Gmail

Planning - <planning@adur-worthing.gov.uk>

AWDM/0814/23

1 message

[redacted] 29 June 2023 at 08:57

To: Planning - <planning@adur-worthing.gov.uk>

[redacted]

Could you kindly confirm receipt of this submission

AWDM/0814/23 Land East Of Shadwells Approval of Details Reserved by Condition 22 (helicopter circuits) of 09/06/2023 James Appleton Road At Mash Barn Est. Application AWDM/0021/22. Mash Barn Lane Lancing West Sussex

Dear Adur Planning,

This residents' Network's response, based upon the evidence so far submitted for the above application, is to most strongly object.

Essential information has not been put forward to indicate over which residential areas this proposed helicopter flight path will be overflying.

With the absence of this information, using the only document which shows this circuit, we have drawn to scale that pattern onto the plan of the existing Airport helicopter flight routes. These comments are based upon those findings. This document is attached.

The Western Leg of the circuit

This information shows what we understand to be the proposed routing of the circuit. The only conclusion we can come to is that, whilst the New Monks Farm residential areas will be no longer overflown, the noise and safety problems have been moved further to the west for the western leg of the circuit.

If this is the case, with the absence of this specific information, for reasons of noise and safety concerns, this will be totally unacceptable to the existing residents in these long established housing areas. In our opinion, the residential areas to be affected are

Manor Way/Manor Close/Old Shoreham Road/A27

Mash Barn Estate

Barfield Park/North Farm Road area

Widewater Ward western section south of the railway.

The Eastern Leg of the Circuit – Impact on Withy Community

Referring to the attached document, apart from being longer north to south than the existing route, this will still create noise and safety concerns for the new Withy Community site of 16 households.

As pointed out in our original submission for the withdrawn application **AWDM/0018/23,** there has been absolutely no consideration for the impacts on this community site which has been

[redacted]

transferred from its original location with its closeness to the existing and now the proposed new route which appears to be in the identical position to the existing one.

Re-routing this circuit has been a good opportunity to alleviate the excess noise and safety concerns for the residents of this relocated community. With what is so far evidenced, this has once again been overlooked.

We refer you to condition 44 of the decision notice of approval for the New Monks Farm hybrid application **AWDM/0961/17** within which was the approval to relocate Withy community.

This condition stated that the 'helicopter circuit shall be amended to avoid the new housing areas'. That must include the new Withy Community site of 16 dwellings. That, too, is a new housing area.

This proposed re-routing change fails to do that. Once again this community is being unfairly treated and this is the opportunity to put that right.

In this context, this condition also applies to the alternative circuit which is used when the fixed wing runway 07/25 is in use. This circuit also creates noise and safety concerns for the Withy community.

Questions to be answered to enable our further comment

1. We request that the applicant submits a plan to show precisely all the proposed residential overfly areas. This surely is essential for consideration by the planning committee.

2. If the above are to be the affected areas, what are the authority's plans to inform those residents to give them the opportunity to comment?

3.What consultation has been undertaken with the Helicopter operators? Are they supportive or otherwise? A statement of this consultation should be available as part of the evidence to assist in the consideration of this application.

4.If our understanding as above is the case, unlike the existing circuit, for the western leg, there will be no green land drop down space in the event of a technical problem - only built up areas which is a public safety concern. Particularly concerning where trainee pilots are involved.

5. For those potentially affected areas residents already are aware of the noise from helicopters when a pilot either flies off course or too low over them. If the above assumptions are correct, where is the data from a noise impact assessment? Has an Environmental Impact Assessment been carried out?

Obviously, the impacts are not acceptable for the New Monks Farm new build areas, hence the condition, so why should it be for those of the existing established community?

Conclusion

In the light of the paucity of evidence so far submitted we trust this application is planned to go to committee for approval and that the above requested information becomes available for further comment.

At this time Lancing Manor SE Residents Network strongly objects to this application proposal for the reasons stated above and reserves the right to comment further when answers to the above questions are available with supporting evidence.

It should be noted that the local community has endured significant disruption with the progress of the New Monks Farm development since its commencement in 2020 and if the above assessment of this proposal is correct, which we firmly believe it may be, further unacceptable disruption will be added to the detriment of the community.

Yours sincerely,

DW Freeman

[redacted]

Lancing Manor SE Residents Network

5 Manor Way

Lancing

BN15 0QU

[redacted]

CC LMSERN Members

PS Where is **James Appleton Road At Mash Barn Est.** which is shown in the application description?

New Helicopter Flight Path (2).pdf
1059K

New Proposed Helicopter Route

