

WAVERLEY BOROUGH COUNCIL

MINUTES OF THE MEETING OF THE JOINT PLANNING COMMITTEE

15 FEBRUARY 2012

SUBMITTED TO THE COUNCIL MEETING – 21 FEBRUARY 2012

(To be read in conjunction with the Agenda for the Meeting)

Cllr Stella Andersen-Payne	* Cllr Carole King
* Cllr Maurice Byham	Cllr Nicky Lee
* Cllr Elizabeth Cable	* Cllr Bryn Morgan
* Cllr Patricia Ellis	* Cllr Stephen Mulliner
* Cllr Mary Forsyszewski	Cllr Stephen O'Grady
Cllr Pat Frost	* Cllr Stefan Reynolds
Cllr Richard Gates	Cllr Roger Steel
Cllr Michael Goodridge	* Cllr Adam Taylor-Smith
Cllr Jill Hargreaves	* Cllr John Ward
Cllr Stephen Hill	* Cllr Liz Wheatley
* Cllr Simon Inchbald	Cllr Andrew Wilson
* Cllr Peter Isherwood	

*Present

Cllr Nicholas Holder was also in attendance and spoke on Agenda Item 5, in accordance with Procedure Rule 23.

6. MINUTES (Agenda Item 1)

The Minutes of the Meeting held on 17 May 2011 were confirmed and signed.

7. APOLOGIES FOR ABSENCE (Agenda Item 2)

Apologies for absence were received from Councillors Stella Andersen-Payne, Pat Frost, Richard Gates, Michael Goodridge, Jill Hargreaves, Stephen Hill, Nicky Lee, Stephen O'Grady, and Andrew Wilson.

8. DISCLOSURES OF INTERESTS (Agenda Item 3)

There were no interests disclosed relating to matters on the agenda.

PART I – RECOMMENDATIONS TO THE COUNCIL

There were no matters raised under this heading.

PARTS II AND III- MATTERS OF REPORT

Background Papers

The background papers relating to the following items in Parts II and III are as specified in the Agenda for the meeting of the Joint Planning Committee.

PART II – Matters reported in detail for the information of the Council

There were no matters raised under this heading.

PART III – Brief summaries of other matters dealt with

9. The Committee had received the report circulated as Appendix A to the agenda, and the Updates circulated 24 hours prior to the meeting, relating to the following applications for planning permission:

WA/2011/2047, Land at Dunsfold Park, Stovolds Hill, Cranleigh

Application under Section 73 to vary Conditions 8 and 11 of WA/2007/0372 (Change of use of land and buildings for B1, B2, and B8 uses) to facilitate additional flights and extended flying hours in connection with the 2012 Olympic Games. Specifically: to amend the total annual number of flights in 2012 to 6,600 (to provide an additional 1,560 aircraft movements); to extend the hours of flying to 0700 to 2100 Monday to Sunday, to allow flying later on Saturdays and during Sundays; and to remove the restriction relating to flights being associated with companies of Dunsfold Park. Variations relating to extended hours and the relationship to Dunsfold Park would apply during the period 21 July to 15 August 2012 inclusive.

WA/2011/2048, Land at Dunsfold Park, Stovolds Hill, Cranleigh

Application under Section 73 to vary Conditions 7 and 11 of WA/2007/0373 (Change of use of land and buildings for B1, B2, and B8 uses) to facilitate additional flights and extended flying hours in connection with the 2012 Olympic Games. Specifically: to amend the total annual number of flights in 2012 to 6,600 (to provide an additional 1,560 aircraft movements); to extend the hours of flying to 0700 to 2100 Monday to Sunday, to allow flying later on Saturdays and during Sundays; and to remove the restriction relating to flights being associated with companies of Dunsfold Park. Variations relating to extended hours and the relationship to Dunsfold Park would apply during the period 21 July to 15 August 2012 inclusive.

10. The Planning Officers explained the background to the applications under consideration and the planning principles used in reaching the recommendations before the committee. With regard to the application for an

increase in the number of permitted Air Traffic Movements (ATMs) per year, to accommodate additional flights during the 26 day period 21 July 2012 to 15 August 2012 inclusive, planning officers explained the applicant's request for an additional 1,560 ATMs per year was based on the difference between the Department of Transport's capacity assessment of Dunsfold Aerodrome and the number of ATMs permitted under the current planning permission. Officers considered that the applicant had not made a convincing case that additional harm would not be caused by permitting additional flights. Moreover, based on the total number of actual ATMs at Dunsfold Park in 2010 and 2011, it was considered that there was sufficient headroom within the existing permitted ATMs to accommodate likely demand for extra ATMs during the period of the Olympic Games.

11. With regard to the application to extend the hours of operation during which permitted ATMs were allowed at Dunsfold Park, including ATMs on Sundays, Planning Officers referred to the response by the Council's Environmental Health Officer to the report by Bickerdike Allen Partners on Aircraft Noise, both of which were included in the Update report. It had been concluded that the most noticeable noise effects would occur during weekends, due to the greater difference in noise levels anticipated. However, any potential noise nuisance would be of such limited duration it would not affect the reasonable use of property to such an extent that there would be a 'statutory' noise nuisance.
12. Planning officers presented the revised recommendation and proposed conditions detailed in the Update report, which reflected the conclusions outlined above: that there should be no increase in the number of permitted ATMs per year; and that during the 26 day period 21 July to 15 August 2012 inclusive, ATMs be permitted to operate from 0700 to 2100, 7 days a week. On the advice of Counsel and Waverley's lawyers, minor variations to a number of other conditions were also proposed.
13. In accordance with the guidance for public participation at meetings, each party (objectors, parish councils, applicant/supporters) had been allocated up to 15 minutes to speak. The following representations were made in respect of the application and were duly considered:

Objectors:

Frank Grey, Stop Dunsfold Aerodrome Group
John Noble
Derek Ames
Anthony Isaacs, Chairman, Waverley Branch, CPRE

Parish Councils:

Cllr Jenny Masding, Chairman, Alfold Parish Council
Cllr Alan Ground, Chairman, Dunsfold Parish Council
Cllr Charles Orange, Chairman, Hascombe Parish Council

Applicant:

Gerry Forristal, Dunsfold Park Ltd

Waverley Borough Council:

Cllr Nicholas Holder (in accordance with Procedure Rule 23)

14. Members of the Committee had a lengthy discussion on the merits of the applicant's case for increased permitted ATMs and extended flying hours, the representations made by the objectors and parish councils, and the proposed conditions recommended by Planning Officers.
15. Members were largely satisfied with the proposed wording of Condition 8 (WA/2011/2047) and Condition 7 (WA/2011/2048), such that the number of all aircraft movements to and from the site should not exceed 5,000 in the calendar year 2012. It was noted that this figure excluded ATMs associated with the Air Ambulance; and that ATMs associated with the Olympic Games were specifically permitted.
16. A number of Members expressed concerns regarding the proposed extension of permitted hours in which ATMs could occur, particularly the proposed extension of hours to include Sundays.

Cllr Peter Isherwood proposed a variation to Condition 11 on each application, to extend permitted flying hours to: 0700 – 2100 Monday to Friday; 0730 – 2000 on Saturday; and 0800 – 2000 on Sunday. The motion was seconded by Cllr Elizabeth Cable.

Members voted: For: 4
 Against: 7
 Abstained: 2

Therefore the motion failed.

17. Cllr Stephen Mulliner proposed a variation to Condition 11 on each application, to retain the currently permitted flying hours, i.e. 0730 – 2030 Monday to Friday; 0730 – 1500 on Saturday; no ATMs permitted on Sunday. The motion was seconded by Cllr Stefan Reynolds.

During the course of Members' discussion of this proposal Cllr Mulliner agreed to withdraw his amendment in deference to a variation put forward by Cllr Liz Wheatley to extend flying hours between 21 July 2012 and 15 August 2012 prescribed in Condition 11 of each application to: 0700 – 2100 Monday to Friday; 0730 – 2000 on Saturday; no ATMs on Sunday. The motion was seconded by Cllr Simon Inchbald.

Members voted: For: 9
 Against: 4
 Abstained: 0

Therefore the motion passed.

18. Members discussed the remaining proposed conditions, and it was noted that the applicants had not sought to vary any other conditions besides those already considered. Members noted the intention to strengthen the requirement for the applicant to report road vehicular movements, as set out in the proposed Condition 18 (WA/2011/2047) and Condition 14 (WA/2011/2048).
19. Members considered that it would be appropriate to require the applicant to provide a report of daily ATMs to Waverley, so that Waverley had a means of controlling the permission, if granted. Members agreed that the following wording should be added to the revised Conditions 8 (WA/2011/2047) and 7 (WA/2011/2048): "Copies of the monitoring data relating to the ATMs, to include times and dates, shall be submitted on the 1st day of each month to the Local Planning Authority, except in the 26 day period 21 July to 15 August 2012 inclusive when data are to be submitted on a daily basis."
20. Having considered all relevant matters, the committee considered the recommendations, including amendments to conditions agreed during the meeting.

WA/2011/2047

RESOLVED that permission be GRANTED subject to the conditions detailed below. (*Note: the variations to the current conditions are shown in bold and the original text, which no longer applies, struck out; amendments agreed during the Committee meeting are shown in bold and underlined*):

1. Condition
The development hereby permitted is granted for a temporary period only expiring on ~~30th April 2018~~ **31 December 2012**. On or before this date, the uses shall be discontinued.

Reason

In accordance with the terms of the application and in order to retain control over the development hereby permitted in accordance with ~~Policy LO4 of the Surrey Structure Plan 2004~~ and Policy C2 of the Waverley Borough Local Plan 2002.

2. Condition
The use of the site shall be limited to office, research and development, light industry, general industry and storage uses, including use in connection with the assembly, repair and flight testing of aircraft all as set out in the application and accompanying documents and shall not be used for any other purpose, including promotions, fun days or other events or activities without the prior permission in writing from the Local Planning Authority.

Reason

Alternative uses have the potential to generate increased traffic movements to and from the site. It is not considered that the local transport infrastructure is compatible with the potential increase in traffic generation from alternative uses in respect of highway safety, capacity and non-car mode facilities thereby leading to danger and inconvenience on the highway. Furthermore, the site is poorly served by public transport and the uses of the site which would increase car borne movements would be contrary to PPG13 (transport) ~~Policies LO4 and DN2 of the Surrey Structure Plan 2004~~ and Policies C2 and M2 of the Waverley Borough Local Plan 2002.

3. Condition

Except with the prior written approval of the Local Planning Authority the site shall be managed by a single company as set out in the application WA/2007/0372 and accompanying documents.

Reason

The management of the site by a single management regime is required to control and help to minimise the environmental impacts arising from a large site which could have a substantial impact on the amenities of a wide area. In the absence of knowledge of future users of the site the single management condition is required to help to ensure the co-ordinated control is maintained in the interests of the amenities of the rural area and to accord with Policy LO4 of the Surrey Structure Plan 2004 and Policy C2 of the Waverley Borough Local Plan 2002.

4. Condition

No more than 1,350 employees, including contract and other staff shall work at the application site, except with the prior written approval of the Local Planning Authority.

Reason

The site is located in a countryside area accessed off a rural road network which is poorly served by public transport. The limit on the number of employees is intended to limit the number of car journeys to this site in the interests of highway safety and to accord with ~~Policy DN2 of the Surrey Structure Plan 2004~~ and Policy M2 of the Waverley Borough Local Plan 2002.

5. Condition

No buildings or external fixed equipment which requires enclosure within a building or other structure shall be erected except with the express consent of the Local Planning Authority.

Reason

To accord with ~~Policy LO4 of the Surrey Structure Plan~~ and Policy C2 of the Waverley Borough Local Plan 2002.

6. Condition

The developer shall give at least two weeks' notice to Surrey County Council's Principal Archaeologist of ground disturbance works on the site and shall afford access at all reasonable times to any qualified person nominated by the Local Planning Authority, so that he or she shall have the opportunity to observe any works involving the disturbance of the ground or alteration of any buildings and record any items or features of archaeological interest.

Reason

To ensure that any features of archaeological interest are rescued or recorded in accordance with ~~Policy SE5 of the Surrey Structure Plan 2004~~ and Policy HE14 of the Waverley Borough Local Plan 2002.

7. Condition

No aircraft shall be flown to or from the site except by employees of the firms operating at the site and customers of companies associated with Dunsfold Park, **including customers associated with the Olympic Games.**

Reason

To accord with the permitted uses on the site and to control the number of aircraft movements to that which has historically taken place in the interest of protecting the amenities of local communities and to accord with ~~Policies SE1 and LO4 of the Surrey Structure Plan 2004~~ and Policies D1 and C2 of the Waverley Borough Local Plan 2002.

8. Condition

~~Except with the prior written approval of the Local Planning Authority, the total number of aircraft movements (including helicopter movements operating to and from the site shall not exceed 5,000 in any calendar year. Within this overall total of 5,000 movements the number of aircraft movements consisting of the arrival or departure of aircraft for assembly, repair or flight testing of aircraft and the arrival or departure of aircraft with equipment and parts in connection with aircraft assembly and repair work at Dunsfold Park shall not exceed 2,500 movements annually. Within the overall total of 5,000 movements, the number of movements associated with the movement of staff, executives and customers of companies associated with Dunsfold Park shall not exceed 2,500 movements annually. For the purposes of this permission, an aircraft (or helicopter) movement shall include a take-off or landing.~~

The total number of all aircraft movements (including helicopter movements operating to and from the site shall not exceed 5,000 (excluding ATMs associated with the Air Ambulance) in the calendar year commencing 01/01/2012. This overall total shall

include aircraft movements consisting of the arrival or departure of aircraft for assembly, repair or flight testing of aircraft and the arrival or departure of aircraft with equipment and parts in connection with aircraft assembly and repair work at Dunsfold Park and movements associated with the movement of staff, executives and customers of companies associated with Dunsfold Park, including movements associated with the Olympic Games. For the purposes of this permission, an aircraft (or helicopter) movement shall include a take-off or landing. Copies of the monitoring data relating to the ATMs, to include times and dates, shall be submitted on the 1st day of each month to the Local Planning Authority, except in the 26 day period 21 July 2012 to 15 August 2012 inclusive when data are to be submitted on a daily basis.

Reason

To accord with the permitted uses on the site and to control the number of aircraft movements to that which has historically taken place in the interest of protecting the amenities of local communities and to accord with ~~Policies SE1 and LO4 of the Surrey Structure Plan and Policies D1 and C2 of the Waverley Borough Local Plan 2002.~~

9. Condition

No aircraft exceeding an unladen weight of 70 metric tonnes shall land at or take off from the premises.

Reason

To accord with the permitted uses on the site and to control the number of aircraft movements to that which have historically taken place in the interest of protecting the amenities of local communities and to accord with ~~Policies SE1 and LO4 of the Surrey Structure Plan 2004 and Policies D1 and C2 of the Waverley Borough Local Plan 2002.~~

10. Condition

Mufflers or silencers of adequate size shall be provided for and used in connection with all aircraft being tested at the aerodrome. The location of the test area and the design and location of such mufflers or silencers shall be to the satisfaction of the Local Planning Authority and the applicant shall take every practicable step and precaution to ensure the least possible nuisance from noise from any other operations carried out on or from the premises.

Reason

In order to minimise the nuisance caused locally by noise from the testing or running engines on the ground in accord with ~~Policies SE1 and LO4 of the Surrey Structure Plan 2004 and Policies D1 and C2 of the Waverley Borough Local Plan 2002.~~

11. Condition

Without the prior approval in writing of the Local Planning Authority, there shall not except in the case of emergency be:

(a) Any flying of aircraft except between the hours of 0730 to 1930 during the period 1 October to 31 March inclusive and between the hours of 0730 to 2030 during the period 1 April to 30 September inclusive **with the exception of the period 21 July 2012 to 15 August 2012 inclusive when there shall not, ~~except in the case of an emergency,~~ be any flying of aircraft except between the hours of 0700 to 2100 Monday to Fridays, and 0730 to 2000 on Saturdays.**

(b) Any flying of aircraft between 1500 hours on Saturdays and 0730 on Mondays **with the exception of the period 21 July 2012 to 15 August 2012 inclusive when there shall be no flying of aircraft between 2000 on Saturdays and 0700 on Mondays. There shall be no flying on Sundays.**

(c) Any ground running aircraft engines, apart from essential testing preliminary to flight take-off, between the hours of 1830 and 0730 nor between 1500 hours on Saturdays and 0730 on Mondays

Reason

In order to avoid disturbance to local residents by the flying or testing of aircraft during the hours of recreation and sleep and to accord with ~~Policies SE1 and LO4 of the Surrey Structure Plan 2004~~ and Policies D1 and C2 of the Waverley Borough Local Plan 2002.

12. Condition

Except with the prior approval in writing of the Local Planning Authority, the ground running of aircraft engines, which shall at all times be muffled, shall not be carried out for a total period exceeding 2 hours in any one day, with the exception of ground running in connection with the essential testing and manoeuvring of aircraft immediately prior to or following a flying operation.

Reason

In order to avoid disturbance to local residents by the ground running aircraft engines taking into account the longer periods of activity of such operations compared with flying in and out of the aerodrome and to accord with ~~Policies SE1 and LO4 of the Surrey Structure Plan 2002~~ ~~and~~ Policies D1 and C2 of the Waverley Borough Local Plan 2002.

13. Condition

No new plant, machinery and equipment (including dust or fume extraction, filtration equipment, air conditioning, heating, ventilation or refrigeration equipment) shall be installed at the premises except in

accordance with a scheme providing for the insulation of the building(s) against the transmission of noise based upon the results of the noise surveys already carried out. Such scheme shall be submitted to and be approved in writing by the Local Planning Authority before any such plant, machinery or equipment is installed.

Reason

To protect the amenities of the area and to accord with ~~Policy SE1 of the Surrey Structure Plan 2004~~ and Policy D1 of the Waverley Borough Local Plan 2002.

14. Condition

No dust or fume extraction or filtration equipment or air conditioning, heating, ventilation or refrigeration equipment shall be installed until full details of its design, siting, discharge points and predicted acoustic performance have been submitted to and approved by the Local Planning Authority. Upon approval, such equipment shall be installed, maintained and operated in a manner which prevents the transmission of odours, fumes, noise and vibration to neighbouring premises.

Reason

To protect the amenities of the area and to accord with ~~Policy SE1 of the Surrey Structure Plan 2004~~ and Policy D1 of the Waverley Borough Local Plan 2002.

15. Condition

The rating level of any noise from any fixed plant shall not result in any increase in background noise level at the nearest noise sensitive property as determined by BS 4142: 1997 Method of Rating Industrial Noise Affecting Mixed Residential and Industrial Areas at any time.

Reason

To protect the amenities of the area and to accord with ~~Policy SE1 of the Surrey Structure Plan 2004~~ and Policy D1 of the Waverley Borough Local Plan 2002.

16. Condition

The total noise due to all plant operating simultaneously shall not result in any increase in background noise level at the nearest noise sensitive property at any time.

Reason

To protect the amenities of the area and to accord with ~~Policy SE1 of the Surrey Structure Plan 2004~~ and Policies D1 and C2 of the Waverley Borough Local Plan 2002.

17. Condition

No loudspeaker, tannoy, sirens, public address system shall be used and be audible beyond the site boundaries except in an emergency or explosive/pyrotechnic device shall be used so as to be audible beyond the site boundaries unless prior permission in writing has been obtained from the Local Planning Authority.

Reason

In the interests of the amenities of nearby residents in accordance with ~~Policies SE1 and LO4 of the Surrey Structure Plan 2004~~ and Policies D1 and C2 of the Waverley Borough Local Plan 2002.

18. Condition

There shall be no more than 2,723 total road vehicular movements (excluding pedal and motor cycles) per day allowed to gain access to any part of the airfield. For the purpose of this condition a vehicular movement shall include a movement into or out of the site. ~~Before the implementation of this permission~~ **Within one month of the date of this permission** a management and monitoring agreement shall be **submitted to and thereafter** agreed ~~with~~**by** the Local Planning Authority **in writing** and thereafter adhered to for the duration of the planning permission, i.e. to ~~30 April 2018~~ **31 December 2012**. Within the terms of the management and monitoring agreement the applicant is required to set down Automatic Traffic Count systems or other appropriate devices at the vehicular accesses to the aerodrome that record and differentiate HGVs from other vehicular traffic so as to provide evidence that the requirements of this condition are being met. Copies of the monitoring data shall be submitted to the Local Planning Authority at a frequency or triggers to be agreed with the Local Planning Authority before the implementation of this permission.

Reason

To ensure that the likely traffic generated by the existing authorised use by BAe (former occupiers of the site) is not exceeded and to accord with ~~Policies LO1 and DN2 of the Surrey Structure Plan 2004~~ and Policies D1 and M2 of the Waverley Borough Local Plan 2002.

19. Condition

If during development, contamination, not previously identified, is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until the developer has submitted and obtained written approval from the Local Planning Authority for a written addendum to the original remediation scheme. This addendum to the scheme must detail how this unsuspected contamination shall be dealt with.

Reason

To ensure that the development adequately deals with any contaminated land or water found during the development in accordance with ~~Policy SE1 of the Surrey Structure Plan 2004~~ and Policy D1 of the Waverley Borough Local Plan 2002.

20. Condition

No materials including products or parts, crates, packing materials or waste shall be stacked or stored on the site except in the buildings or in the areas shown on the permitted plans except as has been permitted in the enforcement notice planning appeal ref: APP/R3650/C/04/1153471 dated 13 February 2005.

Reason

To protect the character and amenities of the area and to accord with ~~Policies SE1 and LO5 of the Surrey Structure Plan 2004~~ and Policies D1 and C2 of the Waverley Borough Local Plan 2002.

21. Condition

Materials stored in the open in accordance with the Condition above shall not exceed 2 metres in height above ground level.

Reason

To protect the character and amenities of the area and to accord with ~~Policies SE1 and LO4 of the Surrey Structure Plan 2004~~ and Policies D1 and C2 of the Waverley Borough Local Plan 2002.

22. Condition

There shall be no floodlighting or any other external lighting on the site other than:
(a) As required in the interests of health and safety or
(b) Security lighting controlled by movement sensor.

Reason

To protect the character and amenities of the area and to accord with ~~Policies SE1 and LO4 of the Surrey Structure Plan 2004~~ and Policies D1 and C2 of the Waverley Borough Local Plan 2002.

23. Condition

HGV movements to and from the site shall not exceed 10 movements between the hours of 2300 hours and 0600 hours at each of the main access points to the site at Stovolds Hill and the site from Compass Gate.

Reason

In the interests of residential amenity and Policy D1 of the Waverley Borough Local Plan.

24. Condition

~~The applicant shall notify in writing to the Local Planning Authority the commencement and implementation of this permission.~~ **Before this planning permission is implemented the Applicant shall notify the Local Planning Authority in writing specifying the date on which the Applicant intends to implement the planning permission. The development authorised by this planning permission, including the flying of any aircraft (including any helicopter) associated with the Olympic Games, shall not be carried out prior to that date.**

Reason

In order that the planning and enforcement position is clear and to avoid ambiguity in the management of the site **and to comply with Policies D1, D4 and M2 of the Waverley Borough Local Plan 2002.**

SUMMARY OF REASONS FOR GRANTING PERMISSION

The development hereby granted has been assessed against the following Development Plan Policies: Policies D1, D4, D13, C2, C12, IC2, IC4, IC4, M2 & M14 of the Waverley Borough Local Plan 2002 and Policies CC6, CC7, T2, T9, NRM9, NRM10 of the South East Plan 2009 (subject to the letter to Chief Planning Officers from the Secretary of State dated 27/5/10 regarding abolition of Regional Spatial Strategies) and material considerations, including third party representations. It has been concluded that the principle of this development has been established and given the original permission, ~~which has been implemented~~ under WA/2007/0372, it is not reasonable to reassess the principle of this development. The likely harm caused by an increase in noise generation and traffic movements are considered to be outweighed by the temporary nature of the permission and the wider benefits of supporting the proposal. Specifically, it has been concluded that for the temporary period of 21 July 2012 to 15 August 2012 the benefits of allowing visitors associated with the Olympics to use the aerodrome and an extension of the hours when aircraft movements can take place outweigh the material harm to the occupiers of neighbouring properties for this limited time due to noise and disturbance. It has been concluded that the development would not result in any harm that would justify refusal in the public interest.

Informatives:

1. The threshold of 2,723 total daily vehicular movements shall include all those currently taking place at the aerodrome site, including those already permitted under different planning application or enforcement references.
2. The applicant is advised that data captured by the monitoring systems in respect of the requirements of conditions 4, 8 and 17 should be retained and made available for inspection by the Local Planning Authority at all reasonable times.

3. Any lighting installed under the terms of condition 23 shall accord with the Institution of Lighting Engineers' Guidance Notes for the Reduction of Light Pollution.
4. The applicant is advised that all vehicles associated with the uses hereby permitted shall observe a speed limit of 30 mph when moving around the site at all times. For the avoidance of doubt this informative does not apply to activities associated with other planning permissions.
5. In the event that further planning applications are submitted for new development at the site the applicant is advised that the Planning Authority will expect any such application to be accompanied by a written desktop study carried out by a competent person which shall include the identification of previous site users, potential contaminants that might reasonably be expected given those uses and other relevant information and using this information, produce a diagrammatical representation (Conceptual Model) for the site of all potential contaminant sources, pathways and receptors.
6. Based on the information obtained by the desktop study, the Planning Authority may subsequently require a site investigation to be carried out by a competent person to determine the nature and extent of any contamination. The investigation shall be carried out in accordance with a protocol which shall be submitted to and approved by the Local Planning Authority.

WA/2011/2048

RESOLVED that permission be GRANTED subject to the conditions detailed below. (Note: the variations to the current conditions are shown in bold and the original text, which no longer applies, struck out):

1. Condition
The development hereby permitted is granted for a temporary period only expiring on ~~1st June 2018~~ **31 December 2012**. On or before this date, the uses shall be discontinued.

Reason

In accordance with the terms of the application and in order to retain control over the development hereby permitted in accordance with Policy C2 of the Waverley Borough Local Plan 2002.

2. Condition
The use of the site shall be limited (but without restriction of the Use Classes Order 1987 or any order revoking, re-enacting or modifying that Order) to those uses set out in the application schedule ("Schedule of Buildings, floor areas and uses" dated 16 February 2007 **submitted with application WA/2007/0373**) the application documents and the

submitted plans, and may not be used for any other purpose or other ancillary uses not specified in the said schedule without the prior permission in writing from the Local Planning Authority.

Reason-

~~Alternative uses have the potential to generate increased traffic movements to and from the site. It is not considered that the local transport infrastructure is compatible with the potential increase in traffic generation from alternative uses in respect of highway safety, capacity and non-car mode facilities thereby leading to danger and inconvenience on the highway. Furthermore, the site is poorly served by public transport and the uses of the site which would increase car borne movements would be contrary to PPG13 (Transport) Policies C2 and M2 of the Waverley Borough Local Plan 2002.~~

Reason

In accordance with the terms of the application and in order to retain control over the development hereby permitted in accordance with Policy C2 of the Waverley Borough Local Plan 2002.

3. Condition

The site shall be managed by a single company or entity as set out in the application **WA/2007/0373** and accompanying documents.

Reason

The management of the site by a single management regime is required to control and help to minimise the environmental impacts arising from a large site which could have a substantial impact on the amenities of a wide area. In the absence of knowledge of future users of the site the single management condition is required to help to ensure the co-ordinated control is maintained in the interests of the amenities of the rural area and to accord with Policy C2 of the Waverley Borough Local Plan 2002.

4. Condition

No more than 1,350 employees, including contract and other staff shall work at the application site, except with the prior written approval of the Local Planning Authority.

Reason

The site is located in a countryside area accessed off a rural road network which is poorly served by public transport. The limit on the number of employees is intended to limit the number of car journeys to this site in the interests of highway safety and to accord with Policy M2 of the Waverley Borough Local Plan 2002.

5. Condition
Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking, re-enacting or modifying that order), no extension or alteration to an industrial building or warehouse under Class A of Part 8 of Schedule 2 shall be carried out.

Reason

In order to retain control over the development hereby permitted in accordance with Policy C2 of the Waverley Borough Local Plan 2002.

6. Condition
No aircraft shall be flown to or from the site except by employees of the firms operating at the site and customers of companies associated with Dunsfold Park, **including customers associated with the Olympic Games.**

Reason

To accord with the permitted uses on the site and to control the number of aircraft movements to that which has historically taken place in the interest of protecting the amenities of local communities and to accord with Policies D1 and C2 of the Waverley Borough Local Plan 2002.

7. Condition
~~Except with the prior written approval of the Local Planning Authority, the total number of aircraft movements (including helicopter movements operating to and from the site shall not exceed 5,000 in any calendar year. Within this overall total of 5,000 movements the number of aircraft movements consisting of the arrival or departure of aircraft for assembly, repair or flight testing of aircraft and the arrival or departure of aircraft with equipment and parts in connection with aircraft assembly and repair work at Dunsfold Park shall not exceed 2,500 movements annually. within the overall total of 5,000 movements, the number of movements associated with the movement of staff, executives and customers of companies associated with Dunsfold Park shall not exceed 2,500 movements annually. For the purposes of this permission, an aircraft (or helicopter) movement shall include a take-off or landing.~~

The total number of all aircraft movements (including helicopter movements operating to and from the site shall not exceed 5,000 (excluding ATMs associated with the Air Ambulance) in the calendar year commencing 01/01/2012. This overall total shall include aircraft movements consisting of the arrival or departure of aircraft for assembly, repair or flight testing of aircraft and the

arrival or departure of aircraft with equipment and parts in connection with aircraft assembly and repair work at Dunsfold Park and movements associated with the movement of staff, executives and customers of companies associated with Dunsfold Park, including movements associated with the Olympic Games. For the purposes of this permission, an aircraft (or helicopter) movement shall include a take-off or landing. Copies of the monitoring data relating to the ATMs, to include times and dates, shall be submitted on the 1st day of each month to the Local Planning Authority, except in the 26 day period 21 July 2012 to 15 August 2012 inclusive when data are to be submitted on a daily basis.

Reason

To accord with the permitted uses on the site and to control the number of aircraft movements to that which has historically taken place in the interest of protecting the amenities of local communities and to accord with Policies D1 and C2 of the Waverley Borough Local Plan 2002.

8. **Condition**

No aircraft exceeding an unladen weight of 70 metric tonnes shall land at or take off from the premises.

Reason

To accord with the permitted uses on the site and to control the number of aircraft movements to that which have historically taken place in the interest of protecting the amenities of local communities and to accord with Policies D1 and C2 of the Waverley Borough Local Plan 2002.

9. **Condition**

Mufflers or silencers of adequate size shall be provided for and used in connection with all aircraft being tested at the aerodrome. The location of the test area and the design and location of such mufflers or silencers shall be submitted to and approved in writing by the Local Planning Authority prior to their use.

Reason

In order to minimise the nuisance caused locally by noise from the testing or running engines on the ground in accord with Policies D1 and C2 of the Waverley Borough Local Plan 2002.

10. Except with the prior approval in writing of the Local Planning Authority, the ground running of aircraft engines, which shall at all times be muffled, shall not be carried out for a total period exceeding 2 hours in any one day, with the exception of ground running in connection with

the essential testing and manoeuvring of aircraft immediately prior to or following a flying operation.

Reason

In order to avoid disturbance to local residents by the ground running aircraft engines taking into account the longer periods of activity of such operations compared with flying in and out of the aerodrome and to accord with Policies D1 and C2 of the Waverley Borough Local Plan 2002.

11. Condition

Without the prior approval in writing of the Local Planning Authority, there shall not except in the case of emergency be:

(a) Any flying of aircraft except between the hours of 0730 to 1930 during the period 1 October to 31 March inclusive and between the hours of 0730 to 2030 during the period 1 April to 30 September inclusive **with the exception of the period 21 July 2012 to 15 August 2012 inclusive when there shall not, ~~except in the case of an emergency,~~ be any flying of aircraft except between the hours of 0700 to 2100 Monday to Fridays, and 0730 to 2000 on Saturdays.**

(b) Any flying of aircraft between 1500 hours on Saturdays and 0730 on Mondays **with the exception of the period 21 July 2012 to 15 August 2012 inclusive when there shall be no flying of aircraft between 2000 on Saturdays and 0700 on Mondays. There shall be no flying on Sundays.**

(c) Any ground running aircraft engines, apart from essential testing preliminary to flight take-off, between the hours of 1830 and 0730 nor between 1500 hours on Saturdays and 0730 on Mondays

Reason

In order to avoid disturbance to local residents by the flying or testing of aircraft during the hours of recreation and sleep and to accord with Policies D1 and C2 of the Waverley Borough Local Plan 2002.

12. Condition

Before any external plant and/or machinery (including dust or fume extraction, filtration equipment, air conditioning, heating, ventilation or refrigeration equipment) is used by any buildings, it shall be attenuated in a way which will minimise transmission of air and structure borne sound in accordance with a scheme to be approved in writing by the Local Planning Authority. Such equipment shall be installed,

maintained and operated in a manner which prevents the transmission of odours, fumes, noise and vibration to neighbouring premises.

Reason

To protect the amenities of the area and to accord with Policy D1 of the Waverley Borough Local Plan 2002.

13. Condition

No loudspeaker, tannoy, sirens, public address system shall be used and be audible beyond the site boundaries except in an emergency or explosive/pyrotechnic device shall be used so as to be audible beyond the site boundaries unless prior permission in writing has been obtained from the Local Planning Authority.

Reason

In the interests of the amenities of nearby residents in accordance with Policies D1 and C2 of the Waverley Borough Local Plan 2002.

14. Condition

There shall be no more than 2,723 total road vehicular movements (excluding pedal and motor cycles) per day allowed to gain access to any part of the airfield. For the purpose of this condition a vehicular movement shall include a movement into or out of the site. ~~Before the implementation of this permission~~ **Within one month of the date of this permission** a management and monitoring scheme shall be **submitted to and thereafter** agreed ~~with~~ **by** the Local Planning Authority **in writing** and thereafter adhered to for the duration of the planning permission, i.e. to ~~4st June 2018~~ **31 December 2012** . As part of this scheme the management company or entity shall set down Automatic Traffic Count systems or other appropriate devices at the vehicular accesses to the aerodrome that record and differentiate HGVs from other vehicular traffic so as to provide evidence that the requirements of this condition are being met. Copies of the monitoring data shall be submitted to the Local Planning Authority at a frequency or triggers to be agreed with the Local Planning Authority before the implementation of this permission.

Reason

To ensure that the likely traffic generated by the existing authorised use by BAe (former occupiers of the site) is not exceeded and to accord with Policies D1 and M2 of the Waverley Borough Local Plan 2002.

15. Condition

No materials including products or parts, crates, packing materials or waste, pursuant to this permission, shall be stacked or stored on the site except in the buildings or in the areas shown on the permitted

plans except as has been permitted in the enforcement notice planning appeal ref: APP/R3650/C/04/1153471 dated 13 February 2005.

Reason

To protect the character and amenities of the area and to accord with Policies D1 and C2 of the Waverley Borough Local Plan 2002.

16. Condition
Materials stored in the open in accordance with the Condition above shall not exceed 2 metres in height above ground level.

Reason

To protect the character and amenities of the area and to accord with Policies D1 and C2 of the Waverley Borough Local Plan 2002.

17. Condition
There shall be no floodlighting or any other external lighting on the site other than:
(a) As required in the interests of health and safety or
(b) Security lighting controlled by movement sensor.

Reason

To protect the character and amenities of the area and to accord with Policies D1 and C2 of the Waverley Borough Local Plan 2002.

18. Condition
HGV movements to and from the site shall not exceed 10 average movements per night each calendar week at the main access point to the site at Stovolds Hill and 15 average movements per night each calendar week at the main access point to the site at Compass Gate between the hours of 2300 hours and 0600 hours. An HGV for the purpose of this condition is to mean a goods vehicle connected with any trade or business used on the road with a gross plated weight of more than 7.5 tonnes and a gross plated unladen weight of 3.5 tonnes.

Reason

In the interests of residential amenity and to accord with Policy D1 of the Waverley Borough Local Plan 2002.

19. Condition
~~The applicant shall notify in writing to the Local Planning Authority the commencement and implementation of this permission.~~ **Before this planning permission is implemented the Applicant shall notify the Local Planning Authority in writing specifying the date on which the Applicant intends to implement the planning permission. The development authorised by this planning permission, including**

the flying of any aircraft (including any helicopter) associated with the Olympic Games, shall not be carried out prior to that date.

Reason

In order that the planning and enforcement position is clear and to avoid ambiguity in the management of the site and to comply with Policies D1, D4 and M2 of the Waverley Borough Local Plan 2002.

SUMMARY OF REASONS FOR GRANTING PERMISSION

The development hereby granted has been assessed against the following Development Plan Policies: Policies D1, D4, D13, C2, C12, IC2, IC4, IC4, M2 & M14 of the Waverley Borough Local Plan 2002 and Policies CC6, CC7, T2, T9, NRM9, NRM10 of the South East Plan 2009 (subject to the letter to Chief Planning Officers from the Secretary of State dated 27/5/10 regarding abolition of Regional Spatial Strategies) and material considerations, including third party representations. It has been concluded that the principle of this development has been established and given the original permission, ~~which has been implemented~~ under WA/2007/0372, it is not reasonable to reassess the principle of this development. The likely harm caused by an increase in noise generation and traffic movements are considered to be outweighed by the temporary nature of the permission and the wider benefits of supporting the proposal. Specifically, it has been concluded that for the temporary period of 21st July 2012 to 15th August 2012 the benefits of allowing visitors associated with the Olympics to use the aerodrome and an extension of the hours when aircraft movements can take place outweigh the material harm to the occupiers of neighboring properties for this limited time due to noise and disturbance. It has been concluded that the development would not result in any harm that would justify refusal in the public interest.

Informatives:

1. The threshold of 2,723 total daily vehicular movements shall include all those currently taking place at the aerodrome site, including those already permitted under different planning application or enforcement references.
2. The applicant is advised that data captured by the monitoring systems in respect of the requirements of conditions 4, 8 and 17 should be retained and made available for inspection by the Local Planning Authority at all reasonable times.
3. Any lighting installed under the terms of condition 23 shall accord with the Institution of Lighting Engineers' Guidance Notes for the Reduction of Light Pollution.

4. The applicant is advised that all vehicles associated with the uses hereby permitted shall observe a speed limit of 30 mph when moving around the site at all times. For the avoidance of doubt this informative does not apply to activities associated with other planning permissions.
5. In the event that further planning applications are submitted for new development at the site the applicant is advised that the Planning Authority will expect any such application to be accompanied by a written desktop study carried out by a competent person which shall include the identification of previous site users, potential contaminants that might reasonably be expected given those uses and other relevant information and using this information, produce a diagrammatical representation (Conceptual Model) for the site of all potential contaminant sources, pathways and receptors.
6. Based on the information obtained by the desktop study, the Planning Authority may subsequently require a site investigation to be carried out by a competent person to determine the nature and extent of any contamination. The investigation shall be carried out in accordance with a protocol which shall be submitted to and approved by the Local Planning Authority.

There being no further business, the Chairman concluded the meeting.

The meeting commenced at 7.00 p.m. and concluded at 9.25pm.

Chairman