

SCHEDULE "A" TO THE AGENDA FOR THE  
JOINT PLANNING COMMITTEE  
15 FEBRUARY 2012

Applications subject to public speaking.

Background Papers

Background papers (as defined by Section 100D(5) of the Local Government Act 1972) relating to this report are listed under the "Representations" heading for each planning application presented, or may be individually identified under a heading "Background Papers".

The implications for crime, disorder and community safety have been appraised in the following applications but it is not considered that any consideration of that type arises unless it is specifically referred to in a particular report.

- |    |   |   |
|----|---|---|
| A1 | WA/2011/2047<br>Dunsfold Park Limited<br>24/11/2011 | 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 inclusive at Land At Dunsfold Park, Stovolds Hill, Cranleigh. |
| A2 | WA/2011/2048<br>Dunsfold Park Limited<br>24/11/2011 | 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 inclusive at Land At Dunsfold Park, Stovolds Hill, Cranleigh. |

Was Public Notice required and posted: Yes

Grid Reference E: 502938 N: 136774

Parish/Town : Alfold, Dunsfold  
Ward : Alfold, Cranleigh Rural & Ellens Green and Chiddingfold & Dunsfold

Case Officer: Mrs H Hobbs

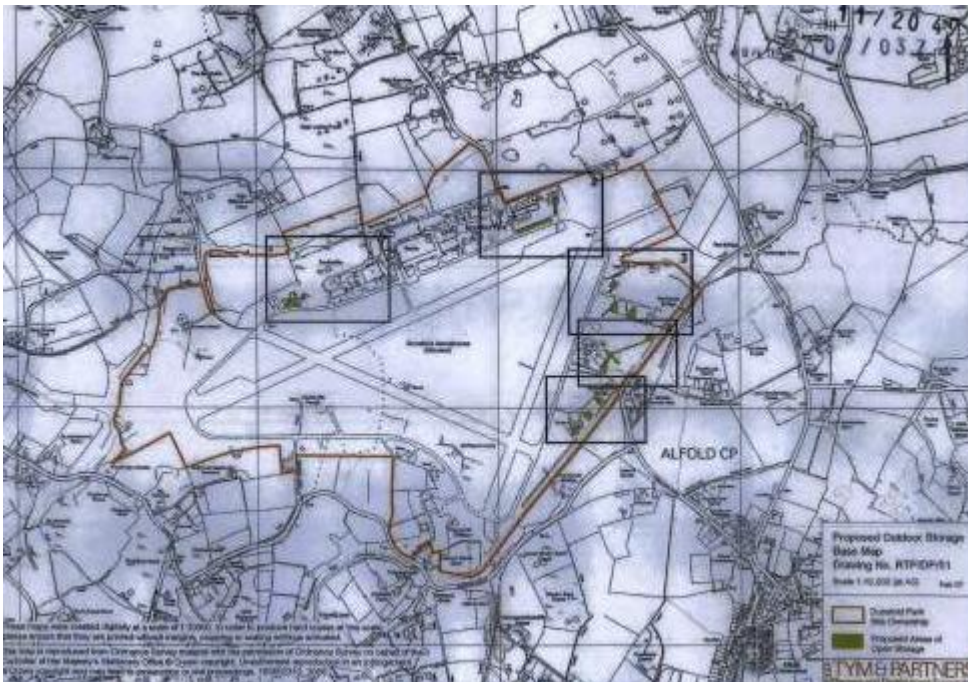
13 Week Expiry Date 22/02/2012

Neighbour Notification Expiry Date 10/02/2012

## RECOMMENDATION

That, permission to vary Conditions 8 and 11 of WA/2007/0372 and to vary Conditions 7 and 11 of WA/2007/0373 be GRANTED subject to the imposition of further conditions.

## Location or Layout Plan



## Site Description

The application site is the whole of the former Dunsfold Aerodrome and is located in a rural area between Godalming and Cranleigh. This part of the Borough is low-lying, relatively level and a mixture of farmland, woodlands, isolated dwellings and small settlements. The Surrey Hills AONB lies to the north.

Dunsfold Park itself consists of:

- the open airfield with its runways, perimeter track and surrounding grassed areas;
- a large complex of buildings to the north;
- a cluster of smaller buildings and hard standing areas to the east;
- the remainder that has a more rural character with grassed areas, copses of trees, woodlands and occasional buildings and hard standing areas.

The main access to the aerodrome and buildings to and from the highway network is via Stovolds Hill that leads to the B2130 and the A281. There is a second access via the Compass Gate entrance to the buildings on the south eastern side of the site. There are a number of footpaths running through the adjoining rural areas but none crosses the aerodrome.

The aerodrome is registered with the International Civil Aviation organisation, and is colloquially referred to as "Dunsfold Aerodrome". The activities that may take place on the site are constrained by the relevant planning permissions. For the avoidance of doubt, only aviation activities that are ancillary to the principal uses may take place

Dunsfold Aerodrome was established in WWII as a Canadian airfield. Planning permission was given in 1958 for the aerodrome to be used for the erection, repair and flight testing of aircraft (HM/R9831).

This permission was refined in 1980, 1996 and 1998 by placing it on a limited timescale, restricting the number of employees and traffic movements to a maximum of 2,723 daily movements. Around 2000, BAE Systems, the main occupier of the site for many years, vacated the site and it was subsequently sold to Dunsfold Park Limited in 2002.

Temporary permission was given in 2003 to change the use of the land and buildings to B1, B2 & B8 including outdoor storage together with air flight capability ancillary to those uses (WA/2002/2046). This permission, and various conditions, was varied in 2005 to extend it to 2010 (WA/2004/0880) and again under WA/2007/0372 and WA/2007/0373 to extend it to 2018.

## Proposals

Permission is sought for the following:

### Application WA/2011/2047

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.

### Application WA/2011/2048

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.

To clarify:

Application WA/2007/0372 for change of use of buildings and land for B1, B2 and B8 uses for a temporary period to 30 April 2018, to co-exist with extant temporary and permanent permissions was granted permission subject to conditions on 11/03/2008 (**Annexe 1.1**, [P37]).

Conditions 8 and 11 are as follows:

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.

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.

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.

(b) Any flying of aircraft between 1500 hours on Saturdays and 0730 on Mondays.

(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.

Application WA/2007/0373 was submitted as a duplicate application and was the subject of an appeal. This was therefore also for change of use of buildings and land at Dunsfold Park for a temporary period to 30 April 2018, to co-exist with extant temporary and permanent permissions. The Inspector's decision letter dated 18/06/2008 granted planning permission for the application subject to conditions (**Annexe 1.2**, [P47]).

The wording of Condition 7 upon WA/2007/0373 is exactly the same as the wording of Condition 8 upon WA/2007/0372; and the wording for Condition 11 upon WA/2007/0373 is exactly the same as Condition 11 of WA/2007/0372.

The Inspector, in his decision letter, commented on the appropriateness of these conditions as follows:

“A large number of conditions I consider are necessary for the protection of local residents’ living conditions (noise and disturbance)...

I agree that no aircraft should be flown to or from the site except by employees or customers of businesses operating there in order to keep the number of aircraft to historic levels. I accept that aircraft movements should be limited. The figure of 5,000 such movements (and the equal split of it between various activities) is necessary and, although it is based upon a lower level than was historically the case, it has caused the appellant no past problems...

I agree that the suggested condition limiting the hours of the flying of aircraft is necessary. The suggested hours and days are reasonable.”

The current applications are seeking to vary the conditions for a temporary period from 21 July 2012 to 15 August 2012. As this would be for a temporary period only the variations would not apply before 21 July or after 15 August. The variations sought are:

1. An increase in the number of Air Traffic Movements (ATMs) from Dunsfold during 2012 from the permitted 5,000 to 6,600. The additional 1,600 flights would be during the 26 day period of the Olympics. An explanation and comment on these figures is provided below.
2. The use of the aerodrome by visitors to the Olympics in addition to aircraft associated with the assembly, repair or flight testing of aircraft; the arrival or departure of aircraft with equipment and parts in connection with aircraft assembly and repair work and movements associated with the movements of staff, executives and customers of companies associated with Dunsfold Park.
3. Aircraft movements outside the hours specified in the planning permissions. The hours are currently 0730 to 2030 Mondays to Fridays (summer months), Saturdays 0730 to 1500 and no flights after 1500 on Saturdays and none on Sundays. The applicant is seeking to vary these to 0700 to 2100 on all days.

The applicant’s case is summarised below under the heading “Submissions in Support.”

Pursuant to Section 73 of the Town and Country Planning Act, in determining an application to vary conditions it is open to the Local Planning Authority to impose new conditions to replace those which are being varied. If so minded, the Local Planning Authority could therefore impose new conditions which have the effect of only varying part of the conditions.

It is noted that there are other conditions upon WA/2007/0372 and WA/2007/0373 which place restrictions upon the development on the site for purposes of the original permissions. The applicants have not applied to vary any of the other conditions and it is assumed that it is their intention to comply with these in their current form.

## Relevant Planning History

There is an extensive planning history associated with Dunsfold Park. The history is attached as **Annexe 2** to this report [P63].

The current applications seek to vary conditions imposed on WA/2007/0372 and WA/2007/0373. The reasons for imposing these conditions are listed under the heading "proposal".

## Planning Policy Constraints

Countryside Beyond the Green Belt – outside settlement  
Heritage Feature  
Listed Building Grade II  
Gas Pipe Line  
SNCI  
AGLV  
Area of High Archaeological Potential  
Dunsfold Village Design Statement  
Contaminated land  
Ancient Woodland

## Development Plan Policies and Proposals

Policies D1, D4, D13, C2, IC2, IC4, M2, M14 of the Waverley Borough Local Plan 2002

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).

The Draft Core Strategy is being considered by the Executive on 7<sup>th</sup> February followed by Council on 21<sup>st</sup> February with a view to deciding whether to give authority to consult on a revised Draft Core Strategy. The revised Core Strategy includes a proposed policy concerning employment development at Dunsfold Park. It is intended to set the framework for a more detailed master plan specifically for Dunsfold Park.

Planning Policy Guidance and Statements (PPGs and PPSs):

PPS4 – Sustainable Economic Development  
PPS7 – Sustainable Development in Rural Areas  
PPS23 – Planning and Pollution Control  
PPS24 – Planning and Noise

Draft NPPF

## Consultations and Town/Parish Council Comments

County Highway Authority – The County Highway Authority has assessed the application and has no objection to make on safety, capacity or policy grounds.

The County Highway Authority understands that the temporary permission will require the one off increase in vehicular activity associated with the site for a very limited and finite period of the 2012 Olympics. The Head of Planning is reminded that there is a condition imposed on most of the other recent permissions granted on the Airfield/Park restricting the total amount of vehicular movements to and from the site. This condition still has much relevance for the other activities on the site, before and after the Olympics.

Dunsfold Parish Council – A copy of the letter from Dunsfold Parish Council is attached as **Annexe 3.1** to this report [P83]. The Parish Council raises a number of concerns as follows:

- The Council supports the Olympics. The issue is whether the case has been made.
- It is not clear why DP declared (to Government Coordination Committee) a capacity that it is unable to provide without relaxations.
- The request is for a significant volume of increased ATMs per day for this summer period which have nothing to do with the basic core purpose of this site.
- Not clear that capacity at this site is needed to satisfy this demand.
- Government's statement of July 2011 relates to efficient transport services. Waverley needs to be clear in considering this application whether the need for the additional ATMs sought at this currently restricted site really derives from the temporary HMG air traffic coordination requirements or whether they derive from the applicant's wish to compete for the expected increase in demand.
- The application misleadingly plays down the environmental impact of the increase in flights.
- The advantages of Dunsfold over other aerodromes on the coordination list are misleading.
- The without prejudice basis of the application is not acceptable.
- If the need is considered to be justified, relaxations could be achieved by making use of the currently unused ATMs for the core purposes.
- Applicant needs to be able to satisfy that infrastructure requirements involved in servicing the substantial number of business flights can be provided.
- Maintain restrictions on weekend ATMs and ground running of engines in the interests of local amenity.

Cranleigh Parish Council – No objection

Alfold Parish Council - A copy of the letter from Alfold Parish Council is attached as **Annexe 3.2** to this report [P87]. The Parish Council raises a number of concerns as follows:

- Alfold Parish Council supports the Olympics and has viewed this application objectively in its context.
- Concern is raised about Sunday flights.
- Extra noise.
- Increased traffic.
- Application(s) lacks independent or objective information. In particular there is no evidence that Dunsfold has been picked above other airfields, nor a request for a particular number of flights.
- Alfold Parish Council objects to these applications, having regard to the representations received from villagers, and a review of the application, that there is insufficient evidence to show proven need or requirement to extend the number of flights.

Hascombe Parish Council - A copy of the letter from Hascombe Parish Council is attached as **Annexe 3.3** to this report [P89]. Hascombe Parish Council has considered the application(s) carefully. It wishes to support the success of the Olympic Games. However, it objects to the application on the following grounds:

- It is unconvinced that there is a need for the additional flights in order to meet the temporary increase in demand arising from the Olympics and suggests that the application may arise from the opportunistic desire of Dunsfold Park to compete to take some additional revenue.
- The agreement of a declared capacity of 76 ATMs per day excluding the Air Ambulance is above the current maximum level allowed under the permissions given. This is not a logical or acceptable reason for granting an increase in the allowed ATMs.
- The environmental impact of the increase of over 70 ATMs extra per day.
- Waverley should make it clear to the applicant that the “without prejudice” basis is not acceptable in that WBC continues to consider that the previously agreed restrictions and limits to ATMs etc. apply.
- Concerned that any temporary permission should not be used by the applicant in the future in support of more permanent permissions.

Crawley Borough Council – No objection

Horsham District Council – No significant comment to make in respect of application(s) and am content for you to determine the application(s) in accordance with the relevant Development Plan Policies and National Planning Guidance. I trust you will consult any residents of this district you consider to be directly affected by the proposal for their views/comments.

National Air Traffic Services (NATS) (En Route) plc – The application has been examined from a technical safeguarding aspect and does not conflict with our safeguarding criteria. Accordingly, NATS (En Route) Limited has no safeguarding objections to this proposal. (2047 and 2048)

Gatwick Airport Ltd – The proposed development has been examined from an aerodrome safeguarding perspective and does not conflict with safeguarding criteria. We, therefore, have no objection to this/these proposal(s).

Environmental Health Officer – has requested additional information relating to the following:

- Estimated increase in ATMs over current permitted ones.
- Estimated noise level from each ATM over current permitted ones.
- Duration of noise level from each ATM over current permitted ones.
- Estimated noise levels as a result of ATMs on Dunsfold Park Aerodrome from taxiing etc. over permitted ones.
- Estimated increase in noise levels as a result of ATMs for Saturday extended time periods and for the time periods applied for on the Sundays for which the application applies.

Civil Aviation Authority - Not yet received – to be reported orally

BAA at Heathrow Airport - Not yet received – to be reported orally

Farnborough Airport - Not yet received – to be reported orally

BAE Systems Ltd - Not yet received – to be reported orally



Olympic Delivery Authority (part of The London Olympic Organising Committee) - Not yet received – to be reported orally

Health and Safety Executive – not yet received – to be reported orally

Surrey Wildlife Trust - not yet received – to be reported orally

### Representations

Letter from Anne Milton, Member of Parliament for Guildford, who has heard from a number of her constituents expressing their concern and objection to the application for a number of reasons, including:

- That accepting such an application could compromise WBC's ability to defend the appeal for previous application WA/2011/0520 (Application for a Certificate of Lawfulness for unrestricted aviation).
- Dunsfold is currently not licensed for fare paying passengers, nor does it have permanent UK Border Agency staff to deal with visitors from abroad.
- The local infrastructure is totally inadequate.
- The negative impact on a rural area (noise and pollution).
- Dunsfold was built as a development and testing airfield, not as a civilian airport.
- Potential dangers given its proximity to Gatwick airspace.

Letter from Campaign to Protect Rural England (CPRE) Surrey Branch who have objected on the following grounds:

- Located in open countryside adjacent to Wealden villages, close to AONB.
- Dunsfold is not well placed to support traffic bound for the Olympics.
- The conditions reflect the historic usage of the site by BAe Systems and its predecessor companies and are generally based on the maximums of each category of use. These restrictions have gone a long way to allowing residents in the locality to enjoy a semblance of quietude in their everyday lives and were imposed in the interests of protecting the amenities of local communities.
- The Report produced by DfT: "London 2010 Olympics & Paralympic Games – Airport Options for non-scheduled flights" makes the point that most overseas visitors will arrive by scheduled flights. Dunsfold is not listed in this document.
- The request is not supported by any requirement identified in the report compiled for the Department of Transport – "Air Traffic Review and Airport Capacity Assessment Associated with the London 2012 Olympics and Paralympics".
- With 3,698 of the permitted 5,000 aircraft movements at Dunsfold Aerodrome filled in 2010 a "spare" capacity of 1,302 movements for 2012 is notionally available.
- The number of movements could be accommodated within its "spare" capacity with no requirement for any alteration in total flight numbers.
- Current restrictions on flight times were imposed to reflect historic use and were a compromise between business use and right to peace and quiet for residents in the locality.
- Likely that many of the additional movements will be helicopters.
- No overriding requirement for relaxation of hours condition submitted.
- The condition linking the aviation activity with Dunsfold based companies was imposed in the interest of protecting the amenities of local communities and to accord with policies.

- Relaxation of conditions would be to accept that the diminution of the protection of the amenities of local residents and the disturbance to local residents of their recreation and sleep are acceptable.
- The York Aviation report highlights the fact that Dunsfold Aerodrome has been designated a “co-ordinated” airfield by DfT.
- The York report lists airfield and their constraints but does not list the planning condition as a constraint for Dunsfold.
- The York report draws attention to the proximity of the Surrey Hills AONB for international visitors “seeking an authentic experience of rural England”. This “experience” is likely to be severely diminished by the significant increased air movements particularly helicopter traffic.
- Accounts of economic benefit appear to be purely speculative.
- Similar application by Biggin Hill Airport for additional flights has been rejected by London Borough of Bromley.

42 further letters have been received objecting to or commenting on application WA/2011/2047 and 34 objecting to WA/2011/2048, raising objection on the following grounds:

- Precedent.
- Affect enjoyment and tranquillity/peace and quiet of house and garden and surrounding countryside/AONB. A time of year when community will be outside enjoying their gardens and the countryside.
- Road traffic.
- Concerned about safety given proximity to Heathrow, Gatwick and Farnborough.
- Jeopardise Waverley’s defence of WA/2011/0520 appeal.
- Inadequate local transport infrastructure.
- York Aviation Report is commercial propaganda.
- Environmental pollution.
- Ample capacity within existing figures – no justification to accept increase in numbers of flights.
- Dunsfold merely listed alongside a number of other aerodromes on the coordination list as part of central coordination of flights.
- Other airports better facilities – new facilities at Farnborough. Farnborough has significant capacity to absorb Olympic movements (calculated at 13,489 ATMs)) – no arguments submitted to show that Farnborough or other airports in the South East would be close to capacity
- Runway at Dunsfold is 25% shorter than that at Farnborough.
- Inadequate control of flights at present.
- Need for technical monitoring of conditions.
- Difficult to enforce conditions.
- Should not accept additional weekend flights.
- Impact of additional flights has not been assessed by the applicant. No study of pollution, fumes, noise or burden on infrastructure. Unable to make a judgement without this information.
- Purpose of Airports Slots Allocation (Amendment) Regulations 2011 is to ensure safety and national security. Means slots have to be pre-booked so that movements can be coordinated.
- Should not be pressured for patriotic reason or by pro Games propaganda to grant consent at any cost.

- Suggested benefits to local businesses and employment are at best speculative and at worst fantasy.
- Little official backing.
- Current flying times are adequate.
- Pollution.
- Could be larger aircraft than currently use the airfield.
- Applicant should not be allowed to submit on 'without prejudice to the appeal' basis.
- Benefits to young people limited given technical nature of jobs created.
- Spurious arguments that visitors will in some way be attracted to visiting the Surrey Hills and surrounding villages and filling local hotels. Local towns are not ideal bases for visiting the Olympics and no evidence to support their arguments.
- Could extend hours to those agreed for Farnborough.
- No market research to identify who would wish to fly into Dunsfold or timing of these movements.
- Application is late.
- Are the Games being used as an excuse for development?
- Log should be kept of all flights.
- Not licensed for fare paying passengers – no permanent border agency or customs staff.
- Concerned about “creeping” permissions.

2 letters have been received supporting application WA/2011/2047 and 1 supporting application WA/2011/2048.

### Submissions in support

The letters accompanying the applications include the following statement:

“This request is strictly without prejudice to DPL’s position that it does not need the Borough Council’s approval in that it is entitled to rely upon its 1948 use rights and/or the 1951 planning permission, to the effect that there are no planning conditions governing flying activities at Dunsfold Aerodrome, as set out in its case on application WA/2011/0520 currently the subject of an appeal. Furthermore, as DPL made clear in the course of that application, DPL does not accept that it has implemented (lawfully or otherwise) any of the planning permissions relied upon by the Borough Council or that the planning conditions relied upon by the Borough Council are valid.”

The applications are accompanied by letters from the agent and a report “Additional Flights for London 2012, Need and Economic Impact”, by York Aviation.

The following is a summary of the case submitted by the applicants:

- The London 2012 Olympic Games, which take place between 27 July and 12 August 2012, will be the largest sporting event in British history. There are new regulations which came into force on 1 August 2011 to temporarily amend the existing Airports Slot Allocation Regulations. Dunsfold has been identified by the Secretary of State for Transport as an Olympic Coordinated Airport.
- On 2 September 2011 the Department of Transport advised Airport Coordination Limited of technical agreed capacity declarations for the coordinated airports for the period 21 July to 15 August 2012.

- The declared capacity for Dunsfold Aerodrome (maximum runway movements per hour; figures exclude the Surrey Air Ambulance and emergency ATMs) is:

Weekdays

0700 to 0800	3 ATMs per hour
0800 to 0900	4 ATMs
0900 to 2000	6 ATMs
2000 to 2100	3 ATMs

This equates to 76 ATMs per weekday. i.e. 76 ATMs in 14 hours which would be 5.43 ATMs per hour.

Weekends

0700 to 0800	2 ATMs
0800 to 0900	4 ATMs
0900 to 2000	6 ATMs
2000 to 2100	2 ATMs

This equates to 74 ATMs on each Saturday and Sunday.

The report from York Aviation states that this would represent a maximum addition of 60 movements a day.

The applicants explain that these figures represent a maximum and in reality it is more likely that no more than 80% of the figure (1,248 ATMs) would occur.

- It is explained in the accompanying papers that Dunsfold has excellent facilities to cater for the additional activity the subject of the applications. The following points are noted:
  - The size and quality of the main runway.
  - Lighting and turning facilities.
  - The two other runways (and perimeter track) can provide space for aircraft manoeuvring and parking
  - Existing hangars.
  - Fire cover.
  - Control tower which was re-equipped by Dunsfold Park.
  - Air to ground radio is Civil Aviation Authority (CAA) licensed.
  - A number of National Air Traffic Services (NATS) operated and Dunsfold is part of the Farnborough ATM 'clutch' airfields whereby the latter Air Traffic Service Unit (ATSU) provides radar facilities for 'controlling' arrivals and departures and feeding them into the National Airspace System (NAS).
  - Dunsfold is currently unlicensed, although it has facilities for advance customs, immigration and Special Branch notification for flights to and from destinations outside mainland UK. It also has permanent CAA permission to levy airport charges pursuant to the Airports Act 1986. There is a published schedule of charges.
  - The Aerodrome has the benefit for permitted development rights under the Town and Country Planning (General Permitted Development) Order 1995, Schedule 2, Part 18.
  - 24 hour security at the Stovolds Hill entrance and the Compass gate entrance is presently open 0700 to 1900.
  - Government commissioned a study led by Atkins Ltd which was published in February 2010. It estimated that over the peak 31 day period there would be

10.252 ATMS significantly higher than normal which will require additional airport capacity provision (estimated at doubling of existing traffic) so there is a need for additional flights during the period in question.

- Dunsfold designated as an Olympic Coordinated airport.
- Need for business aviation which allows for more productive use of time in the air, greater confidence in respect of arrival times, shorter journey times, less congestion, greater privacy and security.
- Likely users of Dunsfold will be heads of state, government officials from around the world, corporate sponsors, top athletes and back up, camera crews, journalists and associated equipment.
- Dunsfold would be well placed to cater for additional demand. Many of the other small airports have limited facilities e.g. short/grass runways.
- The applicant's report identifies 6 airports (including Dunsfold) in the south east with the capacity to accept business aviation traffic during the games.
- Aircraft will be displaced from closer to Games due to airspace restrictions.
- Dunsfold has good access to Olympic venues and pre training facilities of which there are 20 accredited pre-games training and preparation camps in Surrey. For example it is 90 minutes by road to Greenwich Park (equestrian events) and Dunsfold could potentially play a role in carriage of horses by air.
- Local employment opportunities both short and long term resulting from putting Waverley/Surrey "on the map".
- Employment opportunities will include fire service, air traffic control cover, aircraft engineering, ground handling staff, catering, drivers/chauffeurs, and administrators. It is estimated that there would be 70 job opportunities in Surrey of which 55 would be in Waverley with a gross value of £620,00 (Surrey), £480,00 (Waverley)
- Benefits to local businesses e.g. hotels, restaurants, transportation, car hire.
- Raise profile and image of the aerodrome.

### Determining Issues

- Principle of development
- National Context
- Planning history and the reasons for imposing the original conditions
- Noise
- Traffic
- National Environment and Rural Communities Act 2006- the Council as local planning authority has a legal duty of care to protect biodiversity
- Climate change implications
- Economic considerations
- Precedent
- Crime and Disorder Implications and Airport Security
- Environmental Impact Regulations 2011

### Planning Considerations

#### Principle of development

The principle of development was established by the granting of planning permissions WA/2007/0372 and WA/2007/0373. Whilst the applicant is applying for a variation of conditions 8 and 11 of WA/2007/0372 and conditions 7 and 11 of WA/2007/0373, under Section 73 of The Town and Country Planning Act (1990), effectively the proposal is a fresh application for the entire development but with a variation to the original conditions. In considering the current application officers have been mindful of any material changes in planning circumstances since the original permission, including the adoption of the South East Plan 2009 and the publication of the Draft NPPF.

However, it is a highly material planning consideration that there are existing permissions which have been implemented. Members are advised that it would be inappropriate and unreasonable to revisit the principle of the entire development.

Therefore, Members should focus on 3 principal changes that would be brought about by the proposed variations and the impact of those changes in planning terms:

1. The proposed increase in the number of the ATMs from Dunsfold during 2012 from the permitted 5,000 to 6,600. The additional 1,600 flights would be during the 26 day period of the Olympics. An explanation and comment on these figures is provided below.
2. The use of the aerodrome by visitors to the Olympics in addition to aircraft associated with the assembly, repair or flight testing of aircraft, the arrival or departure of aircraft with equipment and parts in connection with aircraft assembly and repair work and movements associated with the movements of staff, executives and customers of companies associated with Dunsfold Park.
3. Aircraft movements outside the hours specified in the planning permissions.

### National Context

As part of the preparation for the Olympics the Government has produced a number of documents relating to and addressing the need for additional flights associated with the Olympics including the following:

- Department for Transport/Foreign & Commonwealth Office "London 2012 Olympic & Paralympic Games Airport Options for Non-Scheduled Flights". This document was published in 2011. It lists 27 airports/aerodromes which it has identified as being able and ready to take additional private and non-scheduled commercial flights during the games period. Dunsfold is not included in this list. This document takes the form of a colour brochure/guide and appears to be aimed at visitors from overseas.
- 5 July 2011 Written Statement by The Secretary of State for Transport (Philip Hammond): As part of the Government's strategy to ensure successful delivery of efficient transport services for the 2012 London Olympic Games, I am today announcing the introduction of new measures to limit disruption and delay to all flights using airports in the south east of England during the expected period of peak demand for air services for the Games.

The Airports Slot Allocation (Amendment) Regulations 2011, laid before Parliament today, will come into force on the 1 August 2011. They will temporarily amend the existing regulations so as to provide new powers to ensure that during the Games period the available air space capacity over the south east of England will be able to

accommodate the maximum possible number of extra flights, whilst minimising the risk of disruption or delay to existing services. These regulations will cease to have effect on the 31 December 2012.

In conjunction with the new regulations, and following two rounds of consultation, on the 1 August 2011 the Secretary of State for Transport will designate the airports listed below as temporarily coordinated until the 15 August 2012, but only in respect of slot allocation during the period of 21 July 2012 to 15 August 2012 inclusive. This period corresponds to the anticipated peak demand for air services for the Games.

In the south east of England, Heathrow, Gatwick, Stansted and London City are already coordinated airports. Airports that will additionally be coordinated for the Olympics period are: Birmingham Airport, Blackbushe Airport, Bournemouth Airport, Cambridge Airport, Chalgrove Airport, Coventry Airport, Cranfield Airport, Damyns Hall Aerodrome, Denham Aerodrome, Dunsfold Aerodrome, Duxford Airport, Elstree Airport, Fairoaks Airport, Farnborough Airport, Goodwood Aerodrome, Lee-on-Solent Airport, Leicester Airport, London Biggin Hill Airport, London Luton Airport, London Oxford Airport, London Southend Airport, Lydd (London Ashford Airport), Manston Airport, North Weald Airfield, Old Sarum Airfield, Peterborough Conington Airfield, RAF Northolt, Redhill Aerodrome, Rochester Airport, Shoreham Airport, Southampton Airport, Stapleford Airport, Sywell Aerodrome, Thruxton Airport, White Waltham Airfield, Wycombe Air Park.

During this period all flights operating in controlled airspace and intending to use a coordinated airport will need to obtain, and operate in accordance with, pre-booked take-off or landing slots. Slots will be allocated by Airport Coordination Ltd, the existing UK slot coordinator, in accordance with the relevant EU Regulation.

- The Airports Slot Allocation (Amendment) Regulations 2011 which came into force on 1 August 2011. This statutory Instrument makes a temporary amendment to the Airports Slot Allocation Regulations 2006 to enable a broader approach to be taken to the coordination of the airports because of the exceptional circumstances arising by reason of the Olympic Games. Regulation 3 defines an “Olympic coordinated airport” as an airport which is designated on or after 1 August 2011, as a coordinated airport. The statement from The Rt Hon Philip Hammond MP makes it clear that Dunsfold would be an Olympic coordinated airport.

### Planning history and the reasons for imposing the original conditions

The reasons for imposing conditions 8 and 11 of WA/2007/0372 and 7 and 11 of WA/2007/0373 are given above under the heading “proposals”. It is relevant to note that the conditions were imposed to safeguard the amenities of local communities and local residents. The Inspector, in his decision letter, in respect of WA/2007/0373 considered that a large number of conditions are necessary for the protection of local residents’ living conditions. Weight should be given to the reasons and the justification for the conditions given by the Inspector in respect of WA/2007/0373.

### Noise

PPG24 and Policy D1 of the Waverley Local Plan state development will not be permitted where it would result in material detriment to the environment by virtue of loss of general

amenity, including disturbance resulting from the emission of noise. The concerns of local residents have been carefully considered. The applications do not include any assessment of the likely increase in aircraft noise or the impact it would have on the amenities of nearby residents. The Council's Environmental Health Officer has requested additional information to enable a proper evaluation of the impact of the proposal upon the amenities of neighbouring occupiers in noise terms. An oral report will be made to the meeting on this matter. Notwithstanding any further information that may be submitted, at the current time the applicant has not demonstrated that an increase in ATMs, and change to the times of operation, would not be materially harmful to the amenities of surrounding occupiers (if only for a 26 day period).

### Traffic

The applications do not include any information on the likely increase in traffic associated with these applications. Policy M2 and PPG13 state that all development proposals should provide safe access for pedestrians and road users, including cyclists, designed to a standard appropriate for the highway network in the vicinity and the level of traffic likely to be generated by the development. However, the County Highway Authority has not raised any objections to the proposals due to the temporary nature of the application. Condition 18 of WA/2007/0372 and Condition 14 of WA/2007/373 state that 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. If permission is granted that condition would be re-imposed to ensure that traffic movements are restricted in accordance with the original terms of the grant of permission and to ensure that there would be no greater impact in terms of highway safety and capacity.

### National Environment and Rural Communities Act 2006- the Council as local planning authority has a legal duty of care to protect biodiversity

No information has been submitted with the application to enable any assessment to be made on the likely effect on biodiversity. However, given the limited time period of the application it is not considered that there would be a significant effect such as to justify refusal of planning permission on this ground.

### Climate change implications

No information has been submitted with the application to enable any assessment to be made on the likely effect on climate change. However, given the limited time period of the application it is not considered that there would be a significant effect such as to justify refusal of planning permission on this ground.

### Economic considerations

PPS4 and the Council's Corporate Priorities encourage development consistent with supporting local businesses. The report by York Aviation, accompanying the application, stresses the economic advantages to Surrey and in particular to Waverley of the proposal. The report estimates that up to 70 jobs would be created in Surrey and 55 in Waverley. The methodology for making these predictions is, in the officers' opinion, unclear and in any event any extra jobs created would be for a very limited period. The applicant asserts that there would be longer term benefits as people may wish to revisit the area. However, given the limited duration of the Olympics, it is considered that any economic advantages should be given limited weight in the assessment.



## Precedent

The applications seek the relaxation of conditions for a limited period only and the documentation explains the exceptional circumstances associated with the staging of the Olympic Games. The fact that the Government has found the need to address, by special legislation, the issues of aircraft landing slots is an indication of the uniqueness of the Olympics. There is no strict precedent in planning terms and each application has to be regarded on its own merits although it is important that there are consistency and fairness in decision making. However, officers are confident that by accepting a temporary variation of the conditions limiting aviation at Dunsfold, the principle would not be established for the future activities at the site and the Council's position with regard to any future applications would not be weakened.

## Crime and Disorder Implications and Airport Security

Airport security is not a planning matter. However, additional information has been requested from the applicant on how matters of border security, passport control and customs would be dealt with and whether Dunsfold will require any infrastructure such as temporary buildings to deal with these issues. It is considered that there would not be any objection to the proposal in terms of crime and disorder.

## Environmental Impact Regulations 2011

WA/2007/0372 and WA/2007/0373 were not regarded as EIA development. Officers consider that the change to those applications brought about by the current proposal i.e. increase of 1,600 flights, wider usage and extension of hours of operation would not be likely to result in a significant environmental impact and therefore the proposal is not considered to be EIA development.

## Conclusions and proposed Variation of Conditions

The proposal would, on the face of it, support the transport demands associated with the Olympic Games. The period of time that the variation of conditions is requested is time restricted to 26 days and therefore any impact would, by definition, be limited. However, there is clearly a high degree of local concern in respect of the proposal, including objections from Dunsfold, Alfold and Hascombe Parish Councils and many local residents.

The proposed impacts in terms of noise, traffic generation and climate change have not been satisfactorily demonstrated, at the time of preparation of the report. The judgement for members is whether the advantages of supporting the Olympics, in this form, and the time limitation of the application are outweighed by the potential impacts in planning terms. However, members should be aware that, in determining an application to vary conditions it is open to the Local Planning Authority to impose new conditions to replace those which are being varied. If so minded, new conditions could be imposed which have the effect of only varying part of the conditions.

It is appropriate to look at the three separate parts of the request to assess the material harm which would occur if the conditions were to be varied.

## Increase in number of flights

The report from York Aviation states that the proposed 76 ATMs per day (74 ATMs on Saturdays and Sundays) during the 26 day period would represent a maximum addition of 60 movements a day. Officers note that this figure is derived from dividing the number of permitted flights (5,000) by the maximum number of flying days (365 - 52 = 313), which gives 16 flights per day. It does not take into account seasonal variations or the actual number of flights, which for 2010 is given as only 3,698 flights, which would equate to 11.7 per day, not 16. Under the current permission the condition limiting flight numbers does not restrict the number in any one day. There would of course be other restrictions on actual numbers including the condition limiting the times of the flights and other air traffic control considerations. Therefore, subject to the resolution of other matters, the number of flights could be increased over the limited period without the total annual number of ATMs exceeding 5,000.

The applicant has been asked to explain why the increase in flights could not be accommodated within the existing allowance of 5,000. Officers are of the view that, on the basis of the information submitted with the application, there is no necessity to increase the number of flights from 5,000 to 6,600 per year. The applicant's own figures state that in 2010 there were 3,698 ATMs which leaves a shortfall of 1,302 flights which is actually 54 ATMs higher than the 80% of Dunsfold's declared capacity for the 26 day period in question.

There is currently no planning restriction on how the ATMs are spread out over the year and therefore there would be no breach of this part of the condition if the number of daily flights were to increase. Given that the applicant has inadequately demonstrated the likely impact of an increase in flights, it would be desirable (and not unreasonable given the capacity) to not vary the overall number of flights.

#### The use of the aerodrome by visitors to the Olympics

Condition 8 of WA/2007/0372 and Condition 7 of WA/2007 restrict the operation from the site as follows: "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."

It is considered that, notwithstanding the lack of evidence of no harm in the applications, this part of the condition could be varied to allow for visitors associated with the Olympics for the limited duration of the Olympics. Officers do not consider that this temporary change in personnel allowed to fly would materially impact on the amenities of the occupiers of nearby properties. A precedent would not be set due to the extraordinary one-off nature of the Olympics.

### Aircraft movements outside specified hours

Condition 11 of WA/2007/0372 and WA/2007/0373 limit the hours when ATMs can take place. The hours are currently 0730 to 2030 Mondays to Fridays (summer months), Saturdays 0730 to 1500 and no flights after 1500 on Saturdays and none on Sundays. The applicant is seeking to vary these to 0700 to 2100 on all days.

The starting of flights half an hour earlier and finishing half an hour later on weekdays for the 26 days in question is considered to be a reasonable request for this limited period only as the additional noise and disturbance to occupiers of neighbouring properties would be balanced by the acceptance of extraordinary increase in demand for flights associated with the Olympics.

There would be four weekends during the relevant period. No information has been provided by the applicant to assess the environmental impact of weekend flights.

The assessment needs to be made as to whether the additional ATMs during the 26 days in question would be materially harmful to the amenities of the occupiers of residents in the area. Officers note the concern of residents in respect of the likely disturbance during summer weekends. However, officers are of the view that, for this limited time, the benefits of enabling Dunsfold to be used for flights associated with the Olympics would outweigh the temporary harm to the tranquillity of the area and disturbance to local residents. If the extension to the operating hours is granted it would be balanced against the fact that there could potentially be fewer flights using the aerodrome during the rest of the year.

Officers have carefully assessed the application documents and the concerns of the Parish Councils, the CPRE and local residents. Additional information has been requested from the applicant to clarify the matters raised in the application. However, on the basis of the information available it is concluded that the request to increase the total number of annual aircraft traffic movements (flights to and from the aerodrome) should not be agreed. Inadequate assessment has been made on the likely effects in terms of noise generation in particular. On the basis of the applicant's own figures there is capacity within the existing figure to accommodate 1,302 extra ATMs and the business case presented does not necessitate increasing this figure. It is however acknowledged that the Olympics are a one-off event of national importance and therefore it is considered that the benefits of widening the usage of those permitted to fly to and from the aerodrome for the limited period of 21 July 2012 to 15 August 2012 would be justified and any material harm would be balanced against the advantages of allowing Olympic flights. It is therefore recommended that conditions 8 and 11 of WA/2007/0372 and Conditions 7 and 11 of WA/2007/0373 be varied to allow for use of the airfield by Olympic visitors and to vary the hours when ATMs can take place but that conditions should be re-imposed to restrict the figure to 5,000 ATMs annually.

As this application is submitted under Section 73 of the Town and Country Planning Act and, as the principle of the change of use of land and buildings for B1, B2 and B8 uses for a temporary period to 30 April 2018 to coexist with extant temporary and permanent permissions has previously been agreed it is appropriate to re-impose the previous conditions.

## Recommendation for WA/2011/2047

That, subject to the receipt and consideration of further information to clarify issues relating to noise, traffic and border security, permission be GRANTED subject to the following conditions (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 30 April 2018. 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.

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 aircraft movements (including helicopter movements) operating to and from the site shall not exceed 5,000 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.**

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 when there shall not, except in the case of an emergency, be any flying of aircraft except between the hours of 0700 to 2100.**

(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.**

(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 a management and monitoring agreement shall be agreed with the Local Planning Authority and thereafter adhered to for the duration of the planning permission, i.e. to 30 April 2018. 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.

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 2001.**

### **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 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.

### **Recommendation for WA/2011/2048**

That, subject to the receipt and consideration of further information to clarify issues relating to noise, traffic and border security, permission be GRANTED subject to the following conditions (Note; the variations to the current conditions are shown in bold with the original text, which no longer applies, struck out):

1. Condition  
The development hereby permitted is granted for a temporary period only expiring on 30 April 2018. 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.**

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

**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 aircraft movements (including helicopter movements operating to and from the site shall not exceed 5,000 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.**

**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 SE1 and LO4 of the Surrey Structure Plan 2002~~ 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 when there shall not, except in the case of an emergency, be any flying of aircraft except between the hours of 0700 to 2100.**

(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.**

(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 adnstructure 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 a management and monitoring agreement shall be agreed with the Local Planning Authority and thereafter adhered to for the duration of the planning permission, i.e. to 30 April 2018. 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 D1 and M2 of the Waverley Borough Local Plan 2002.

15. 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 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 points 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 Policy D1 of the Waverley Borough Local Plan.**

## 19. Condition

The applicant shall notify in writing to the Local Planning Authority the commencement and implementation of this permission.

**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 2001.**

**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<sup>st</sup> July 2012 to 15<sup>th</sup> 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.