

RE: Hadfold Farm Airfield & MM227 Land at Adversane. Kingswood Development. Meeting on the 20th October.

I note on the Agenda under iv. Delivery, The identification of any potential impediments.

I own and operate Hadfold Farm Airfield. The proposed developers have played down the presence of Hadfold Airfield, stating that is approximately 1.75km away from the development. In fact the nearest part of the southern runway is only 210m away. The noise assessment was carried out in early December, when the weather was against us, so no flying no noise.

I have been advised to draw up a Safeguarding Arrangement by Horsham District Council. I have sent a copy to the Principal Planning Office Jason Hawkes, and I have attached a copy to this email.

Hadfold Farm Airfield is a big Impediment to this proposed development.

I would like to submit this as a hearing statement.

I await your comments.

Kind regards,

Peter Coleman

Hadfold Farm Airfield.

[REDACTED]

[REDACTED]

[REDACTED].

Safeguarding Arrangement

Hadfold Farm Airfield. GB0748

Draft Agreement between Mr Peter Coleman, owner of Hadfold Farm Airfield, Stane Street, Adversane, Billingshurst, West Sussex. RH14 9JR and Horsham District Council.

Introduction

Aerodrome Safeguarding is the process by which aerodrome operators ensure the airspace around the aerodrome is safe for aircraft. An element of process is used to ensure that appropriate procedures are in place when considering any development or change of activity in close proximity to an Aerodrome. The Town and Country Planning (Safeguarding Aerodromes, Technical Sites and Military Explosive Storage Areas) Direction of 2002 refers.

Within the Direction, forty officially safeguarded aerodromes (including Airports) in the UK are Identified. Hadfold Farm Airfield is not amongst them. In common with the vast majority of the UK's aerodromes, special consideration is required to protect its established operations as a place of intense aerial activity. However, Hadfold Farm Airfield was granted Full Unrestricted Planning Consent in 2024.

The purpose of this safeguarding arrangement is to ensure that all developments within the area around Hadfold Farm Airfield do not compromise the safety of aircraft and persons using the Aerodrome and its surrounding airspace. Further, it is vital that developers know in advance of the need to take the presence of the aerodrome into account when developing their proposals. We would also respectfully suggest that such considerations form part of the respective Local Planning Authorities search results. The following plan sets out the areas of concern and lists within them. Applications which should be referred to the Aerodrome for consideration and comment.

Location

The Aerodrome's ARP (Aerodrome Reference Point) is located at

Latitude: 51.0017N Longitude: 0.4623W

Proposed Areas

In order of size, a total of three areas, based upon simple circles, are proposed, including the extant Map. In addition, two roughly triangular areas cover the departure areas for each of the Aerodrome's runway directions. 05 & 23. Each area and the applications of concern within them are identified below.

Area A, a circle of a radius of 13,000m (13km) centred in the ARP.

Applications of concern:

- Developments or structures in excess of 15m in height.

Covers the potential risk of the creation of an obstacle which will endanger aircraft.

- Applications for the establishment of an Aerodrome or Heliport.
Considerable co-ordination may be required between Hadfold Airfield and any new Aerodrome in order to manage aeronautical considerations.
- Proposed new tree planting – large forestry or similar schemes.
- Waste Management Facilities not fully contained within a building.
- Creation of bodies of water such as reservoirs, lakes, ponds, wetlands and marshes.
- Nature Reserves & Bird Sanctuaries.
- Sewerage Disposal, treatment and plants.
- Quarries and Mineral Extraction.

All of the above applications may result in increased bird and wildlife activity and therefore risk of bird-strike or runway incursion.

- Model Aircraft and UAV Flying sites.
- Solar Farms
Risks posed by potential Glint and Glare
Potential for increased Bird Activity
- 5G and other interference with Navigation and other Aeronautical systems.

Area B, a circle of a radius of 1.07nm (2km) centred on the ARP.

Application of Concern:

- ALL applications for new Construction, irrespective of Height.
In addition to the potential for creation of an obstacle by taller structures, the reduction of open areas and farmland will also limit the options for a Forced Landing in the event of propulsion failure or other emergency.
- ALL Change of Use Applications
The potential for change of use to increase the risk of bird and wildlife activity along with other issues identified.
- ALL Cranes and temporary Structures
CAA Regulations require Crane Operators to make an application and have positive confirmation from Hadfold Farm Airfield before erection. Applicants who do not do so will, it is to be assumed, apply to the relevant Local Authority. Cranes can present an obstacle to aircraft.
- ALL applications for tethered balloons.
Tethered balloons will present an obstacle. Potentially and their maximum height Above Ground Level will need to be considered when assessing the risks they may pose.
- Solar Farms
In addition to the potential issues identified in Area A, solar farms in close proximity also result in the reduction of open areas and farmland in the event of a forced landing.

- Balloon Releases

Whilst mass balloon release (including airborne lanterns) have greatly reduced due to environmental concerns, such releases would pose a threat to air traffic and, where the councils are informed of such activity, we would be obliged to know.

Departure Zones

We have identified two triangular areas which emanate from each of the runway directions used at Hadfold Farm Airfield. These areas will encompass every departure from the airfield. The Applications of Concern are the same as for Area B.

These zones are created using the widest range of likely departure (and arrival) paths taken by aircraft, limited to a distance of 2.5nm (4.63km) from the Aerodrome.

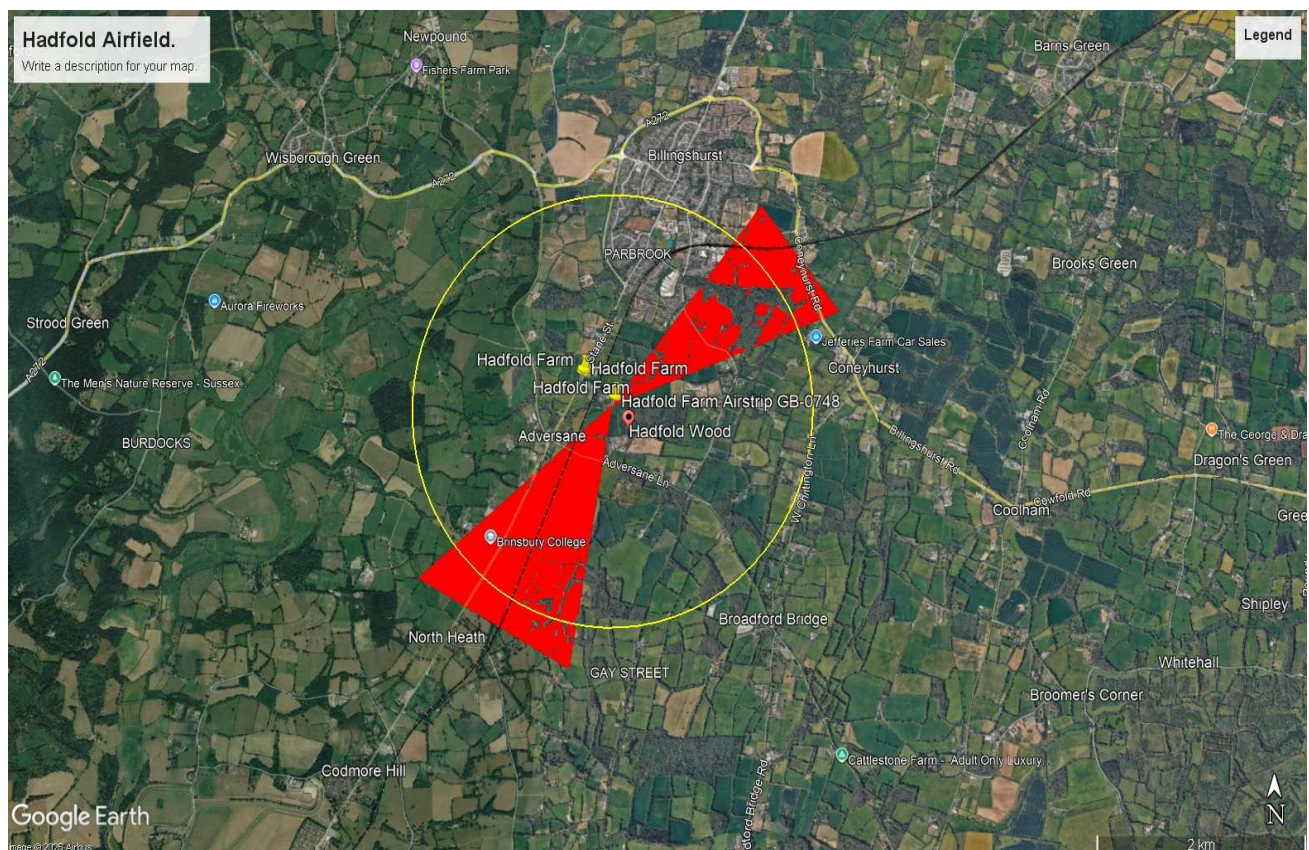
Contact

For all enquiries and further discussion.

Peter Coleman. Aerodrome Owner. [REDACTED]

Area B. Hadfold Farm Airfield. 2km radius

Red triangles show possible paths that aircraft take when departing or arriving.



Area A. Hadfold Farm Airfield.13km Radius

