

PLANNING COMMITTEE

29 JANUARY 2013

REPORT OF THE HEAD OF PLANNING

A.1 PLANNING APPLICATION 12/00405/FUL

Airstrip and Premises, Great Oakley Lodge, Harwich Road, Great Oakley

Variation of condition 5 of planning permission T/APP/P1560/A/94/435398 to allow helicopters to operate from the aerodrome.

At the meeting of the Planning Committee on 4 December 2012, Members resolved that the Committee was minded to approve Planning Application 12/00405/FUL, for the reason given in the report and subject to conditions as summarised in the report provided that the full detailed wording of the planning conditions was first prepared by the Head of Planning in consultation with the Chairman and Vice-Chairman of the Committee, the Planning and Corporate Services Portfolio Holder and relevant Ward Members and subject to such full detailed conditions then being reported to and formally approved by the Planning Committee (Minute 92).

Subsequently, your Officers have carried out the required consultation and have considered Members' views as expressed, incorporating these where possible.

It is therefore recommended that Members agree to the decision being issued subject to the following conditions:

1. Time limit

2. Within a period of 28 days from the date of this planning permission, a block plan at a scale of 1:200 or 1:500 to show the location and extent of a helicopter landing/take-off area, and details of a scheme for its provision, shall be submitted to, for approval in writing by, the Local Planning Authority. The helicopter landing/take-off area shall be sited at or near to the general location indicated upon the applicant's annotated aerial photograph, submitted to the Council on 22 October 2012. Subsequent to any such approval, the helicopter landing/take-off area shall be provided solely as approved and retained thereafter at all times when the airfield is available for use by helicopters. Other than in an emergency, no helicopter shall use the airfield until such time as the helicopter landing/take-off area has been provided as approved and all helicopters using the airfield shall land at and take off solely from the approved area.

Reason – To ensure that helicopter landings and take-offs occur in a controlled manner, away from nearby settlements and other land and properties, in order to minimise the effects of any noise disturbance resulting in the interests of local and residential amenities.

3. No helicopter shall be based permanently at the airfield and no helicopter shall be based temporarily at the airfield for a period exceeding 28 days in any calendar year and the maximum period which helicopters may be based temporarily at the airfield shall not exceed 56 days in total in any calendar year.

Reason – To ensure that use of the airfield by helicopters is controlled appropriately so as to not increase to a level which would cause an unacceptable impact upon local or residential amenities due to noise disturbance resulting from helicopters landing or taking off.

4. Other than for any necessary routine servicing and maintenance of helicopters visiting the airfield, or in the case of emergency repair, the airfield and premises shall not be used as a base for the servicing, maintenance or repair of helicopters.

Reason – For the avoidance of doubt and to ensure that servicing, maintenance and repair activities are limited to those necessary for helicopters visiting the airfield.

5. Other than in an emergency, there shall be no more than 3 helicopters at the airfield at any one time

Reason – To ensure that the number of helicopters using the airfield at any one time is controlled appropriately and does not increase to such a level which would cause an unacceptable impact upon local or residential amenities due to noise disturbance resulting from helicopters landing or taking off.

6. Other than in an emergency, the maximum number of daily take-off movements by helicopters shall not exceed three.

Reason – To ensure that the number of helicopter take-offs on any one day is controlled appropriately and does not increase to such a level which would cause an unacceptable impact upon local or residential amenities due to noise disturbance resulting from helicopter take-offs.

7. Other than in an emergency, no helicopter shall land at or take off from the airfield between the hours of 21:00 and 08:30 local time.

Reason – To ensure that the normal operational hours which govern use of the airfield by helicopters are consistent with the limitation imposed on other flying by Condition 2 of Planning Permission T/APP/P1560/A/94/435398 and that any later or earlier use of the airfield by helicopters which might otherwise be permitted is controlled appropriately so as to not cause an unacceptable impact upon local or residential amenities from noise disturbance resulting from helicopters landing or taking off.

8. Use of the airfield by helicopters shall be primarily for general aviation purposes and, except for emergency purposes, the airfield shall not be offered or promoted for use other than private and business use. Any emergency use of the airfield which occurs outside of the operating hours stated in Condition 7 of this permission or which would cause the limitation on number of take-offs confirmed by Condition 6 of this permission to be exceeded, or which would cause the limitation on the number of helicopters imposed by Condition 5 of this permission to be exceeded, including by the air ambulance, police or military helicopters, and including any such use which may be outside of planning control, shall be notified in writing immediately to Tendring District Council Planning Department by email (Planning.services@tendringdc.gov.uk).

Reason – For the avoidance of doubt and to ensure that the Local Planning Authority is made aware of any emergency use, including by emergency service or military helicopters, in the event of a complaint being received about alleged unauthorised use by helicopters.

9. A record of all helicopter landings and take-offs at the airfield shall be kept and made available to the Local Planning Authority upon request.

Reason – To allow the Local Planning Authority to monitor and confirm all such movements, consistent with the requirement of Condition 3 of Planning Permission T/APP/P1560/A/94/435398, including in the event of a complaint being received about alleged unauthorised use by helicopters.

10. The use of the airfield by helicopters shall be in accordance with The Great Oakley Airfield Pilot Handbook published June 2012 (Issue 2), or any amendment to or replacement of the Handbook which may be approved subsequently, in writing, by the Local Planning Authority, so that pilots using the airfield are made aware of the Flight Protocol Map information contained therein.

Reason – To ensure that pilots flying to and from the airfield are aware of the noise-sensitive areas and SSSI identified as Flight Avoidance Zones, thereby minimising any disturbance to the public, businesses and wildlife.

11. A copy of the Flight Protocol Map as approved shall be displayed prominently in the airfield club house at all times the airfield is in use.

Reason – To ensure that the flight information required to be provided by Condition 7 of Planning Permission T/APP/P1560/A/94/435398 is readily accessible to pilots and is updated as appropriate.

12. Other than in an emergency, notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (as amended) Schedule 2, Part 4, Class B or any subsequent revision to or replacement of that Order, there shall be no use by helicopters of any of the land shown edged blue upon the submitted application Drawing No.12/063/01.

Reason – To ensure that all helicopters using land identified as being owned or controlled by the applicant land shall use only the landing/take-off area subject of Condition 2 of this permission, and not the additional land adjacent to the permitted airfield, in order to protect nearby properties and areas from the noise disturbance which may otherwise occur as a result use of such additional land.

13. The permitted use of the airfield for helicopter flights shall not include use for helicopter flying training.

Reason – The use of the airfield by helicopters is acceptable as otherwise set out in the terms and conditions of this planning permission, as visiting helicopters arrive and depart whereas helicopter flying training would include hovering over fixed points and slow flying speeds which would result in an unacceptable level of noise disturbance, harmful to local and residential amenity.

14. Other than in an emergency, all helicopters using the airfield shall have a noise rating no greater than for the Bell 206 Long Ranger used in the noise assessment which accompanied the planning application.

Reason – To ensure that all helicopters using the airfield are no noisier than the helicopter used in the noise assessment which accompanied the application, so as to not cause an unacceptable impact upon local or residential amenities from noise disturbance which may result from the airfield being used by noisier helicopters.

Informatives

The record of all helicopter landings and take-offs at the airfield is to include all helicopter landings and take-offs made by ambulance, police and military helicopters.

The Pilot Handbook should be available publicly via any web site/s operated by or on behalf of Great Oakley Airfield and the flight school.

The maximum number of all daily take-off movements from the airfield is not to exceed 30, unless previously agreed.

The total number of all annual take-off movements from the airfield is not to exceed 3,650.