168 ‘Licensing of Aerodromes

CAP 772 ¿ Wildlife Hazard Management at Aerodromes

CAP 778 ¿ Policy and Guidance for the Design and Operation of Departure procedures in UK Airspace

CAP 1164 ¿ Aircraft noise, sleep disturbance and health effects.

CAP 1378 - Airspace Design guidance. Noise Mitigation Considerations

CAP 1150 ¿ Guidance on delivering an effective Airport Rescue and Fire Fighting Service (RFFS)

CAP 699 ¿ Framework for the competence of rescue and fire fighting (RFFS) personnel

CAP 700 ¿ Operational Safety Competences ¿ A UK Code of Practice

CAP 738 ¿ Safeguarding of Aerodromes

CAP 748 ¿ Aircraft Fuelling and Fuel Installation Management

The Civil Aviation Authority document CAP 748 outlines the requirements for licensees to perform Hazardous Area Classification for aircraft fuelling operations and the storage of aviation fuel

CAP2284: UK Legislative Framework ¿ Towards Net Zero Aviation

Noise is regulated to varying extents at all UK airports. This can include noise limits and restrictions on operations. The specific restrictions will differ from airport to airport, reflecting the types of aircraft that operate there, how busy the airport is and what the flight paths are.

However, in order to assess the adverse impact of aircraft noise in the UK, government policy has established that the Lowest Observed Adverse Effect Level (LOAEL) is 51 dB for an average summer¿s day and 45 dB for an average summer¿s night.

This does mean that noise will be an important factor in planning decisions within that context.

CAP1506: Survey of Noise Attitudes 2014: Aircraft Noise and Annoyance

CAP1588: Aircraft Noise and Annoyance: Recent findings

The creation of a new, intensely active Commercial Licensed Airport would be a highly volatile and controversial planning issue, and severely detrimental to the quality of life, the health and wellbeing and the mental health of the current and future residents of Cresswell.

I request the members of the Planning Committee to refuse this application.

Thank You.

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