

**Diane Floy**

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**From:** Lyn Lyman [REDACTED]  
**Sent:** 25 January 2018 09:06  
**To:** planningcomments  
**Cc:** Cllr Ken Matthews; Cllr Sue Clark; Cllr Robert Morris  
**Subject:** Development of Cranfield Airport - CB/17/05862/Out

Good morning,

**Subject: Development at Cranfield Airport**

On behalf of Hulcote & Salford Parish Council we have the following observations on the recent planning submission for AirPark Facility at Cranfield reference CB/17/05862/out.

1. We note the application refers to outline Planning submission but the wording in the document requests Full Planning please clarify.
- 2.
3. Due to the reluctance of the owners representatives (**Turnberry Planning**) to engage with the local community, pressure had to be put on them from the local parishes to communicate the proposal. We note that the adhoc presentations that have been hastily arranged to the surrounding communities have all given differing accounts of the scheme in detail. This has led to concern on the accuracy of information submitted with this application. For example the figures presented regarding the number of flights and averages at peak times do not seem comparable inferring the data is not transparent.
- 4.
3. We are concerned with the number of Business Jet flights proposed and the move from propeller aircraft to jets as the noise patterns of these aircraft are completely different. The latter producing short loud blasts of noise rather than the balanced noise output of a propeller engine aircraft. The comparisons to other airports in terms of noise levels is sceptical as Cranfield is situated on a hilltop plateau and Salford is located at the bottom of the hill allowing the sound to be forced down ward towards the village rather than dissipating. We object to the use of jet aircraft on a daily basis.
5. There is concern over Night flights and what restrictions are in place, we understand it is with exception that night flights allowed rather than the norm. As mentioned above the representatives are giving conflicting advice on what is being requested, maybe 1 night flight per night. Although at the Cranfield presentation, they had said there would be no night flying unless in an emergency, although the proposal infers 24 hour operation.
- 6.
7. When asked, Turnberry Planning were silent on the matter of Helicopter flights to ferry the high end business users to and from the aerodrome. We see this as a major part of the business model due to the poor infrastructure network servicing the aerodrome. We strongly object to jet and helicopter use at the aerodrome.
- 8.
7. We are extremely sceptical of the transport assessments accompanying the application, it is a well-known fact that currently the journey time from Cranfield to the M1 at peak times of the day can take between 30 to 45 minutes but no mention is made in the assessment.

We believe the fundamental issues of noise, night flights and inadequate infrastructure in the surrounding area to serve the aerodrome needs to be addressed prior to the application being granted. Without a credible infrastructure strategy that links the scheme with the M1 it is not possible to agree to this proposal. In our opinion the Council should stipulate that an adequate infrastructure proposal needs to be implemented prior to any development at the Aerodrome taking place.

Regards – Lyn Lyman  
Clerk to Hulcote & Salford Parish Council

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