

FORMAL DECISIONS

220. For the above reasons, and in exercise of the powers transferred to me :

(i) In respect of appeals **A & E**, I allow the appeals and I direct that the enforcement notices be quashed;

(ii) In respect of appeal **B** I allow the appeal and grant planning permission for the use of land as an airfield (aerodrome) at Fullers Hill Farm, Little Gransden, in accordance with the application No. S/0069/97/F made on 13 January 1997, without compliance with the conditions previously imposed in the planning permission No. S/0781/94/F granted on 6 September 1995 (Decision Notice dated 19 October 1995) by the South Cambridgeshire District Council, but otherwise subject to the following conditions :

1. Use for the purposes of an airfield, subject to the following conditions, shall be confined to the area outlined with a thick black line on plan M attached to this letter.
2. Not more than 63 aircraft (whether airworthy or otherwise) shall be kept on the land at any one time.
3. Except when in use or parked in the short term in anticipation of use, aircraft shall not be stored on the land except for storage/hangarage in buildings 1-7 and 9 (as identified on plan M attached to this letter) or by parking within the area cross hatched in black on the same plan.
4. Except as provided in condition 6 below, the use of the airfield shall be restricted to use by fixed wing aircraft powered by single or twin propeller piston engines or propeller turbine engines.

5. The following activities shall not be permitted to take place :
 - a) Use of the airfield by microlight aircraft, unless silenced in accordance with current CAA regulations;
 - b) Aerotowing of gliders, save for the recovery by air of gliders that have "outlanded" on the airfield;
 - c) The basing of any helicopter or rotary wing aircraft at the airfield;
 - d) The use of the airfield by jet propelled aircraft
 - e) The use of the airfield for aviation for the purposes of public passenger transport or for the transport of cargo by air;
 - f) The use of the airfield as a base for parachute operations.
6. Use of the airfield by helicopters or rotary wing aircraft shall not exceed 12 movements per annum in addition to any movements by helicopters operated by the armed services and the police forces or those that are engaged in public utility or emergency activities.
7. The total number of aircraft take-off movements (including touch-and-go movements) shall not exceed 30 per day, except in emergency, provided that take-off movements by twin-engined aircraft or aircraft with Maximum Take-off Weight Authorised (MTWA) in excess of 1500kg shall not exceed 3 take-offs on any day. Of the 30 take-off movements per day, touch-and-go movements shall not exceed 8.
8. Notwithstanding condition 7 above, on not more than two special event days per annum, which shall be notified to the local planning authority at least one month in advance and publicised in the locality for a period commencing not less than one month prior to the event, aircraft take-off movements may exceed 30 per day but shall not exceed 70 take-off movements per day, except in emergency.
9. Aircraft take-off movements (including touch-and-go movements) shall take place only between the hours of 0700 and 1900 (local time) or during the hours of daylight (as defined by the Air Navigation Order), whichever is the lesser period, except in an emergency.
10. No take-offs shall take place, such as to require or result in, repetitive circuit training of ab-initio pilots.
11. A log of all aircraft movements shall be maintained at the airfield. Such log shall record the runway in use and details of all flights, including aircraft type, registration, name of the pilot-in-command, time of departure/arrival. Where applicable, touch-and-go landings are to be identified. Such log shall be kept up to date and made available to authorised officers of the local planning authority during normal working hours.
12. Industrial use of the airfield shall be confined to uses falling within Class B2 of the Town & Country Planning (Use Classes) Order 1987 for purposes directly connected with aviation, and shall not take place on the land except within buildings 2a and 2b identified on plan M attached to this letter. Nothing in this condition shall be taken as derogating from the grant of planning permission LPA Ref. S/0582/91/F granted on 16 August 1991 in respect of the use of buildings known as 2a and 2b for industrial purposes.

13. Warning and information signs shall be erected and retained close to points where public rights of way or any permissive ways that may be created enter the airfield or cross runways or taxiways. A scheme for such signs, which shall previously have been submitted to, and approved by, the local planning authority shall be implemented within 6 months of the date of this letter (see also advisory notes).

(iii) In respect of appeal **D** I allow the appeal and grant planning permission for the use of land as an airfield at Fullers Hill Farm, Little Gransden, in accordance with the application No. S/1695/95/F made on 7 December 1995, without compliance with the conditions previously imposed in the planning permission No. S/0781/94/F granted on 6 September 1995 (Decision Notice dated 19 October 1995) by the South Cambridgeshire District Council, but otherwise subject to conditions identical to those imposed above in the grant of planning permission arising from appeal B.

(iv) In respect of appeal **C**, I allow the appeal and grant planning permission for the continued use of the airfield at Fullers Hill Farm, Little Gransden for the purposes of the restoration, sales and maintenance of aircraft (development already carried out) for a limited period, in accordance with the terms of the application (LPA Ref. S/1537/95/F dated 31 October 1995) and the accompanying (amended) plans, subject to the following conditions :

1. This permission shall be exercised only in conjunction with that granted in respect of appeals B or D above for the continued use of the airfield and shall be deemed to be subject also to all conditions imposed therein, insofar as compatible with this permission, and to the following conditions.
2. The use for which permission is now granted shall cease in the event that use of the airfield in accordance with the above mentioned permissions B or D permanently ceases for any reason whatsoever.
3. Use for the restoration, sales and maintenance of aircraft shall be confined to the following buildings, as numbered on plan M attached to this letter; namely buildings 5(southern part, hatched on plan M), 6, 9 and 10 (permission already exists for an industrial use within buildings 2a and 2b).
4. The buildings identified in condition 3 above shall be used for aircraft hangarage and/or restoration and/or sales and/or maintenance (as defined in this permission) and for no other purposes (including any other purpose in Classes B1-B8 of the Schedule to the Town & Country Planning (Use Classes) Order 1987, or in any provision equivalent to that Class in any Statutory Instrument revoking and re-enacting that Order, with or without modification).
5. In respect of this permission, and for the avoidance of doubt, the following definitions shall apply :
 - a) "Restoration" means activities in pursuit of the return of an aircraft to an airworthy condition from an un-airworthy condition or other up-grading or improvement of an aircraft (whether complete or incomplete at the time restoration

commences), including dis-assembling and assembling, repairing, fabricating, fitting out, painting, maintaining, servicing, testing;

b) "Sales" means activities associated with the sale or leasing of aircraft, aircraft components or equipment, or associated services, either directly from the site or by indirect means, including the hangarage of aircraft and the storage of stock, together with associated office use;

c) "Maintenance" includes the inspection, servicing and repair of aircraft and aircraft components, the storage of aircraft components, equipment and materials.

Notes

221. One of the foregoing conditions requires further matters to be agreed by the local planning authority. There is a right of appeal to the Secretary of State if they refuse any such application, fail to give a decision within the prescribed period or grant a conditional approval.

222. The developer's attention is drawn to the enclosed note relating to the requirements of the Building Regulations 1991 with respect to access for disabled people.

223. This letter only grants permission under section 57 of the Town and Country Planning Act 1990. It does not give any other approval or consent that may be required.

ADVISORY NOTES (not being part of the formal decision)

224. Clearly three planning permissions are granted by this decision letter, two of which are expressed in terms which are identical. For the avoidance of doubt, it is my view that if the appellants wish to continue operating with the balance of activities at LGA as presently existing, they will be implementing one of the permissions granted as a result of appeals B and D, together with the permission granted as a result of appeal C. As is clear from the formal decision, the decision and the permission granted in appeal C presupposes, and is inextricably bound up with, the decisions in B and D.

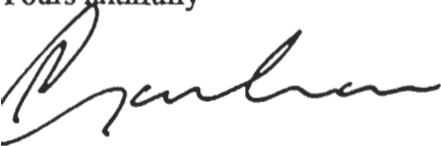
225. I cannot overemphasise how important I consider the need to promulgate, and adhere rigorously to, the requirements of the SOP and to advise all using the airfield of the care needed on account of the public rights of way crossing the runways. All requests for prior permission to fly into LGA should be accepted only on the basis of a thorough briefing in these respects, which should be repeated prior to departure. I am aware that the operators possess the sanction of banning pilots who fail to abide by the SOP.

226. At the inquiry I was informed of the nascent Local Liaison Committee which had been formed a few years ago but which had fallen into disuse. Whatever the reasons for such disuse, I consider that it could be a useful vehicle for keeping the operators and the surrounding populations informed, and as a forum for debate and problem solving. I urge its re-instatement upon all parties.

227. Condition 13 of the permissions granted under appeals B and D refers to warning and advisory signs. On my inspection I noted that some signs have been erected (in my view for good reason) on land which did not appear to be in the control of the appellants. It has not been possible

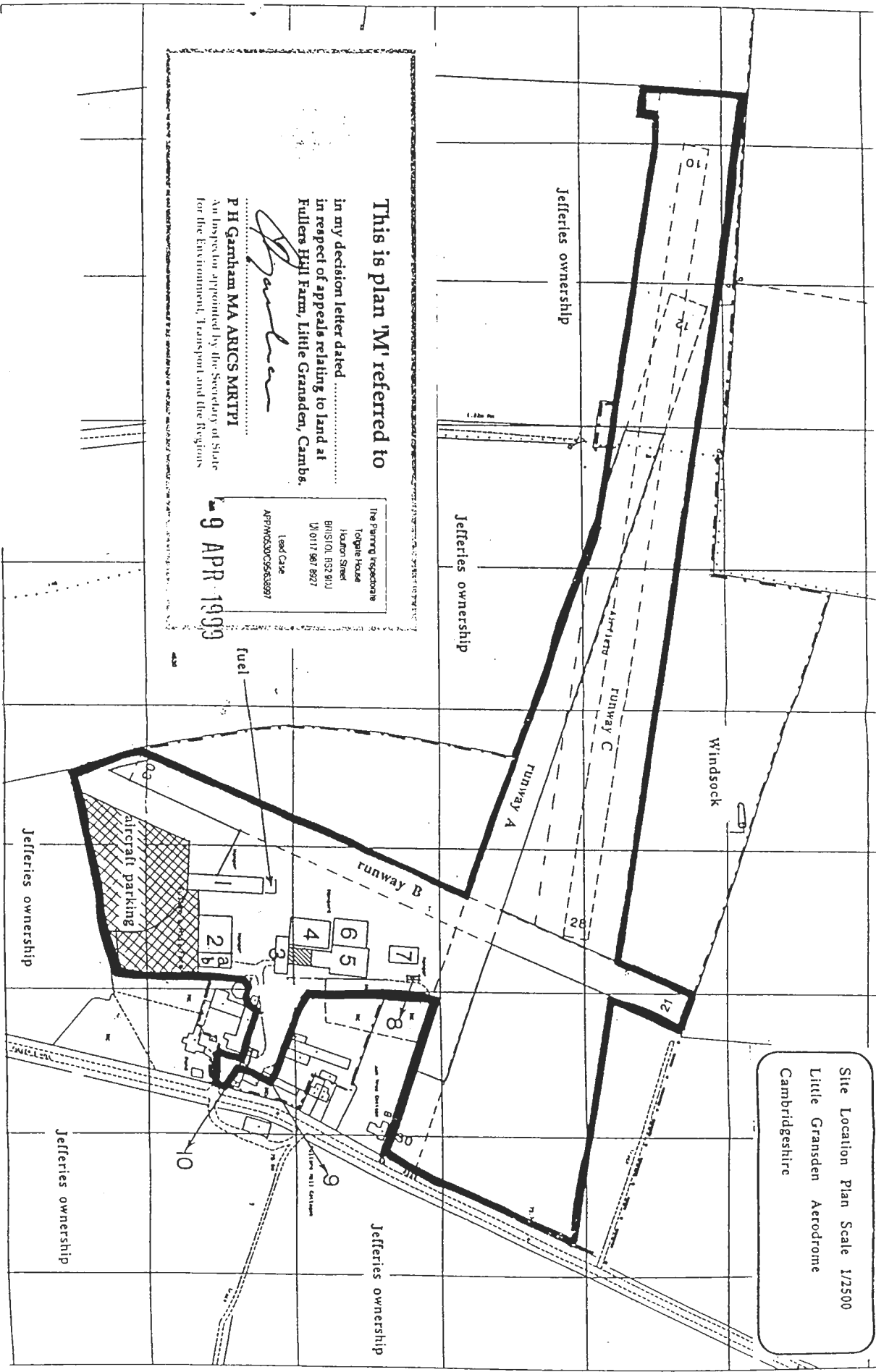
to deal with such signs by means of a planning condition. Nevertheless I reinforce my view that advance warning signs are a highly desirable element of the entire scheme for advising and warning people of the situation. Also, it may be necessary for the appellants to obtain the approval of the County Highway Authority in respect of some signs and due regard must be paid to current standard formats, where possible adhering to those promulgated by the Health and Safety Executive.

Yours faithfully

A handwritten signature in black ink, appearing to read 'P H Garnham', written in a cursive style.

P H Garnham MA ARICS MRTPI
Inspector

Site Location Plan Scale 1/2500
 Little Gransden Aerodrome
 Cambridgeshire



This is plan 'M' referred to

in my decision letter dated
 in respect of appeals relating to land at
 Fullers Hill Farm, Little Gransden, Cambs.

Barbara

P H Garham MA ARICS MRTPI
 An Inspector appointed by the Secretary of State
 for the Environment, Transport and the Regions

The Planning Inspectorate
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Lead Case
 APP/H053005/05/00997

9 APR 1999