

JOINT PLANNING COMMITTEE

15 FEBRUARY 2012

UPDATE SHEET

Correspondence received and matters arising following preparation of the agenda

(published 17:00, 14 February 2012)

Items A1 and A2

WA/2011/2047 and 2048

Applications to vary conditions at Dunsfold Park)

Update to the report

The applications are amended by:

- Emails dated 09.02.2012 and 13.02.2012
- Report by Bickerdike Allen Partners on Aircraft Noise – attached as Appendix 1

No responses have been received from;

- Civil Aviation Authority
- BAA at Heathrow
- Farnborough Airport
- BAE Systems
- Olympic Delivery Authority
- Health and Safety Executive
- Surrey wildlife Trust

Response from Council's Environmental Health Officer

Introduction

Local authority Environmental Health (EH) Departments have no powers to abate nuisance from aircraft noise from existing airfields or road traffic noise from the national road network. Instead, control of potential nuisance is identified during the planning process by considering Planning Policy Guidance 24 (PPG24).

A request was made of Dunsfold Park Limited (DPL) to submit a report on anticipated noise levels from the increased number of ATMs applied for.

Considerations

A report was received from Bickerdike Allen Partners (BAP) acoustic consultants on behalf of DPL (see Annexe 1 to this Update). Their report is a desktop, worst-case assumption analysis. This shows noise levels for the 26 day period of 57dB_{L_{Aeq,16h}}. This would be a 7dB increase above background noise levels during week days which may affect 13 residential properties.

Note: based on British Standard Code of Practice 4142, an increase of up to 5dB is unlikely to give rise to complaints, an increase of between 5dB and 10dB may be more noticeable and a 10dB increase is likely provide a noticeable increase in noise levels to human hearing.

Weekends, which are regarded as being more sensitive, show a worst-case scenario of 13 properties being exposed to 57dBL_{Aeq,16h}. Week-end background noise levels are not provided in the report. Environmental Health's own monitoring has found weekend background noise levels to be 44dBL_{Aeq,8h}. The potential difference of 13dB now apparent indicates that complaints of noise issues would be expected.

Conclusions

The application is for a period of 26 days only including four Sundays. The existing permissions limit the number of ATMs to 5,000 per annum but do not impose daily maxima.

The most noticeable noise effects will occur during weekends, due to the greater difference in noise levels anticipated. These would not be permitted under the current regime and regard must be had to PPG24. 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. Noise levels that would be prejudicial to health have not been identified in the report, nor are they expected.

It is to be noted that the levels are a worst-case scenario. On this basis WBC EH would raise no objections.

Additional representations

Hambleton Parish Council

WA2011/2047-8: Land at Dunsfold Park – applications to vary conditions of WA2007/0372-3 to facilitate additional flights and extended flying hours in connection with the 2012 Olympic Games.

Hambleton Parish Council has considered these applications and York Aviation's accompanying document "Case for Additional Flights for London 2012 – need and economic impact", consequent on Central Government's decision temporarily to designate Dunsfold as Olympic Co-ordinated Airport to handle additional traffic during the period of the games.

The Parish Council notes

- the additional flights which are envisaged, viz: 74 movements each on Saturdays and Sundays (none permitted at present) plus 76 movements on each week day, averaging an extra 60 movements per day totalling 1,248 extra movements over a 26-day period. Even if the take-up were only 80 per cent of this total, this would result in approx. 1,000 extra movements over the period.
- the detailed references in the document to economic gain, particularly as regards employment and tourism.

The Parish Council also notes that the report makes no reference to the impact of the additional movements on the environment, including pollution, and local infrastructure. Great play is made of the additional jobs that will be created, at the airport and within a wide range of supporting infrastructure. Can the local road network cope? – we would suggest not. Furthermore, if those flying into Dunsfold are unable to continue their journeys by car, there will be a demand for helicopters – a consideration which does not appear to have been addressed.

The extra employment that is envisaged will be short term and we suggest that the same will apply to tourism: the travel problems that Olympic visitors arriving via Dunsfold can expect to encounter are unlikely to encourage return visits.

South West Surrey's road structure is already operating to capacity: this alone militates strongly against any proposal to increase flights movements at Dunsfold for any period of time and for whatever reason. Additional pollution will have long-term knock-on effects in an area that includes an important AONB and a thriving farming industry. The stress, including that from noise, which additional air and ground traffic will place on a rural community also needs to be taken into account. In the apparent absence of any attempt by Central Government or the applicant to address any of these concerns, the Parish Council objects to both these applications.

Updated figures for number of representations received:

WA/2011/2047 – 43 letters of objection, 2 letters of support and 3 letters with general observations.

WA/2011/2048 – 40 letters of objection and 1 letter of support.

These do not raise any additional matters over those considered in the original report.

Additional comments from the applicant/agent

The applicant has provided further information. The salient points are:

- The applicant is not seeking to vary the conditions.

The application is to facilitate flights in connection with the Olympic Games. These applications have been submitted without prejudice to DPL's case that the two 2008 planning permissions and their conditions do not govern aviation at the aerodrome.

- The application is made to accommodate the capacity specifically identified by the Secretary of State for Transport in order to support the 2012 Olympic Games. The application has been made, in order not to compromise or constrain the existing operators and businesses currently using Dunsfold Aerodrome. What is more, according to WBC, aviation is restricted on Saturday afternoons and Sundays.
- The figure of 60 is the difference between the maximum declared capacity (76 ATMs per weekday) and the 16 ATMs per day regarded by WBC as the current permitted maximum.
- An extra 60 ATMs (maximum) over a 14 hour flying day equates to an extra 4 ATMs per hour (maximum). This amounts to a maximum of only 1 more ATM per 15 minutes, the equivalent of only around an extra 80 seconds or so of aviation noise (maximum) per hour.
- York Aviation in fact assess that no more than 80% of the increase sought (1,248 ATMs) is likely to be utilised for various reasons. This represents an extra 48 ATMs per day (maximum) during the 26-day temporary period. This

amounts to just over 3 ATMs extra per flying hour during a 14 day flying day, representing one extra ATM per 20-30 minutes or so. This in turn amounts to only an extra 1 minute or so of aviation noise per hour.

- WBC’s own assessment of 1 ATM every 11 minutes is immaterial in terms of impact.
- The Inspectors in their report into the Farnborough application (planning permission granted by the Secretaries of State in 2011) concluded that business aviation noise builds and recedes quite quickly, usually in less than 30 seconds. Given that for much of these 30 seconds the aircraft will be on the ground or within the aerodrome, 10-20 seconds of noise overhead is realistic. As BAP explain, the number of properties affected by this application is miniscule.
- Border Security, Passport Control and Customs are dealt with by standing existing arrangements with each of the Agencies. Dunsfold Aerodrome has established arrangements with Surrey Police, The Border Agency and HM Customs & Revenue. There will be no temporary buildings. Dunsfold Park enjoys aviation permitted development rights in any event.
- The normal Circuit Pattern for aircraft preparing to land at Dunsfold Aerodrome, is to fly overhead to the south of the main activity runway. The runway orientation identifier is 07/25.

The applicant has also provided the following figures for ATMs at Dunsfold Park:

Period	Dunsfold ATMs (excludes Air Ambulance)	Air Ambulance ATMs
Year 2011	3,822	1,488
January 2012	154	120

Officer comments

The officers have noted carefully the additional submissions. Whilst this additional information is helpful in clarifying points raised in the application it does not changed the officers’ recommendations. However, following further consideration by Counsel and the Council’s own lawyers, some further changes are recommended to the proposed conditions to ensure that they meet the tests of circular 11/95. The full list of recommended conditions is reproduced below for both applications.

Revised Recommendation

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 **and in addition changes made since the original agenda was produced are shown in bold and underlined**):

1. Condition

The development hereby permitted is granted for a temporary period only expiring on ~~30th April 2018~~ **31st 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.

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 07.30 to 19.30 during the period 1st October to 31st March inclusive and between the hours of 07.30 to 20.30 during the period 1st April to 30th September inclusive **with the exception of the period 21st July 2012 to 15th August 2012 when there shall not, except in the case of an emergency, be any flying of aircraft except between the hours of 07.00 to 21.00.**

(b) Any flying of aircraft between 15.00 hours on Saturdays and 07.30 on Mondays **with the exception of the period 21st July 2012 to 15th August 2012.**

(c) Any ground running aircraft engines, apart from essential testing preliminary to flight take-off, between the hours of 18.30 and 07.30 nor between 15.00 hours on Saturdays and 07.30 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~~ **31st 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 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 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 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.

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 **and in addition changes made since the original agenda was produced are shown in bold and underlined**):

1. Condition
The development hereby permitted is granted for a temporary period only expiring on ~~4st June 2018~~ **31st 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.

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 07.30 to 19.30 during the period 1st October to 31st March inclusive and between the hours of 07.30 to 20.30 during the period 1st April to 30th September inclusive **with the exception of the period 21st July 2012 to 15th August 2012 when there shall not, except in the case of an emergency, be any flying of aircraft except between the hours of 07.00 to 21.00.**

(b) Any flying of aircraft between 15.00 hours on Saturdays and 07.30 on Mondays **with the exception of the period 21st July 2012 to 15th August 2012.**

(c) Any ground running aircraft engines, apart from essential testing preliminary to flight take-off, between the hours of 18.30 and 07.30 nor between 15.00 hours on Saturdays and 07.30 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 ~~4th June 2018~~ **31st 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.

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 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 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.