

**Cllr Simon Elliott BSc (Hons) MEd MBCS MCCT**  
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**Penzance**  
**Cornwall**  
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Local Member Submission for the Strategic Planning Committee  
Planning Case PA16/09346

Dear Committee Members,

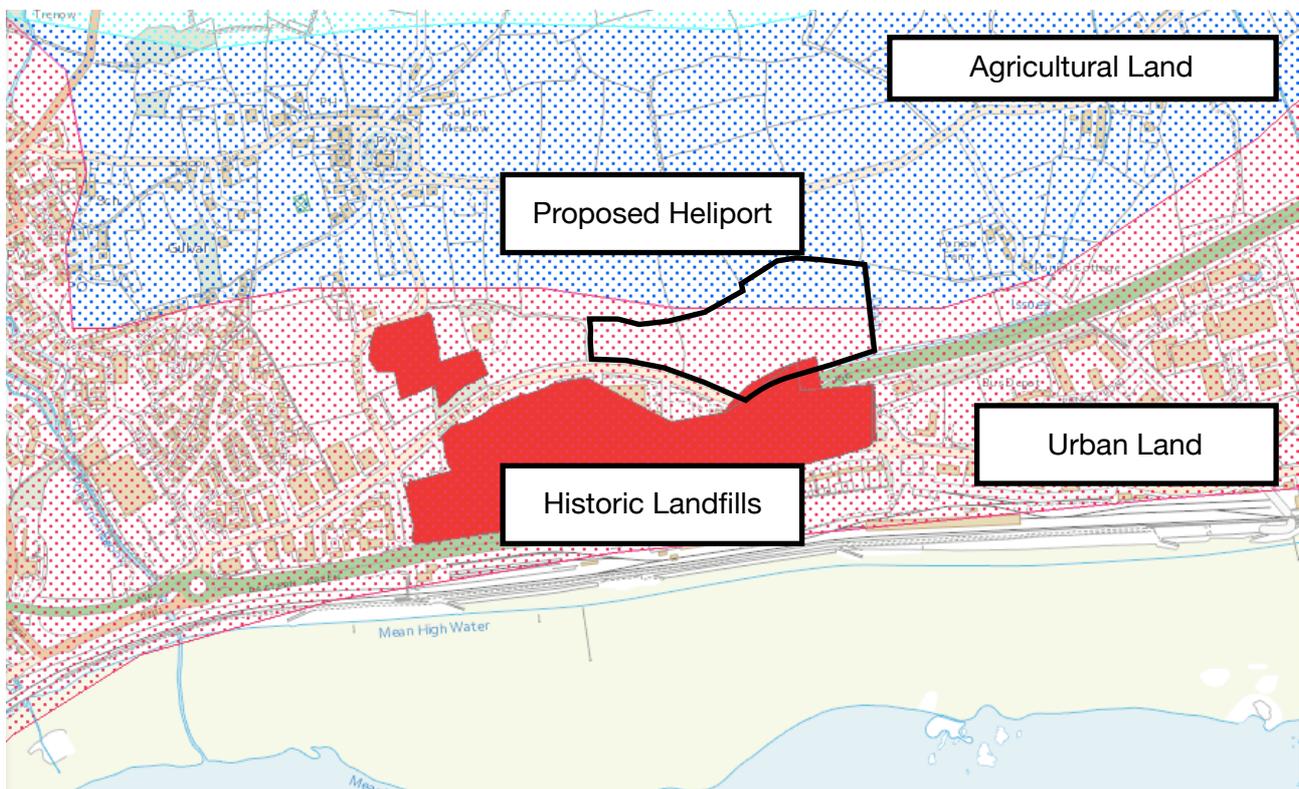
I am writing to indicate my full support for the proposal to build a new Heliport in Penzance.

I am aware of various documents that have been circulated to the public through the “Stop the Chop” campaign and would like to address the statements made in these where I feel that they have relevance to planning matters.

I also fully understand why residents of Chy an Mor, Eastern Green and the South-East of Gulval may have concerns about this development, however I feel that these must be taken in the context of the Heliport existing close by the proposed site until 2012.

Firstly, Penzance does not already have an airport. A little over seven miles away, there is an airfield sitting within the West Penwith Area of Outstanding Natural Beauty and close to a County Wildlife Site, World Heritage Site, Site of Special Scientific Interest, Heritage Coast Zone and Area of Great Landscape Value.

Although close to Marazion Marshes, Penzance Heliport is not within any special protection zones and there are no objections from Natural England, RSPB or Cornwall Council’s ecologists. The site is not pristine agricultural land - in fact Cornwall Council’s own mapping system shows that the field is in an area classified as “Urban” and on the edge of former land-fill sites that even extend to the field directly to the West of the proposed site. The only part of the Heliport field that is higher quality land will not be built on in this development.



The previous heliport was placed at sea-level for resilience and offered a well-respected service (which I was lucky enough to travel on). I have seen for myself the issues that the Islanders face having twice tried to get to the Scillies since September by plane and failing both time due to fog, an alternative location for air services is vital for the Islands.

The site is also served by excellent transport links, reducing the need for traffic out to the Airport, and with hotel development in Penzance, such as the Premier Inn, offers greater incentives for people to stay and shop in the town. With the Scillonian operating from the harbour, this further strengthens Penzance as a transport hub.

As part of this resilience, I note that the proposed heliport has offered its use for the Air Ambulance, and other emergency helicopter services, including as an alternative fuelling site. This can only benefit the well-being of those in West Cornwall and the Isles of Scilly.

I would also like to address the concerns over the health and educational development impacts of the heliport. I was extremely concerned when I was told the statistics when I visited a local GP, who is connected to Stop the Chop and who lives in the Gulval area. When I read further into the medical reports, I concluded that the case studies could not really be extrapolated to a heliport running a maximum of 220 landings and takeoffs per week, especially as the author's concerns were mainly over stress through lack of sleep from night flights. Nowhere in these proposals are night flights included.

Indeed, the concrete surface of the Long Rock bypass, and the 24hr train maintenance depot (and industrial estate) will have greater night-time noise impacts, yet there has been no challenge to these. Perhaps Highways England can be called upon to investigate reducing road noise by resurfacing the Long Rock Bypass.

If such air traffic movements did cause serious side effects, we would expect to see poor learning outcomes in the schools on St Mary's (500m from the runway) and poor cardio-vascular health amongst the Islanders. I have asked to see such data if it exists but none has been forthcoming.

Residents of Newlyn have been led to believe that the aircraft will fly directly over the town. It is clear from the planning documents that the helicopters will be flying over Penlee Quarry and, at that point at 1500ft altitude and at full speed, flying over very quickly. They will certainly cause less noise impact than the Merlins from Culdrose, which are free to fly over the whole bay, and the Coastguard and Air Ambulance, the latter of which can land anywhere in town there is a flat spot of land. (I even witnessed it in a car park at the top of the main shopping area!).

I am sure those who live closest to the proposed site have concerns over noise and I can see from the plans, flightpaths, etc. that mitigation measures have been taken. I also note the offer from the developers to "... ask Cornwall Council to include the setup of a Local Stakeholders' Group as part of the heliport planning permission – we are committed to doing this to allow concerns to be raised and collectively addressed."

Finally, the proposed heliport will enable competition for the Islands services, which should be welcomed. I also note that many local residents, businesses in Penzance and on the Isles of Scilly, Penzance Town Council, Regeneration Partnership, Penzance Business Improvement District, Penzance Chamber of Commerce, the local MP, other Cornwall Councillors and many others have offered their full support to this valued investment in this infrastructure project.

I would urge the committee to approve the proposal, recognising that recent information given to residents by an organised opposition campaign has contained seriously misleading information, and give the signal that Penzance is open for business and investment. I note the previous unanimous approval and the efforts made to address any concerns raised.

Yours faithfully,

Simon Elliott