

Application No. RR/98/1323/P
Decision Date: 19 January 1999

Rother
Town and Country Planning Act 1990

PLANNING PERMISSION

AGENT/APPLICANT:

Donne Mileham Planning
100 Queens Road
Brighton
East Sussex
BN1 3yb

APPLICANT:

Mr W H Cole
Spilstead Farm
Stream Lane
Sedlescombe
East Sussex

DESCRIPTION:

CONTINUED USE OF LAND AS AN AIRSTRIP

LOCATION:

SPILSTEAD FARM, STREAM LANE, SEDLESCOMBE/WHATLINGTON

The Rother District Council hereby give notice in pursuance of the provisions of the Town and Country Planning Acts that permission has been granted for the carrying out of the development referred to above in accordance with the application and plans submitted subject to the following conditions:

- 1 The use for flying aircraft shall be discontinued on or before 10 years from the date of this permission.

Reason: To enable the Local Planning Authority to regulate and control the development of the land.

- 2 The airstrip shall only be used by the Beech F33C registered G-COLA and other single-engine fixed wing aircraft with a registered maximum permitted take-off weight not exceeding 1250 kilos with a noise certification level not exceeding 67dBA.

Reason: In the interests of the amenities of the locality.

- 3 The airstrip shall not be used by helicopters, jets, or microlight craft.

Reason: In the interests of the amenities of the locality.



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4 The airstrip shall operate as a private unlicensed airstrip only and shall not be used for the hire of aircraft, the carriage of goods and/or persons for hire or reward, parachuting, pilot training whether ab initio or advanced, gliding other than by the one existing home-based glider, aerial photography flights or demonstration flights.

Reason: In the interests of the amenities of the locality.

5 The total number of take-offs shall not exceed 15 in any one day except as provided in condition 8.

Reason: In the interests of the amenities of the locality.

6 The total number of take-offs shall not exceed 35 in any one week except as provided in condition 8.

Reason: In the interests of the amenities of the locality.

7 The total number of take-offs shall not exceed 750 in any one calendar year.

Reason: In the interests of the amenities of the locality.

8 Notwithstanding conditions 5 and 6, on a maximum of one day per year, notified at least one month in advance to the Local Planning Authority and Sedlescombe Parish Council, a maximum of 35 take-offs may take place.

Reason: In the interests of the amenities of the locality.

9 Aircraft movements shall take place only between sunrise or 0730 hours (whichever is the later) and sunset on Mondays to Saturdays, and between 1000 hours and sunset on Sundays.

Reason: In the interests of the amenities of the locality and in the interests of the safety of traffic on the trunk road.

10 An aircraft movement record of all take-offs, landings, and purpose or destination of flights, together with the aircraft registration number, shall be maintained and made available for inspection on 24 hours notice by the Local Planning Authority and by Sedlescombe Parish Council.

Reason: To ensure the effective maintaining of the use of the site as an airstrip.

11 No aircraft shall use the airstrip for touch-and-go landings nor for take-offs or landings in connection with aerobatics conducted within 2 miles of the airstrip.

Reason: In the interests of the amenities of the locality.



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- 12 No outside storage or parking of aircraft shall take place except on the land shown on drawing no. DMH98/303/2.

Reason: In the interests of the amenities of the locality.

- 13 The permission hereby granted is in the alternative to the permitted development for temporary uses comprised within the Town and Country Planning (General Permitted Development) Order 1995; notwithstanding the provisions of that Order (or any order revoking and re-enacting that Order with or without modifications), there shall be no use of the land for the stationing or flying of aircraft authorised solely by Part 4 Class B of Schedule 2 to the Order.

Reason: To enable the Local Planning Authority to regulate and control the development of the land.

- 14 Warning sign 558 of the Traffic Sign Regulations and General Directions 1991, indicating the presence of low-flying aircraft shall be maintained permanently on the A21 trunk road in the position shown as AWS1 and AWS2 in drawing nos. DMH98/303/1 and DMH98/303/2.

Reason: In the interests of highway safety.

- 15 No aircraft shall take off or land unless there are four approved low flying aircraft signs in place on the verges of the A21 trunk road at locations to be agreed with the Local Planning Authority in consultation with the Highway Agency.

Reason: In the interests of the safety of traffic on the trunk road.

- 16 As provided by the protocol, arriving and departing aircraft shall adhere to the airfield operations plan drawing no. DMH98/303/3 and protocol set out in the informative attached which shall include details of arrival and departure routes, flight avoidance zones centred on Sedlescombe and Whatlington, and a minimum of 1500 feet (above sea level) overflying altitude for the airstrip and its environs; no amendments to this protocol shall be made unless and until they have been submitted to and approved by the Local Planning Authority.

Reason: To enable the Local Planning Authority to regulate and control the development of the land.

- 17 The hedge along the western boundary of the site shall not be removed nor shall it be reduced in height.

Reason: In the interests of the safety of traffic on the trunk road.



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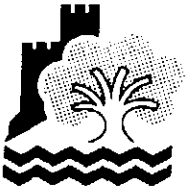
SPILSTEAD FARM FLIGHT PROTOCOL

The Air Navigation Order requires that pilots in command of aeroplanes operate only within the limits of the particular aeroplane, the limits of the particular pilot's skill levels and the limitations imposed by the weather conditions which prevail and are forecast at the time of flight. Nothing in the protocol will override the requirements of the Air Navigation Order.

1. All pilots in command (PIC) using the airstrip are required to record their name, aircraft registration and expected take off time in the record book prior to flight. Pilots shall also record name, aircraft registration and their time of arrival immediately after landing. The purpose and destination of flights shall also be recorded.
2. Pilots will avoid flying in the flight avoidance zones centred upon Sedlescombe and Whatlington villages as shown on the flight protocol map regardless of height as shown on flight protocol map drawing no. DMH98/303/3.
3. Pilots will confine arrival and departure routes to the let down area and generally to the routes shown on the flight protocol map drawing no. DMH98/303/3.
4. Pilots who are based at, or a visitor to Spilstead Farm will avoid overflying the farm and its environs shown dotted on the protocol map drawing no. DMH98/303/3 at a height less than 1500 feet above sea level.
5. Pilots are to park their aeroplanes in the nominated parking areas shown on drawing no. DH98/303/2, or in the hangar, except where fuel is being uplifted from the fuel store, where pre or post flight checks are being carried out in accordance with normal practice, or where the aeroplane is about to depart on a second or subsequent flight.
6. Pre flight checks involving high engine power settings shall only take place in the engine run up area as shown in drawing no. DMH98/303/2.
7. Pilots will avoid unnecessary taxiing or other movement of aircraft on the ground.

This flight protocol is to be displayed in the hangar adjacent to the record book and copies are to be made available to all home based and visiting pilots.

STATUTORY NOTICE TO THE APPLICANT: If you are aggrieved by the decision of the Local Planning Authority to refuse permission



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for the proposed development, or to grant it subject to conditions, then you can appeal to the Secretary of State for the Environment in accordance with Section 78 of the Town and Country Planning Act 1990 within SIX MONTHS of the date of this notice. Please see overleaf for details.


DISTRICT PLANNING OFFICER