

North Crawley Parish Council

Clerk to North Crawley Parish Council
3 Folly Lane
North Crawley
Newport Pagnell
Bucks
MK16 9LN

8 February 2018

Central Bedfordshire Planning

Dear Sir/Madam,

CB/17/05862/OUT – Objection Letter

At an Open Public Parish Council Meeting held on 5 December 2017, a significant number of members of the Parish and Ward Councillors discussed in length the above planning application that had been brought to their attention.

As a result of these deliberations and other discussions within the wider area the Parish Council, on behalf of the people we represent, has resolved to strongly object to the proposals contained in the consultative document.

Our objections are based on a number of factors, namely:

1. Traffic through our village due to this application will completely transform our current situation for the worse; we currently have no speed prevention measures that would be able to cope with the increased traffic suggested by the estimate of cars and HGV movements that would be caused by this planning application.

No traffic management plan appears to be included in this application and, by putting the entrance to the development between Cranfield, Astwood and North Crawley, drivers will, by default, pass through those villages to get to that entrance point.

The village already struggles with traffic heading towards Cranfield University and nothing in this application mitigates any of these issues.

2. The proposal document does not adequately indicate the likely noise effect in our area. Only rough gauges have been used which show ideal scenarios which might not happen in practice. The proposed extension to the runway will increase the size of aircraft and, in the process, increase the noise levels dramatically.

No account has been taken of the overall effect of height, flight path, and frequency of aircraft both now and in the period under consideration. No values are indicated of the likely noise climate below the hold when in full use. There is the potential for multiple aircraft to be directly one above the other separated by 1000ft or one after the other. In the former case this would add some 8dB, almost a doubling of the perceived sound loudness to the noise level of a single aircraft at 7000ft. In the latter, assuming a 4-minute circuit, the peak sound of an aircraft would be heard every 30 seconds, with a duration of the same order. This would result in the sound of circling aircraft being heard continuously. At this

height, the sound of the aircraft would vary in frequency and time making it extremely noticeable.

The Parish Council would be grateful, if this application is ultimately approved, that it is stipulated that the new infrastructure links the university Campus/Air Park to the A421 Trunk Road. This would mitigate the traffic issues that will otherwise blight the villages not just in Milton Keynes but inside the Bedfordshire border too.

Members of the Parish Council would be grateful if this application could be submitted to a Development Control Committee for consideration and would be willing to send a representative to voice its concerns at that meeting if required.

Yours faithfully



Sheila Bushnell
Clerk to Parish Council