Huddersfield & District Model Aircraft Club.

Affiliated to the British model Flying Association and the Sports Council







Application for Car Park:

By the trustees of HDMAC

c/o Alec Barber

61 Barnsley Road

Upper Cumberworth

Huddersfield

HD8 8NS

APPLICATION FOR CAR PARK : INDEX

2008

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1. INTRODUCTION

1.1 The Applicant

The applicants are the Trustees of Huddersfield and District Model Aircraft Club.

1.2 Affiliations

The club has been, for many years, affiliated to the British Model Flying Association which is the body delegated by the Civil Aviation Authority to supervise all types of model aviation in the UK.

The BMFA represents 770 clubs in the UK and has just over 36,000 individual members.

The BMFA is the body responsible for negotiating radio frequencies for the exclusive use of radio controlled model aircraft. It also provides codes of practice for the safe operation of all types of models.

In 1992 the BMFA successfully negotiated with the Sports Council and obtained recognition of our hobby as a sport. (Appendix – Sports Council Letter)

1.3 History of the Club

The club has a long history dating back to 1943 when a group of servicemen formed the Huddersfield Air League. The name was changed to the present title in about 1946 and the club grew to approximately thirty members, mostly ex-servicemen.

Up until 1988 the club operated off various sites that were rented from local landowners. Even without security of tenure the club had grown to approximately 100 members. The site we now operate from became available for purchase in 1988 and, though it stretched our resources at the time, it was purchased with our present permissions to operate from the site. Within two years the membership grew to 140 but has remained relatively static at about this figure ever since.

HDMAC is recognised now as one of the premier clubs in the North of England and our members compete at National and international level.

2. THE CLUB TODAY

2.1 Club Membership

The present membership stands at 135 and we would expect this to rise to about 145 by the end of the flying season.

One fifth of the membership is aged over sixty five.

Though we do not require member to disclose if they have any disabilities we are aware of four members, all who are keen flyers, which have physical disabilities which make access to our field very difficult for them.

Junior Members (under 18 years old) have declined in the last few years mainly due to legal problems brought about by Child Protection issues and the remoteness of our field. All our juniors are the children of senior members.

2.2 Instructors and Competitive Flyers

We have a number of BMFA approved Instructors who assist beginners to the sport to develop their skills and to understand the potential dangers in operating Radio Controlled Model Aircraft. Members progress through an achievement scheme provided by the governing body the BMFA.

A small number of members enter national and international competitions each year, two members having won their events in the recent past. One member was picked to represent the UK in a World Championship event a few years ago.

Competitive members invest heavily in the sport and it is incumbent upon the committee and trustees to provide suitable facilities for our national representatives to use.

2.3 Other Highlights

The club hosts one national event each year attended by competitors from as far away as mid Scotland and South Wales.

We provided pilots and models for an episode of Last of the Summer Wine.

One of our members writes a regular column for a national model aircraft magazine.

We meet during the winter months in a Working Men's Club where we organise indoor flying event and listen to guest speakers.

3. THE NEED FOR CHANGE

3.1 The Proposed Blackstone Edge Wind Farm Development

We need to move our pit area to the North side of our field in order to fly our model aircraft in an area unobstructed by turbine Nº 2.

Pedestrian access to the new pit area becomes a safety issue because models would now be flying over our access track. It is not an ideal solution to drive under the flight path of a model but is very much safer than walking especially when carrying large amounts of equipment.

A car park in the position shown on the attached plan is required to place the cars in a known position where they will not be over flown by models because it is situated in dead air space between the pit area and turbine Nº 2

In the event that the wind farm development is successful it will be impossible to park our cars on the track, as we do at present, because this area would become one of the main approaches for models in flight.

3.2 Pensioners and Disabled Members

In the twenty years we have occupied the Whams the average age of member has gradually risen until now more than a fifth are aged over sixty five. All other considerations aside, it is becoming increasingly necessary to provide parking facilities far closer to the centre of operations than previously was the case. The distance from the road gate to the proposed pit area is approximately 400 metres. In order to fly one model members need to bring to the field equipment weighing about as much as a full set of golf clubs as well as a 3 to 5 Kg model that may have a wingspan of up to 2 metres.

We know of at least four disabled members, all keen flyers, for whom we need to make provision.

3.3 Theft from cars and farmers access

If the cars are left on Brown's Edge Road a narrow country road is made much narrower over a stretch of about 100 metres on a busy day. This coupled with a blind bend to the east of our gate makes this practice quite dangerous to us and approaching traffic. A major problem of theft has arisen over the last five years when a lot of valuable equipment has been stolen from cars parked on the road and hidden from view by the hawthorn hedge. As a measure to prevent the thefts we have been parking on our track. Though the thefts have now stopped other problems have been created.

- Our neighbour, Mr Edward Cockburn, has a right to cross our track to farm his land. When the track is full this has become a major problem for both the club and Mr Cockburn. Not only is it damaging to good relations but occasionally there is a real danger of an accident.
- A ragged line of cars parked along our track presents a fairly major impact on the rural landscape, particularly viewed from the spaces in the hedge along Brown's Edge Road

4. HOW TO IMPROVE THE ENVIRONMENT

4.1 The Problems

- We park along our track and even though they are only visible through the few gaps in the hedge along Brown's Edge Road they interrupt the rural views in a fairly major manner.
- We mow our flying surfaces right up to the edge of the field effectively removing any cover for small mammals and birds.

4.2 Proposed Solution

- Moving the cars to one screened off area at least 250 metres further away from Brown's Edge road would instantly remove the eyesore of cars and vans randomly parked along our track.
- The proposed screening would be hawthorn and/or laurel and would border the car park along the south and west sides effectively screening the cars from any view off Brown's Edge Road. If necessary a similar hedge could be planted along the bank of Blackwater Dyke screening the car park from almost any viewpoint. The bushes as well as being planted over a small rise would rapidly grow to in excess of three metres high which would hide any vehicle completely.
- The hedges and rough grassland would also provide a boost to the local wildlife providing cover and opportunities for nesting birds.

- Access to the proposed car park would be from the end of our existing track and then across the West boundary of our field. A strip approximately 2.5 meters wide would be reduced in level and the spoil graded along the eastern side of the track. The grass would be allowed to grow long on this banking for two reasons; -
    i. To offer protection to the cars from models that may otherwise overshoot onto the track.
    ii. It will offer more cover to wildlife than they at present enjoy.
- In order to reduce the impact of the track and car park further we would undertake to surface them with a mixture of crushed stone and soil which would be seeded. Alternatively we would use one of the proprietary brands of "Grass Concrete".

5. DESIGN AND ACCESS STATEMENT

Area of Farmland adjacent to Whams Model Aircraft Flying Field, Brown's Edge Road, Ingbirchworth, Sheffield.

Formation of Car Park.

5.1 Car Park:

Construction will comprise removal of the top soil over the area of the car park to a base upon which a porous membrane can be laid. Crushed sandstone (50mm down to zero) will be filled and rolled to form the base of the car park as shown on the enclosed drawings.

The top soil will form a shallow screen bank to the north and west side of the car park and will be seeded and planted with hawthorn and/or laurel to completely screen the car park from Brown's Edge Road. The screening should quickly grow to 3 or 4 metres high matching that bordering on Brown's Edge Road. The car park is situated approximately 300m from the road and therefore its impact is reduced because of its distance away from the highway, the only possible viewpoint, there being no public footpaths within sight of our field.

The car park will be surrounded by a sheep proof fence similar to the fences surrounding the flying field and the other fields in the area.

5.2 Access:

The access to Brown's Edge Road already exists and it is not planned to change it. The opening is about 9m wide and comprises two field gates and a pedestrian gate. Existing parking is both along the edge of Brown's Edge Road and down the existing track owned by the club connecting the road to the flying field.

Access to the new car park will be along the existing track into the flying site turning along the western boundary to the entrance to the proposed car park. This will not involve any more movements of vehicles in and out of Brown's Edge Road than already take place.

6. SUMMARY

1. Our sport is a legitimate countryside pursuit.
2. We have operated from this site for twenty years with only one known complaint about noise which was subsequently proved to be of a level that would not register on a noise meter.
3. We carry out our activities well within the criteria laid down by our national body, the British Model Flying Association which represents model aviation on behalf of the Civil Aviation Authority.
4. We are a sport recognised by the Sports Council.
5. A number of our members have represented the club at both National and International level.
6. We have been forced to re-evaluate our present operating procedures for two main reasons.
    i. The proposed Blackstone Edge Wind Farm Development
    ii. Thefts from our vehicles. The solution causing subsequent problems with proper access for our neighbour across our track.
7. We are taking this opportunity to make provision for our elderly and disabled members.
8. The proposed car park would benefit all our members, our neighbour who would regain proper access to his land, the environment by completely hiding the cars from view and we would create almost a quarter acre of new habitat for wildlife.

HDMAC is a long established club that has consistently endeavoured to provide a facility where residents of both South and West Yorkshire can acquire new skills whilst benefiting from an interactive sport carried out in the open air. Providing good safe facilities for our membership is important to us and we hope that the issues raised regarding safety to members and public, together with our attempt to improve both the aspect of the site and the natural habitat will persuade you to allow this small, but to us, vital development to proceed.

7. APPENDIX

i. Sports Council Letter to the BMFA
ii. Location Drawing
iii. *Proposed Car Park & Screening*
iv. Sections : Scale 1 : 50 & 1 : 5
v. Aerial Photograph of the Whams

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The Sports Council

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Chairman: Peter G. Yarranton
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Director General: David Pickup

Our Ref: SJM/FB

9 March 1992

General Secretary
British Model Flying Association
Chackfields House
31 St Andrews Road
LEICESTER
LE2 8RE

SPORTS COUNCIL RECOGNITION

The BMFA's application for recognition was reconsidered by the Sports Council on Monday, 2 March 1992 when, it was agreed that the Council would fully recognise the Association as the governing body for the activity of Aeromodel Flying.

I am delighted that the outcome is a positive one and would thank you and your officers for your patience during the past few months.

Please note that your liaison officer at the Council to whom future correspondence should be addressed is **Sallie Barker**, Sallie will be pleased to provide any information you may require on the Sports Council and the services that are available to governing bodies.

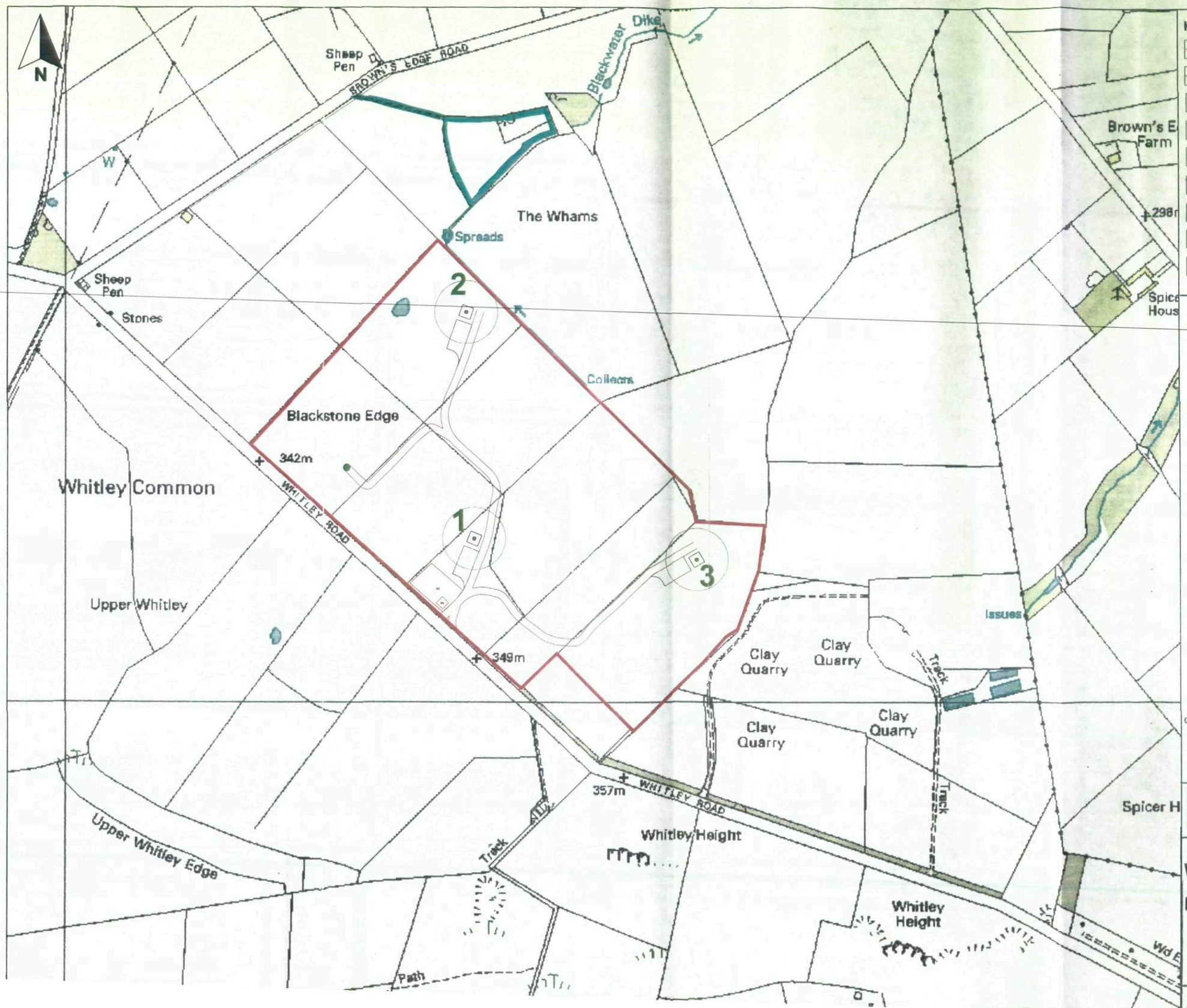
Should you have any queries in this matter please do not hesitate to contact Sallie or me.

Yours sincerely

[redacted]

SHEILA J MORROW
Governing Bodies &
Related Organisations Team Leader
Development Unit.

cc: Sallie Barker - Liaison Officer



HDMAC

Whams Model Aircraft Flying Field.

Location Plan

April 2008.

Existing Track

Undeveloped land owned by H.D.M.A.C.

To Brown's Edge Road

The Whams Model Aircraft Flying Field	N
Proposed Car Park and Screening	
Scale 1/500	Date April 2008.
Grid Ref: 419508E 405739N	

Existing Model Flying Field "The Whams"

22m wide top of bank

sheep fence and 3m hedge

Parking aprox. 25 spaces including 3 disabled spaces

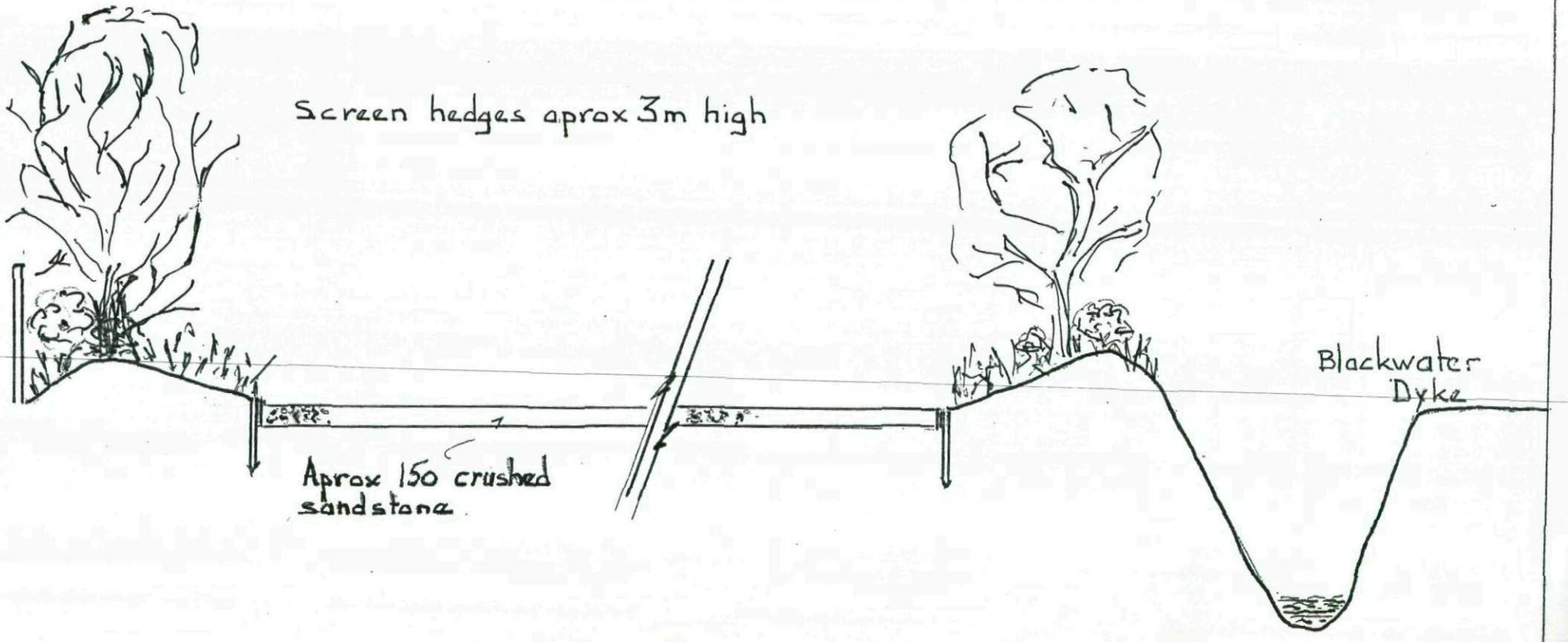
D.

0.27 acre

Huddersfield & District Model Aircraft Club.

Typical Section through Proposed Car Park

Scale: 1 : 50	Date: April 2008.



Huddersfield & District Model Aircraft Club.

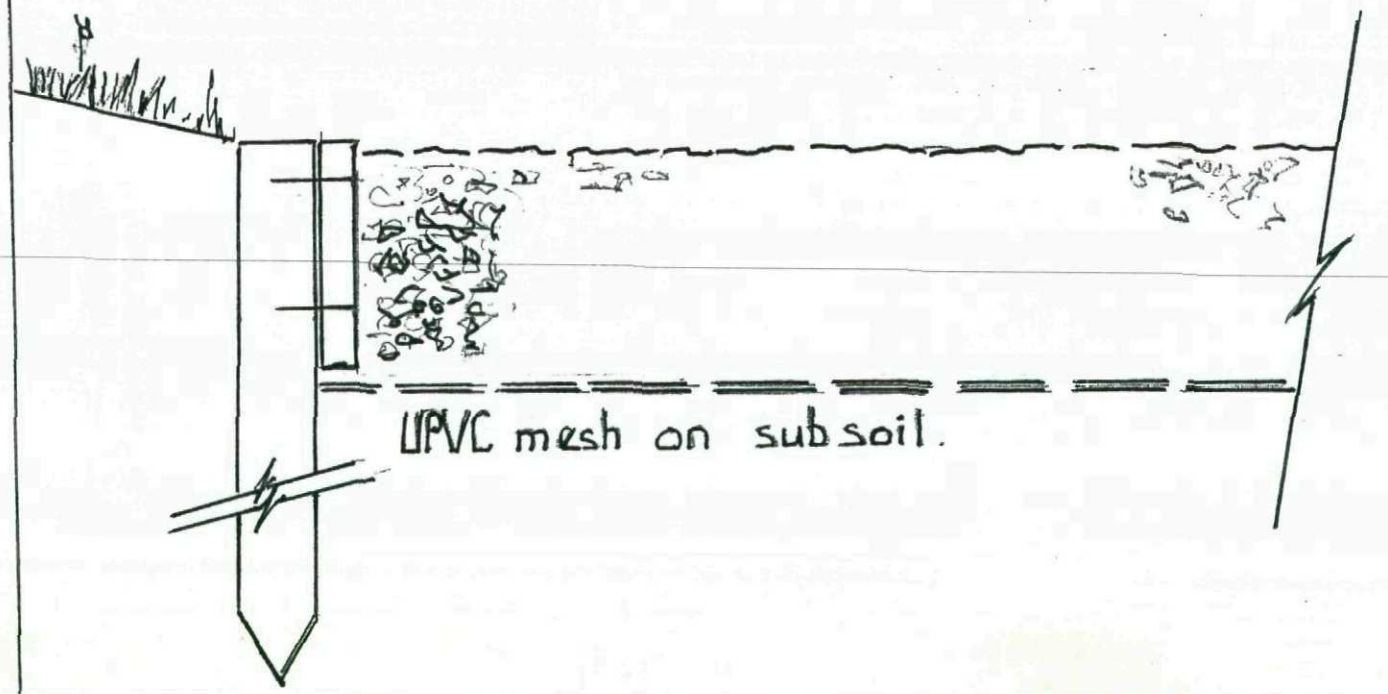
Typical Section at Edge of Proposed Car Park

Scale: 1 : 5	Date: April 2008.

150 x 25 tanalized edge

50 x 50 tanalized stakes

50 down crushed stone 150 thick




Existing pit
The Whams
Proposed flight path after moving to South side
Present day take off Pattern in SW wind
Proposed pit
Proposed Car Park screened by hedge and bankings
Left turn toward proposed turbine Nº2
Image © 2008 The GeoInformation Group
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