

PLANNING COMMITTEE

29 JANUARY 2013

REPORT OF THE HEAD OF PLANNING

A.2 PLANNING APPLICATION 12/00406/FUL

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

Variation of condition 6 of planning permission T/APP/P1560/A/94/435398 to allow flying training 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 12/00406/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 93).

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. No aircraft used for flying training shall take off from or land at the airfield between the hours of 21:00 and 08:30 local time.

Reason – To ensure that use of the airfield for flying training in airborne aircraft is within the limitations on operational hours imposed on other flying by Condition 2 of Planning Permission T/APP/P1560/A/94/435398, so as to not cause an unacceptable impact upon local or residential amenities from noise disturbance which may result from aircraft being used for flying training either landing at or taking off from the airfield.

2. The maximum number of daily take-off movements of all aircraft from the airfield, including those being used for flying training, shall not exceed 30.

Reason – For the avoidance of doubt as to the maximum number of daily take-offs permitted, as the planning permission hereby granted does not include any increase in the number of permitted daily take-offs, which are limited in accordance with planning permission ref. 06/00770/FUL Condition 2.

3. The total number of annual take-off movements by all aircraft from the airfield, including those being used for flying training, shall not exceed 3,650 in any calendar year.

Reason – For the avoidance of doubt as to the total number of take-offs permitted in any calendar year, as the planning permission hereby granted is not to increase the total number of permitted annual take-offs, which is limited by planning permissions ref. 05/01152/FUL Condition 2 and 06/00770/FUL Condition 2.

4. Flying training from the airfield shall be in single-propeller fixed-wing light aircraft only, designed and built to contain a maximum of four seats.

Reason – To ensure that the aircraft used for flying training are limited in size and type so as to not cause an unacceptable impact upon local or residential amenities from noise disturbance which may result from aircraft being used for flying training either landing at or taking off from the airfield.

5. Flying training shall not include repeated circuit flying on Sundays and on any Public Holidays. Nor shall flying training include any 'touch and go' manoeuvres on Sundays and on any Public Holidays. All circuit practice sessions shall be limited to a maximum of one hour and a maximum of 5 circuits involving 5 take offs in any one session and there shall be a maximum of 3 circuit practice sessions on any day when such flying is permitted.

Reason – To ensure that aircraft being used for flying training do not fly repeated circuits around the airfield or practice such landing and take-off manoeuvres on those days, so as to not cause an unacceptable impact upon local or residential amenities from noise disturbance which may result from aircraft being used for such flying training and by ensuring that there are breaks of a minimum specified time in between such flight training sessions.

6. The use of the airfield for flying training 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 from and to 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.

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

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

8. A record of all flying training take-offs from 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 any complaint concerning flying training being received by the Local Planning Authority.

9. The permitted use of the airfield for flying training shall not include any aerobatic flying training.

Reason – The use of the airfield for flying training is acceptable as otherwise set out in the application details and particulars, which do not include aerobatic flying, as governed by the terms and conditions of this planning permission, whereas aerobatic

flying training would cause an unacceptable impact upon local or residential amenities due to the noise disturbance which would result.

10. There shall be no helicopter or gyrocopter/gyroplane flying training from the airfield.

Reason – For the avoidance of doubt.

Informatives

Each 'touch and go' manoeuvre will count as one take-off and flight training cannot exceed 15 take-offs per day.

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 runways should be marked out in accordance with the guidance contained in CAA CAP 793: "Safe Operating Practices at Unlicensed Aerodromes (Including Helicopter Landing Sites and Aerodromes Used for Flying Training)".