

**SOUTH STAFFORDSHIRE
LOCAL DEVELOPMENT FRAMEWORK**



**A Sustainable Future for
South Staffordshire**

**Wolverhampton Airport
Policy Area**

Development Plan Document

Issues and Options Paper

January 2007



SOUTH STAFFORDSHIRE COUNCIL

**SOUTH STAFFORDSHIRE
LOCAL DEVELOPMENT FRAMEWORK**

**WOLVERHAMPTON AIRPORT
POLICY AREA
DEVELOPMENT PLAN DOCUMENT
ISSUES AND OPTIONS PAPER**

January 2007

South Staffordshire Council

WOLVERHAMPTON AIRPORT POLICY AREA
DEVELOPMENT PLAN DOCUMENT
ISSUES AND OPTIONS PAPER

<u>Contents</u>	<u>Page</u>
1. Introduction	1
2. The New Development Planning System	2
3. Description and Background History	3
4. Context for Wolverhampton Airport Policy Area	5
5. Issues relating to Wolverhampton Airport	
Key Issue - The Expansion of Wolverhampton Airport	10
Key Issue – The Role of Wolverhampton Airport	11
Key Issue – Permitted Aviation Uses	12
Key Issue – New Development	13
Key Issue – Existing Buildings and Support Uses	15
Key Issue – The Future Use of the Airport	16
Key Issue – Wartime Heritage	17
<u>Appendices</u>	
Appendix 1 – Location Plan of Wolverhampton Airport	19
Appendix 2 – Wolverhampton Airport Planning History	20
Appendix 3 – Wolverhampton Airport Policy Area Boundary and Airport Building Uses	25
Appendix 4 – Glossary	26
Appendix 5 – National Planning Policy Guidance/Statements	31

WOLVERHAMPTON AIRPORT POLICY AREA
DEVELOPMENT PLAN DOCUMENT
ISSUES AND OPTIONS PAPER

1. Introduction

- 1.1 We are preparing a Local Development Framework to help to shape a sustainable future for South Staffordshire. It will replace the existing Local Plan adopted in 1996 and will set out how we intend to approach the spatial planning for the District and how other strategies and plans such as the Community Strategy will be taken into account. It will deal with spatial issues i.e. those issues that involve the use of land and the movement of people and access to opportunities. It will consider issues such as homes, jobs, the environment, open spaces, transport, education and health.
- 1.2 Social, economic and environmental change is happening all around us, and it is the role of the Local Development Framework to harness that change for the benefit of South Staffordshire. We want to involve our local communities, stakeholders and other interested parties in helping to shape the contents of the new Local Development Framework and help us to identify the key issues in the District now and in the future. As part of the Local Development Framework, we are preparing a document specifically relating to Wolverhampton Airport Policy Area, which will set out a framework for, and policies to define the role of the Airport. The policies in the new document will replace those in the adopted Local Plan.
- 1.3 We have prepared this Issues and Options Paper as a starting point for discussion, and early community and stakeholder involvement. This Paper is the first stage in preparing the Wolverhampton Airport Policy Area document and represents our initial thoughts on the key issues relating to the airport and the policy options to address those issues. At this stage the options are very general and they will become more detailed and focused as the document is taken forward.

What do you think?

- 1.4 We want to know from our local communities and stakeholders whether we have identified the right issues and options for Wolverhampton Airport and whether there are any others that we should consider. We are therefore seeking your views on the issues and options.
- 1.5 We have included a representation form with the Issues and Options Paper and we welcome any comments or suggestions you may wish to make on the document. Please note that any comments you make are not confidential and will be made publicly available.

Please let us have your views in writing by completing the response form or by letter to:

Development Plans Manager
South Staffordshire Council
Council Offices
Wolverhampton Road
Codsall
South Staffordshire
WV8 1PX
Email: developmentplans@sstaffs.gov.uk

Fax:01902 696705

A response form is also available via our website at www.sstaffs.gov.uk

What Happens Next?

- 1.6 Following the consultation on the Issues and Options Paper, we will consider all the comments received and prepare a Preferred Options Document. This will be subject to public consultation and will lead to the preparation of a Wolverhampton Airport Policy Area document for formal submission to the Secretary of State.
- 1.7 If you require any further information about this Paper or have any comments or queries relating to the South Staffordshire Local Development Framework please contact a member of the Development Plans Team on: 01902 696426/696423/696317.

2. The New Development Planning System

- 2.1 In September 2004, a new development planning system was introduced by the Government under the **Planning and Compulsory Purchase Act**. Under the new planning system Local Plans will be replaced by Local Development Frameworks (LDFs) and Structure Plans will be abolished. The new planning system is intended to streamline the local development planning process with increased flexibility to respond to changing circumstances and strengthen community and stakeholder involvement.
- 2.2 The Local Development Framework for South Staffordshire will consist of a number of statutory and non-statutory documents known as Local Development Documents (LDDs) to be produced over a period of time that together will set out the planning policies and proposals to guide the development of the District.
- 2.3 The Local Development Framework will contain documents known as Development Plan Documents (DPDs) including a Core Strategy, and these will form part of the development plan for the District. The Core Strategy will set out a long-term vision for the District and contain the development strategy, spatial objectives and core District wide planning policies to deliver that vision. All other documents prepared for the Local Development Framework must help deliver the vision and be in conformity with the Core Strategy.
- 2.4 In direct response to concerns about the future of Wolverhampton Airport we have decided to prepare a Development Plan Document specifically for the airport Policy Area. We will be producing other documents covering detailed Development Control Policies and Site Specific Allocations and Policies on issues such as housing. There will also be non-statutory Supplementary Planning Documents (SPDs) to give detailed guidance on policies and proposals in Local Development Documents. The policies in the existing adopted Local Plan will be replaced by policies in the new Local Development Framework.
- 2.5 A document entitled the Statement of Community Involvement (SCI) has been prepared setting out how we will consult local communities about the Local Development Framework and on planning applications. The SCI has been examined by an Independent Inspector and was considered to be sound. The methods of public consultation used for the Wolverhampton Airport document must be in accordance with the Statement of Community Involvement. Development Plan Documents will be subject to independent testing and examination.

- 2.6 A full description of the documents to be prepared for the Local Development Framework is contained in the Local Development Scheme (LDS) and this can be viewed on our website at www.sstaffs.gov.uk. Further information on the new planning system can be obtained by visiting www.communities.gov.uk and a glossary of terms can be found in Appendix 4.

3. Description and Background History

Location and Description

- 3.1 Wolverhampton Airport lies in the Green Belt at Halfpenny Green, close to the Shropshire border and about one kilometre to the east of the village of Bobbington. It lies within the open countryside close to the Staffordshire Way and Highgate Common Site of Special Scientific Interest. The airport is bounded by Crab Lane, Water Lane, Gospel Ash Road and Six Ashes Road. There are a small number of residential properties on the perimeter consisting of an intermittent ribbon of properties along Gospel Ash Road, a small number of houses around Halfpenny Green, some large properties in Six Ashes Road and a small number of houses in Crab Lane. The main access to the airport is from Crab Lane and opposite the entrance is a garden nursery called Haven Nurseries. A plan showing the location of the airport is included as Appendix 1.
- 3.2 The airport is used as a General Aviation (GA) airport with business, recreational and flying training being the main activities; and is licensed by the Civil Aviation Authority (CAA), under the provisions of the Air Navigation Order, for public use and flying instruction. There is no legal definition of general aviation but it is generally accepted to include private flying (recreational flying), corporate aviation (business flying), excluding commercial air transport (fare-paying passengers), and aerial work (flying training, aerial photography, agriculture, surveying etc). The airport has been designated by the CAA as a “relevant airport” and the operator is a “relevant airport operator” within the meaning of Part V and Section 57 the Airports Act 1986. In planning terms the effect of this is to bring the airport into the terms of Part 18 of the Town and Country Planning (General Permitted Development) Order 1995 as amended and to confer various permitted development (pd) rights for development within the airport boundary.
- 3.3 The airport was originally a Royal Air Force (RAF) training airfield and dates from the Second World War. The RAF airfield extended to the south of Crab Lane and included an extensive range of operational buildings including technical and ancillary administrative buildings, barracks, sports and other facilities for RAF personnel. The majority of the wartime buildings to the south of Crab Lane were removed but there is still evidence of the past history in the form of internal roads and some old buildings around Haven Nursery and part of an old runway.
- 3.4 The greater part of the airfield is concentrated to the north of Crab Lane and comprises of the level grassed area crossed by 3 runways (04/22, 10/28 and 16/34) linked by perimeter taxiways. The existing airport buildings are grouped within an area near the main entrance and include single storey former RAF buildings, 3 large (Bellman) hangars, with the control tower nearby. To the west of the complex is a group of buildings known as the Rotor Village and these are used as a base by the Staffordshire Police Central Counties Air Operations Unit.

- 3.5 The Royal Air Force Fire Service Museum is based at the airport. The museum was established in 2004 and includes a collection of military fire vehicles and equipment.

History

- 3.6 The RAF airfield at Bobbington was constructed between 1940-41 following the acquisition of the land by the Air Ministry in 1939 under the Defence Regulations. The airfield opened in 1941 as a flying training station under No. 51 Group Flying Training Command. It was used between 1941-45 by No.3 Air Observer Navigation School (later renamed No.3 Air Observer School and then No.3 (Observer) Advanced Flying Unit) operating Blackburn Botha and then Avro Anson aircraft. The airfield was renamed RAF 'Halfpenny Green' in September 1943.
- 3.7 In the 1946 the airfield was transferred to Maintenance Command and became a maintenance storage unit under the control of No. 25 Maintenance Unit (MU) at Hartlebury. The hangars were used for the storage of war surplus equipment including aircraft and other component parts. Between 1951-53 the airfield became active again in connection with the Korean War and improvements were carried out to the runways, hangars and other buildings. After the Korean War the airfield was de-activated and the hangars and other buildings continued to be used for storage purposes by No. 25 MU until late 1956. Certain buildings were licensed for storage and other uses to the Dunlop Company until 1957 and the perimeter track was used for tyre testing until 1962.
- 3.8 In 1959 the Air Ministry declared the airfield surplus to requirements, and after reaching agreement to demolish a number of buildings, put the whole site up for auction in 1961. In 1960 part of the airfield came back into use for civilian flying purposes when Tarmac Limited were authorised by the Air Ministry to use the runways and a hangar for the operation of their executive Dove Aircraft. In 1961 the Halfpenny Green Flying Club came into existence and was granted a tenancy by the Air Ministry for the use of the airfield and an aerodrome licence was issued.
- 3.9 In March 1962 the County Council resolved to approve in principle the use of Halfpenny Green as an airfield for flying purposes by private flying clubs, executive aircraft of large industrial companies and some private charter flights. The approval was subject to conditions including the demolition of all buildings except those to be retained for possible flying uses, landscape treatment of the site and the prohibition of the use of the airfield by jet aircraft. Temporary planning permission was granted to Halfpenny Green Flying Club in February 1964 for the use of the airfield for flying club instruction and for flying by privately owned aircraft and air charter flights subject to conditions. There were specific conditions prohibiting the use of the airfield by jet aircraft and all night flying.
- 3.10 Planning permission for the use of the site as an aerodrome for light aircraft was granted on Appeal by the Minister of Housing and Local Government in May 1967 subject to conditions and hours of operation were defined. The 1967 permission restricts flying operations to light aircraft and imposed a condition that no jet propelled aircraft should use the airport except in emergencies. The Inspector considered that the length of the runways was sufficient in itself to ensure that only light propeller driven aircraft used the aerodrome. Temporary planning permission has been granted on a number of occasions for the landing and take off of light executive jet aircraft and applications have been granted for the use of jet aircraft on specific days for air displays. In May 1978 planning permission was granted subject to conditions for the limited use of the airport by Cessna Citation Light Executive jet aircraft and the number of take-offs and landings is limited to 3 per day. An

application for permanent permission for the landing and take off of light executive jet aircraft was granted in August 1994 but this has expired.

- 3.11 In June 2004 a planning application was submitted for the construction of a new runway, the provision of an engine test facility (ETF) and for the landing and take off of jet aircraft. The proposal was submitted as phase one of the overall re-development of the airport and was intended to form part of an overall master plan being prepared by the airport owners. It was proposed that the airport would introduce limited passenger services of up to 500,000 passengers per year (250,000 arrivals and 250,000 departures) to various destinations including Belfast, Paris and Amsterdam. The application was withdrawn in November 2005.
- 3.12 The adopted Local Plan defined a Special Policy Area boundary around the airport within which policies would be applied to aviation related development at the airport and the use of the existing buildings for aviation and non-aviation purposes. The policy area was previously identified in the former Southern Area Local Plan (District Plan Number 2) in 1982.
- 3.13 There is a long planning history associated with the airport and applications have been submitted for a range of development and temporary uses including the construction of helicopter, aircraft and airship hangars and the holding of markets. A schedule setting out the planning history of the site is included as Appendix 2.

4. Context for Wolverhampton Airport Policy Area

- 4.1 In preparing the Local Development Framework we will need to work within a set of national and regional guidelines and strategies. We will need to take into account national planning policy and the Government's sustainable development objectives. We will also need to draw upon the strategic objectives and policies of the Regional Spatial Strategy (RSS) for the West Midlands.

Sustainable Development

- 4.2 The principles of sustainable development underpin the planning system and the Government's vision for sustainable development is set out in a national strategy '**Securing the Future: The UK Government Sustainable Development Strategy 2005**'. The new strategy builds upon the 1999 Strategy 'A Better Quality of Life – A Strategy for Sustainable Development for the UK'. The four central aims of the 1999 strategy were:
- Social progress which recognises the needs of everyone;
 - Effective protection of the environment;
 - The prudent use of natural resources; and
 - The maintenance of high and stable levels of economic growth and employment.
- 4.3 The Sustainable Development Strategy outlines 5 guiding principles that should be used to work towards the objective of sustainable development. These principles are:
- **Living Within Environmental Limits** - Respecting the limits of the planet's environment, resources and biodiversity- to improve our environment and ensure that the natural resources needed for life are unimpaired and remain so for future generations;

- **Ensuring a Strong, Healthy and Just Society** - Meeting the diverse needs of all people in existing and future communities, promoting personal wellbeing, social cohesion and inclusion, and creating equal opportunity for all;
- **Achieving a Sustainable Economy** - Building a strong, stable and sustainable economy which provides prosperity and opportunities for all, and in which environmental and social costs fall on those who impose them (polluter pays), and efficient resource use is incentivised;
- **Promoting Good Governance** - Actively promoting effective, participative systems of governance in all levels of society- engaging people's creativity, energy, and diversity;
- **Using Sound Science Responsibly** - Ensuring policy is developed and implemented on the basis of strong scientific evidence whilst taking into account scientific uncertainty (through the precautionary principle) as well as public attitudes and values.

4.4 Achieving sustainable development means addressing all of the objectives equally, both for present and future generations. The delivery of sustainable development will underpin the policies of the Wolverhampton Airport Policy Area document and all other Development Plan Documents.

4.5 It is a requirement of the new planning system, that development plans deliver sustainable development. To achieve this we are required to undertake a Sustainability Appraisal to help to guide and inform decision making in the plan preparation process and to help to achieve a balance of social, economic and environmental objectives. The Wolverhampton Airport Policy Area document will therefore be subject to a Sustainability Appraisal.

National Planning Policies

4.6 The Government publishes a range of planning policy documents setting out national policies on different aspects of land use planning in England such as housing, employment, transport and biodiversity. A list of the policy guidance and statements is given in Appendix 5. The policies in the Local Development Framework including the Wolverhampton Airport Policy Area document must consistent with the Government's national planning policies.

4.7 **Planning Policy Statement 1 (PPS1) – 'Delivering Sustainable Development'** sets out the Government's strategy for the delivery of sustainable development through the planning system. PPS1 emphasises the Government's commitment to protecting and enhancing the quality of the natural and historic environment, in both urban and rural areas. PPS1 states that planning policies should seek to protect and enhance the quality, character and amenity value of the countryside and that a high level of protection should be given to most valued townscapes and landscapes, wildlife habitats and natural resources.

4.8 **Planning Policy Guidance Note 2 (PPG2) - 'Green Belts'** sets out Government policy which seeks to protect the Green Belt from inappropriate development with only limited development allowed including recreational facilities and the conversion of existing buildings. Annex C to the guidance provides a framework for dealing with major developed sites in the Green Belt such as airfields and military establishments and recognises that these sites may present opportunities for infilling or redevelopment without further prejudicing the Green Belt.

- 4.9 **Planning Policy Guidance Note 13 (PPG13) - 'Transport'** provides guidance on aviation and states that local planning authorities will need to consider the role of small airports and airfields in serving business, recreational, training and emergency service needs. It highlights that as demand for commercial air transport grows, General Aviation (GA) may find access to larger airports increasingly restricted and that GA operators will therefore have to look to smaller airfields to provide facilities. PPG13 states that in formulating their plan policies and proposals, and in determining planning applications, local authorities should take account of the economic, environmental and social impacts of GA on local and regional economies. It also makes it clear that the environmental impact of aviation proposals need to be very carefully considered.
- 4.10 **Planning Policy Guidance Note 24 (PPG24) – 'Planning and Noise'** provides guidance to local authorities on the use of planning powers to minimise the impact of noise including noise from airports. It outline considerations to be taken into account in determining planning applications and advises on the use of planning conditions to minimise the impact of noise. The guidance also notes that in addition to aircraft landing and taking off there will be other activities such as engine testing and ground movements.

Government Airport White Paper

- 4.11 Wolverhampton Airport is referred to in the **Government's White Paper "The Future of Air Transport"** published in December 2003 and paragraph 9.30 states that:

"Wolverhampton Business Airport should continue its role of serving business and general aviation. The airport could be capable of delivering commercial services on a limited scale, but should do so only in line with regional planning and transport priorities, and the scale of development at the site must take account of the constraints imposed by the lack of strategic road access. With this in mind, any such development should be a matter for decision locally."

- 4.12 The White Paper also refers to the preparation of airport master plans and states that:

"Airport operators are recommended to maintain a master plan document detailing development proposals. An airport master plan does not have development plan status, but the level of detail contained within it is essential to inform the content of the Local Development Framework. We will expect airport operators to produce master plans, or where appropriate, to update existing master plan documents to take account of the conclusions on future development set out in this White Paper".

Airport Master Plans

- 4.13 The Department for Transport has published **Guidance on the Preparation of Airport Master Plans – 2004**. The guidance applies to larger airports in the UK such as Birmingham International Airport, where significant development proposals are supported in the White Paper. The guidance also states that other airports which have aspirations to achieve annual air transport movements in excess of those in the White Paper, or where the future level of impact might cause concern, or which believe their development proposals would benefit from consideration may also wish to consider preparing master plans.

Aerodrome Safeguarding

- 4.14 Certain civil aerodromes are officially safeguarded because of their importance to the national air transport system. In the West Midlands, Birmingham and Coventry are designated as officially safeguarded aerodromes. **Circular 1/2003 – Safeguarding Aerodromes, Technical Sites and Military Explosives Storage Areas and associated the Town and Country Planning Direction 2002** provides specific guidance to local planning authorities on the safeguarding of civil and military aerodromes, technical sites and military explosives storage areas.
- 4.15 The objective of the safeguarding process is to prevent the grant of planning permission for development (buildings, structures, or works) which would restrict the operation and use of aerodromes, infringe protected surfaces, obscure runway approach lights or impair the performance of navigation aids or communication systems; lighting that could distract pilots and development which would increase bird hazard risks. Safeguarding maps for officially safeguarded aerodromes are issued by the Civil Aviation Authority and are used in the consultation process with the local planning authority. Operators of licensed aerodromes which are not officially safeguarded may establish a consultation process and produce their own safeguarding map and lodge them with the local planning authority.

Regional Spatial Strategy for the West Midlands

- 4.16 **Regional Planning Guidance (RPG 11) for the West Midlands** was approved in June 2004 and became the **Regional Spatial Strategy (RSS)** in September 2004. It is part of the development plan for South Staffordshire. The Regional Spatial Strategy provides a framework to guide the development of the region up to 2021 and sets out an overall development strategy to help create sustainable communities and achieve sustainable development. The Wolverhampton Airport Policy Area document and other documents prepared for the Local Development Framework must be in general conformity with the Regional Spatial Strategy.
- 4.17 The Regional Spatial Strategy incorporates the Regional Transport Strategy and contains Policy T11 which refers to the role of airports other than Birmingham International Airport (BIA) and Coventry and states that:
- “The further development of other airports and airfields in the Region providing complementary services to those at BIA, will be supported providing that proposals can be justified following rigorous environmental assessment; mitigation or compensation can be provided for unavoidable, harmful environmental impacts; and any proposals for charter or scheduled passenger services are subject to the availability of public transport”.*
- 4.18 The Regional Spatial Strategy makes specific reference to the need for Policy T11 to be reviewed following the Air Transport White Paper as part of a future revision of the Strategy. A partial revision of the Regional Spatial Strategy is underway which will consider a range of issues including sub regional housing and employment requirements. The revision will also consider the role of airports in the Region including the implications of any expansion/development of Birmingham International Airport, Coventry Airport and Wolverhampton Airport.

Staffordshire and Stoke-on-Trent Structure Plan 1996-2011

- 4.19 The new planning system introduced under the Planning and Compulsory Purchase Act 2004 abolishes Structure Plans. It provides for Structure Plans to be 'saved' for a period of 3 years from September 2004 as a transitional measure while the new system is implemented.
- 4.20 **The Staffordshire and Stoke-on-Trent Structure Plan 1996-2011** was adopted in May 2001 and amended in February 2002 and contains Policy T19 on Airfields and Heliports. The Policy sets out criteria for assessing proposals for the use of existing operational airfields or heliports and the development of new facilities for private business, recreational flying. The Policy includes implicit cross-references to environmental policies, transport and accessibility policies and economic and employment objectives.

Adopted Local Plan and the Local Plan Review

- 4.21 The adopted Local Plan December 1996 defines a Policy Area around Wolverhampton Airport and set out detailed policies (HG1-HG4) for the control of development including policies relating to the use of the existing buildings on the site.
- 4.22 A review of the Local Plan was commenced and a Deposit Local Plan was published for consultation in November 2003 containing revised policies relating to the airport. An unprecedented number of representations were received objecting to the policies and supporting text in the Deposit Plan. The objections were made on the grounds that the aspirations of the airfield owners had been comprehensively set out in the Local Plan; that the wording is unfairly beneficial to the airport and includes statements that are inaccurate and misleading. Objections were made that the Plan should not prejudge the outcome of Regional Planning Guidance or the Government White Paper on aviation and that if the future objectives of the airport are to remain in the Plan that they should be set against well-reasoned justification on planning grounds.
- 4.23 Objections were made on the grounds that new buildings should not be permitted at the airport; existing unused buildings should be used if necessary; and that the use of buildings for temporary (non-aviation) support uses that has continued for 26 years should cease. In addition, objections were made that the Plan should include a clear definition of what level of activity constitutes a cessation of use of the site as an aerodrome and contain clear definitions of the aviation activities permitted at the site and the term "light aircraft".
- 4.24 The view was expressed that the policies in the Deposit Plan were unclear and open to different interpretation and should be more clearly defined to ensure that any development remains acceptable within the context of Green Belt policy and the principles of sustainable development. The vast majority of objectors were totally opposed to the future expansion of the airport on the grounds of the impact on the environment and that the local roads are inadequate to handle the level of traffic generated by such a major expansion.

5. Key Issues Relating to Wolverhampton Airport

- 5.1 We recognise the issues and concerns raised by residents and local communities on the future of Wolverhampton Airport, and in response to those concerns we have resolved to prepare a new document specifically relating to the airport as part of the new Local Development Framework.
- 5.2 The following section of this Paper sets out the key issues relating to the airport and puts forward a number of policy options for addressing those issues. The issues and options do not represent all the possible scenarios but they have emerged from the responses received to the Deposit Local Plan and the recent planning application and our current understanding of the key issues. We need to consider the issues relating to the possible expansion and role of the airport, permitted uses including the types of aircraft operating at the airport, our approach to new development and the use of existing buildings and our policy approach to the future use of the land and buildings should the airport close in the future.
- 5.3 Within the planning system we must often balance differing views with the future needs of the District and we will be required to make difficult decisions that will not always satisfy everyone. Being involved therefore does not guarantee that individual views, or a majority consensus, will prevail. There are many different factors which contribute to the decision-making process including statutory requirements, national planning policy guidance and the need to consider other local and regional strategies and programmes. We will ensure however that all material planning issues raised will be considered before reaching a decision, and that residents, local communities and stakeholders will be given feedback on any contributions made to the airport document.
- 5.4 We consider that the Policy Area defined in the adopted Local Plan should be retained in the Local Development Framework to provide the basis for the operation of planning policies for the airport. A plan showing the Policy Area boundary is included as Appendix 3. In considering the future of Wolverhampton Airport, we will need to balance a range of social, economic, environmental and sustainability considerations and achieve the best outcome for South Staffordshire.

Key Issue: The Expansion of Wolverhampton Airport

- 5.5 Wolverhampton airport lies in a quiet rural area surrounded by attractive countryside. There are a number of small communities in the vicinity of the airport including Bobbington and Halfpenny Green in South Staffordshire, together with those such as Claverley within Shropshire. There is limited public transport in the local area and a lack of strategic road access to the site. At present the size and type of aircraft that could use the airport are limited by the length of the runways.
- 5.6 We recognise that there is considerable concern locally about the possible expansion of the airport and the impact on the environment and local communities. In considering the issues concerning the possible expansion of the airport we must recognise that our key priorities are to protect the Green Belt, the local environment and the amenities of nearby residents and local communities.

We need to consider the options relating to the possible expansion of the airport. What approach do you think we should take?

Option 1 – Allow the airport to expand

Option 2 – Allow only very limited expansion of the airport

Option 3 – Firmly resist any proposals for the expansion of the airport

Which of these options do you think is the most appropriate and sustainable approach?

Are there any other alternative options you think we should consider?

Questions

- **What are the problems and opportunities if we allow/do not allow the airport to expand?**
- **Should we adopt a different approach to any possible expansion of the airport and if so what approach should we take?**

Key Issue: The Role of Wolverhampton Airport

- 5.7 Wolverhampton Airport has an established role as a General Aviation (GA) airport providing for business, recreational (private) flying and flying training and facilities for aircraft based on the site.
- 5.8 We generally support the airport and wish to see it continue its present role as a general aviation airport providing facilities for business aviation, recreational (private) flying and flying training. We consider that, in accordance with the permitted use of the airport as an aerodrome for light aircraft, the following aviation uses are excluded:
- Commercial aviation including fare-paying passenger services and freight services
 - Maintenance and servicing facilities other than those provided for aircraft based at the airport
 - The operation of engine test facilities
- 5.9 We feel that it would be helpful to define the terms business aviation, recreational (private) flying and flying training within the airport policy area document to support appropriate policies and the following definitions have been prepared for comment:

Business aviation: The operation of light aircraft owned or hired by a company or other business and used for business purposes by that company or business excluding fare-paying passengers. Air taxi operations and helicopters are included within business aviation.

Recreational (private) flying: The operation of light aircraft owned or hired by an individual or company and undertaken for recreational purposes only.

Flying training: *The operation of light aircraft, designed to carry 2 pilots and up to 2 passengers, used to train pilots or navigators, by a company or business licensed and operated for that purpose.*

We wish to see Wolverhampton Airport continue in its present role as a general aviation airport. We consider that the role of the airport should be to provide for:

- **Business aviation**
- **Recreational (private) flying**
- **Flying training**

Do you agree with this approach or are there other more appropriate alternatives you think should be considered?

Questions

- **Should we look to restrict the role of the airport e.g. through the use of an Article 4 Direction?**
- **Should we support the business aviation role of the airport?**
- **Are our definitions of business aviation, recreational flying and flying training the right ones and are there other definitions that should be included?**
- **Should a Master Plan for the airport form part of the Local Development Framework?**

Key Issue: Permitted Aviation Uses

- 5.10 We want to set out the position concerning the aviation activities and types of aircraft that are currently permitted to use the airport. The permitted use of the site as set out in the planning permission granted in 1967 is as an aerodrome for light aircraft. The 1967 permission restricts flying operations to light aircraft and imposed a condition that no jet propelled aircraft should use the airport except in emergencies. The permission does not include a condition relating to the use of helicopters. Planning permission was granted in May 1978 for the limited operation of one specific type of small light executive jet aircraft called a 'Cessna Citation'. The permission restricts the operation of this aircraft to a maximum of 3 flights (take-offs and landings) per day.
- 5.11 The temporary planning permissions granted for the landing and take off of light executive jet aircraft have defined what is meant by a light executive jet in terms of those permissions by reference to the lower (34,000kg) weight and noise limits set out in the Air Navigation (Noise Certification) Order. There have been a number of such orders published, the most recent being in 1990. The Order applies to certain civil aircraft which land and take off in the UK including propeller driven aircraft, jet propelled aircraft and helicopters and sets out the maximum permitted noise levels for that type of aircraft.

- 5.12 The 1967 planning permission authorises the use of light aircraft at the airport, which includes propeller driven aircraft. However, the permission does not authorise the use of all propeller driven aircraft. There is no statutory or legal definition of a jet propelled aircraft, however, the Civil Aviation Authority (CAA) advises that in normal technical usage any aircraft powered by gas turbine engines including turbofan and turboprop engines would fall within the generic term 'jet propelled aircraft'. We consider that operations by turbo propeller, turboshaft and turbofan powered aircraft, including jet-powered helicopters, other than those that fall within the permission granted in 1978 (547/77) are excluded from the airport and cannot operate without planning permission. Commercial aviation, including fare paying passengers and airfreight operations are excluded from the airport. This position is not accepted by the airport owners.
- 5.13 For the avoidance of doubt, the types of aircraft currently permitted to use the airport are:
- *Light aircraft (propeller driven aircraft)*
 - *Light executive jet aircraft (Cessna Citation)*
 - *Helicopters for private use and use by Staffordshire Police*
- 5.14 There is no legal definition of a "light aircraft" but it is generally regarded as an aircraft that is capable of seating a maximum of 6 passengers.
- 5.15 The permitted flying hours at the airport are from 0700 to 22.30 and a variation of the operating hours has been granted to allow for the 24-hour operation of a police helicopter. As of June 2006 there were 2 twin-engine and 47 single engine aircraft and 10 helicopters based at the airport.

Questions

- **Do you think we should continue to restrict the use of the airport by small light executive jet aircraft?**
- **Should we allow other types of business jet aircraft and helicopters to use the airport up to certain weight and noise limits?**

Key Issue: New Development

- 5.16 The airport lies in the Green Belt where there is a general presumption against inappropriate development and proposals for new development are subject to national Green Belt policy and the policies in the adopted Local Plan. The protection of the Green Belt from inappropriate development including the protection of the character and quality of the countryside and its landscape, are our key priorities and reflect the views of the residents of South Staffordshire.
- 5.17 The existing built development at the airport is concentrated within an area near the main entrance and the remaining area of open land consists of the runways, associated taxiways, hard-standings for aircraft parking and areas of open grassland. The airport benefits from permitted development rights within the airport boundary under Part 18 of the Town and Country Planning (General Permitted Development) Order 1995 as amended. This means that certain types of development within the airport boundary required in connection with the provision of services and facilities at the airport do not need planning permission, although as the local planning authority we must be consulted.

- 5.18 We will need to include a policy covering new development at the airport but this will only apply to developments which require planning permission, for example the construction or extension of a runway, the construction of a passenger terminal above a floorspace of 500 square metres, the extension of a passenger terminal by more than 15% of the existing building, or the extension or rebuilding of a non-operational building.
- 5.19 It will be important to maintain the openness of the Green Belt but if new development is needed there may be areas within the airport boundary where it would be preferable for such development to be located. Development could for example be located within the area of existing airport buildings and there may be opportunities for the conversion, reuse or replacement of existing buildings rather than the construction of new built development. We would not want the main open area of land at the airport comprising the grassed areas, runways and taxiways to be developed but we recognise that some development may be required for the operational safety of the airport such as the provision of navigational aids or communications equipment. We would seek to ensure that the potential impact of such operational development is kept to a minimum.
- 5.20 We will need to ensure that new aviation development proposals required to meet the operational needs of the airport are rigorously assessed, particularly in terms of impact on the openness of the Green Belt, landscape and nature conservation, noise and air quality, transport, public safety and the amenities of nearby residents and local communities. It is likely that any planning application for major development will require an Environmental Impact Assessment, to assess the potential significant impact of the development on the environment and that a Transport Assessment and Travel Plan may also be required.

We want to ensure that if new development is required that it is consistent with Green Belt policy, safeguards the environment and the amenities of nearby residents and local communities. What approach do you think we should take?

Option 1 – Only permit aviation related development that can be justified as being necessary to meet the operational and safety needs of the airport

Option 2 – Require that priority is given wherever possible to the reuse and conversion of existing buildings in preference to new built development

Option 3 – Require that new built development is located in defined areas within the airport boundary e.g. on previously developed land within the group of existing airport buildings

Which of these options do you think is the most appropriate and sustainable approach?

Are there any other alternative options you think we should consider?

Questions

- **Should we define areas of land within the airport boundary where development would or would not be considered appropriate?**
- **Do you think we should adopt a more positive approach to new development and encourage other aviation related businesses to locate at the airport?**
- **Should the airport be defined as a Major Developed Site in the Green Belt suitable for redevelopment and environmental improvement?**
- **Should we allow some of the obsolete buildings to be demolished and be replaced with new buildings to improve and enhance the appearance of the airport?**

Airport Safety

- 5.21 In addition to issues relating to development within the airport boundary, we will need to give careful consideration to applications for development within the wider area around the airport. Wolverhampton Airport is not an officially safeguarded aerodrome but the airport operators have produced a safeguarding map for consultation purposes. We will need to consult the airport operators on certain applications for development within the safeguarded area that may impact on the safe operation of the airport.

Key Issue: Existing Buildings and Support Uses

- 5.22 In 1976 enforcement action was taken against non-aviation uses on the airport and a public inquiry was held in 1977 on the enforcement appeal. The enforcement notice was quashed and no formal decision on the planning merits of the non-aviation uses was made. However, the Secretary of State in his 1977 appeal decision letter gave his informal view that carefully selected uses could be permitted in certain existing buildings to provide support income for the aviation activities at the airport, at least on a temporary basis. The former Southern Area Local Plan and the adopted Local Plan accepted the informal guidance of the Secretary of State and a special policy has been applied identifying specific buildings for aviation uses and support uses. No further action has been taken against non-aviation uses in the airport buildings since then. The airport buildings currently identified for aviation and support uses are shown on the plan included as Appendix 3. In addition to the use of buildings for support uses, support income for the airport has in the past been obtained from the periodic holding of open markets on parts of the site.
- 5.23 The special policy defined in the Local Plan was intended as a temporary measure but it has been operating for nearly 30 years and during this time certain existing buildings have been used for a variety of non-aviation uses some with no formal planning permission. We recognise the need to regularize the planning position concerning support uses at the airport and our aim will be to progressively reduce the level of non-aviation uses in favour of aviation uses related to operational role of the airport as a general aviation airport. In respect of the holding of markets, we would not wish to see the market activity extend beyond the level permitted by the General Permitted Development Order in order to safeguard the amenities of local residents.

We need to consider the most appropriate approach to the use of existing airport buildings and whether the special policy relating to support uses should continue to apply. What approach do you think we should take?

Option 1 – Continue to allow the use of certain existing buildings for non-aviation purposes on a temporary basis

Option 2 – Ensure that existing buildings used for non-aviation purposes are returned to aviation use as soon as it is practicable

Option 3 – Require that all airport buildings should be used for aviation purposes only related to the operational needs of the airport arising from its role as a general aviation airport

Which of these options do you think is the most appropriate and sustainable approach?

Are there any other alternative options you think we should consider?

Questions

- **Should the special policies applying to the support uses at the airport continue to override the normal presumption against inappropriate development in the Green Belt?**
- **Should non aviation uses be encouraged and if so what uses should we consider?**
- **Do you think positive uses should be found for existing empty buildings at the airport e.g. for uses appropriate in a rural area, to support the rural economy?**

Key Issue: The Future Use of the Airport

- 5.24 The airport has been in existence since the Second World War and has been operating as a private aerodrome since the 1960's. We expect that the use of the site as a general aviation airport will continue but we need to consider the planning policy options should all flying operations ever cease in the future. The adopted Local Plan includes a policy that in the event that flying activities should cease and the airport close completely, the land and buildings should be returned to agriculture or other beneficial use. However, in view of the number of uses established at the airport, it is unrealistic to expect that the whole of the site should be returned to agricultural use. We need to consider the possible future alternative use of the land and existing buildings should the airport close completely.
- 5.25 The site is in the Green Belt and future alternative uses must be consistent with Green Belt policy and other policies in the Local Development Framework. We must ensure that the amenities of nearby residents and local communities are safeguarded.

We need to consider the future of the land and buildings at the airport should all flying operations cease and the airport close completely and ensure that alternative uses are compatible with Green Belt and other policies. What approach do you think we should take?

Option 1 – Maintain existing planning policy to ensure that the land and buildings are returned to agriculture or other beneficial use

Option 2 – Allow the existing airport buildings to be retained for appropriate employment use

Option 3 – Allow the site to be used for other compatible Green Belt uses and those appropriate to a rural area such as leisure, recreation and tourism

Which of these options do you think is the most appropriate and sustainable approach?

Are there any other alternative options you think we should consider?

Questions

- **Should we identify specific areas of the site where alternative uses would be appropriate?**
- **Should we identify the area of existing built development as an employment site in the Local Development Framework?**
- **In the event that the airport closed should we set a time limit for the site to be returned to agriculture or other acceptable beneficial use?**

Key Issue: Wartime Heritage

5.26 The airport was originally constructed for the Royal Air Force at the beginning of the Second World War and is reputed to be the best-preserved wartime airfield in terms of the collection of buildings in Staffordshire. Although many of the original RAF buildings have long since been demolished, over 30 buildings remain on the site including 3 hangars and there are also isolated buildings to the south of Crab Lane around Haven Nursery. The Staffordshire County Historic Environment Record (HER) indicates that there are 3 features of archaeological interest within the airport boundary and these are the sites of 3 wartime pillboxes. The HER records describe these as follows:

PRN 5607: Pillbox in the southeast corner of the airfield (extant building). OS Grid Ref: SO82899060

PRN 5608: Pillbox in the northeast corner of the airfield (extant building). OS Grid Ref: SO 82319168

PRN 5609: Site of a pillbox at the northern end of the south-north runway. OS Grid Ref: SO82199158

- 5.27 We need to consider whether to protect the existing former wartime buildings and structures within the airport boundary as heritage assets.

We recognise the wartime role of the airport and that many former wartime buildings and archaeological features remain. We need to consider how to deal with the heritage features at the airport. What approach do you think we should take?

Option 1 – Protect all existing wartime buildings and structures as heritage assets

Option 2 – Allow some or all of the existing wartime buildings and structures to be demolished after they have been recorded

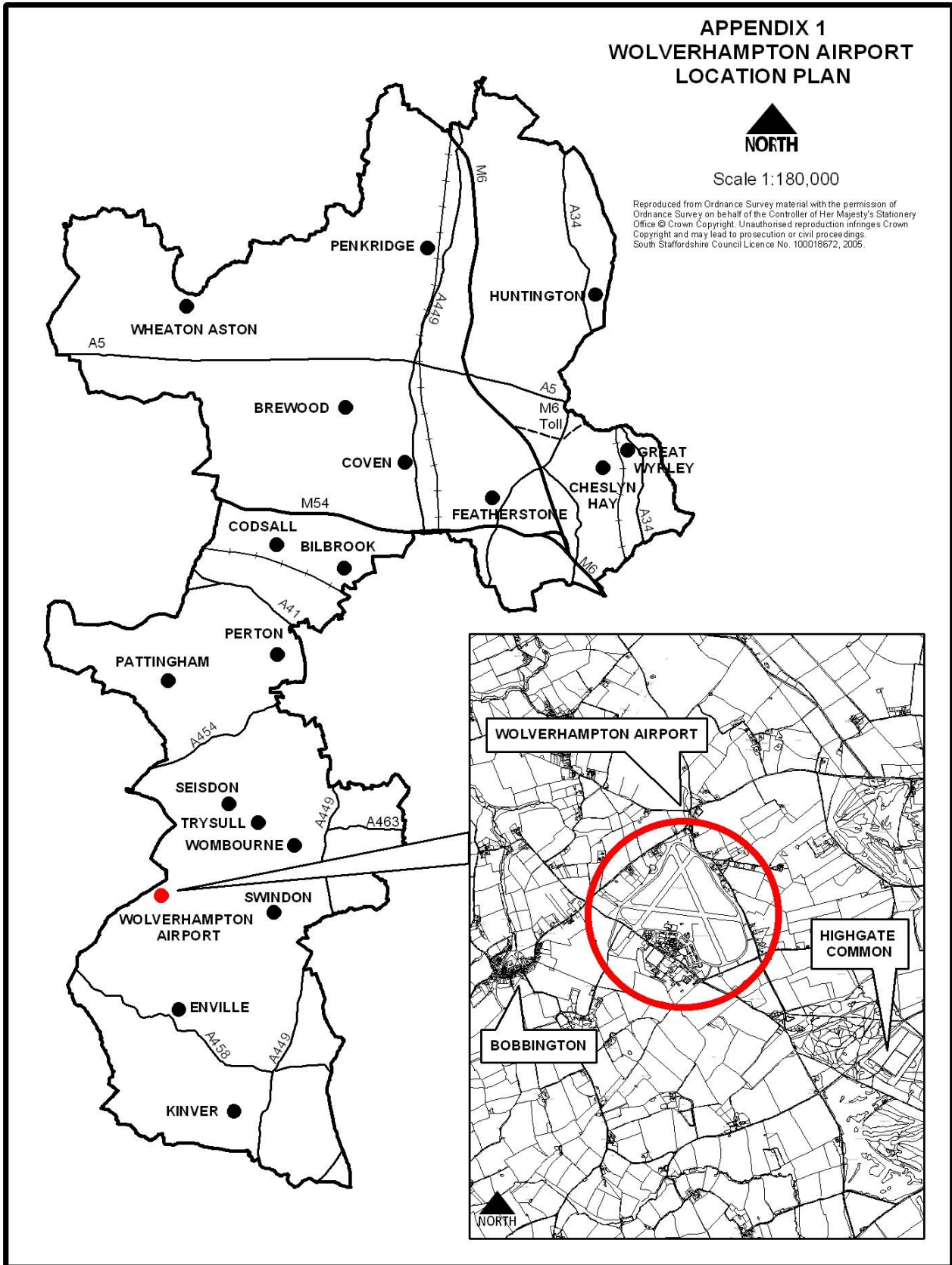
Option 3 – Seek the restoration/preservation of some of the existing wartime buildings and structures

Which of these options do you think is the most appropriate and sustainable approach?

Are there any other alternative options you think we should consider?

Questions

- **Do you think that other opportunities for the preservation of the former wartime buildings and structures should be explored such as the establishment of a small museum or visitor centre?**
- **Do the existing wartime buildings have another heritage role that should be considered and if so what is it?**



Appendix 2: Wolverhampton Airport Planning History

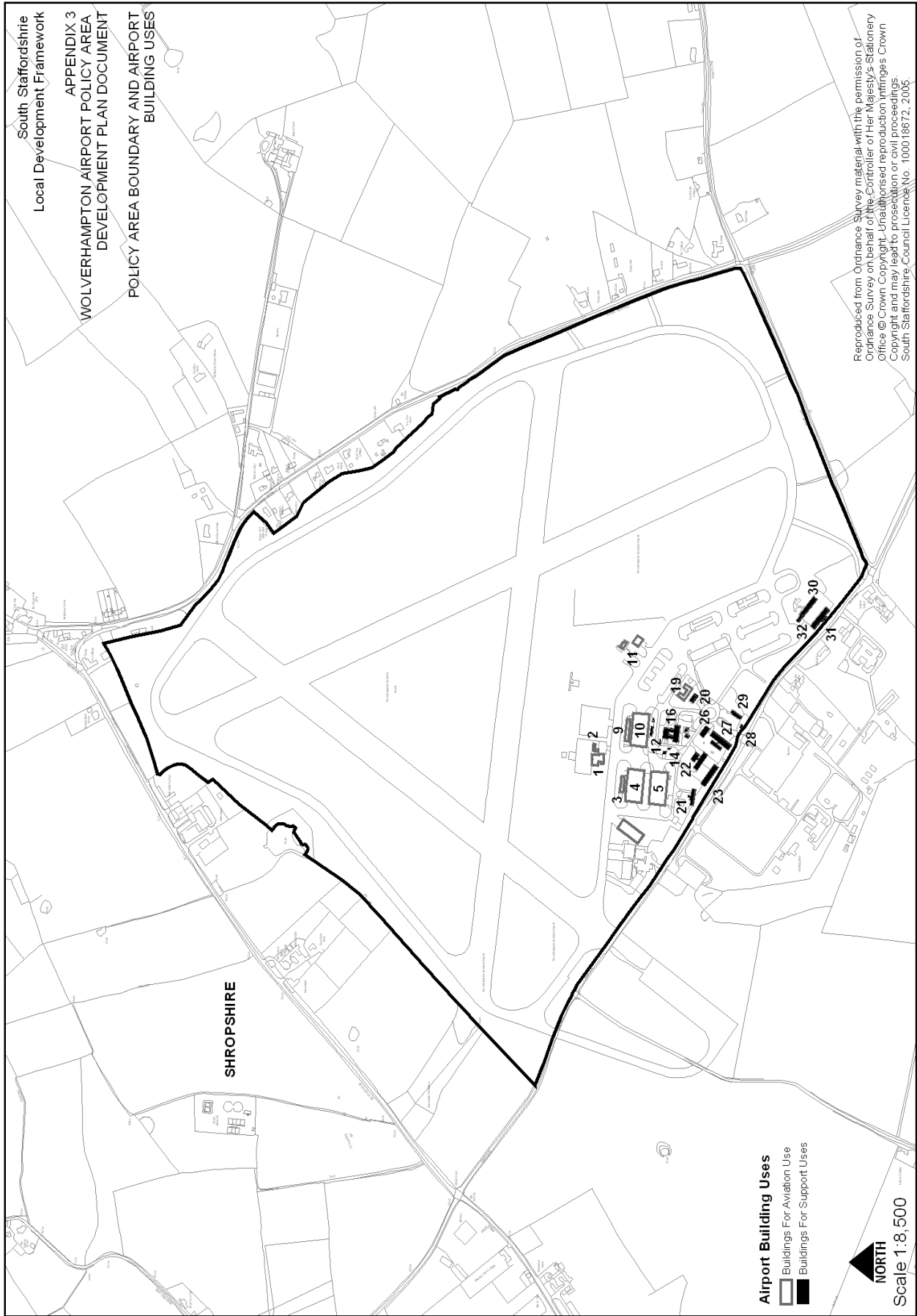
13532	Use of Aerodrome as civilian flying club. <u>Withdrawn 28.2.63.</u>
14375	Use of Aerodrome as civilian flying club. <u>Granted subject to conditions 23.1.64.</u>
14769	Use of hangar for storage purposes. <u>Refused 24.4.64.</u>
15422	The proposed use of the airfield for the landing of aircraft from dawn to 8 p.m. during winter months. <u>Granted subject to conditions 31.12.64.</u>
16010	The retention of existing buildings used by Air Scouts for agricultural storage purposes. <u>Granted subject to conditions 27.5.65.</u>
16022	Erection of radar control cabin. <u>Granted subject to conditions 28.5.65.</u>
16362	Use of airfield as an airport for light private and chartered aircraft, with full ancillary services and the use of the adapted buildings. <u>Withdrawn 27.10.65.</u>
16647	Construction of two 3,000-gallon underground storage tanks and pump island. <u>Granted subject to conditions 28.1.66.</u>
16778	Use of the site as an Aerodrome for light aircraft. <u>Granted subject to conditions 25.5.67.</u>
17043	Alterations and additions to existing club and control rooms. <u>Withdrawn 10.8.67.</u>
18056	Lettering on roof of hangars <u>(Temporary permission until 31.7.72) 27.7.72.</u>
18078	Widening of existing access. <u>Granted 27.7.67.</u>
18173	Use of existing building for vehicle and aircraft repairs. <u>Granted subject to conditions 28.9.67.</u>
18526	Proposed fenced viewing enclosure and car parking area for public use. <u>Granted 1.3.68.</u>
18643	(Air Display) landing of jet aircraft for one day only on 2.9.68. <u>Granted 1.7.68.</u>
18885	Proposed car park and viewing area. <u>Granted 27.9.68.</u>
18906	Proposed sign. <u>Refused 26.7.68.</u>
19040	Proposed signs. <u>Granted 27.9.68.</u>
19257	Application for permanent planning permission in respect of two 3,000-gallon underground storage tanks (see 16647). <u>Granted 22.11.68.</u>
19264	The use of the site as an Aerodrome for light aircraft between 8 p.m. and 9 p.m. from 1 st September to 31 st March inclusive. <u>Granted subject to conditions 25.4.69.</u>
19352	Permanent planning permission in respect of Radar control cabin (see 16022). <u>Granted 20.12.68.</u>
19607	Construction of vehicular access. <u>Granted 20.5.69.</u>
19700	The proposed hand assembly of electronic components, soldering, assembly and packing operations. <u>Refused 30.5.69.</u>

- 19736 Use of building for general storage purposes. **Refused 3.7.69.**
- 19863 Air display landing of jet aircraft for one day only on 1.9.69. **Granted 31.7.69.**
- 20460 Siting of caravan **(Temporary permission until 30.4.71). Granted 24.4.70.**
- 20575 Refreshment wagon and ice cream kiosk. **Refused 6.7.70.**
- 20607 Site for caravan. **Withdrawn 28.5.70.**
- 20625 Site for 2 caravans. **Refused 30.6.70 (Appeal withdrawn 20.2.73).**
- 20659 Air display landing of jet aircraft for one day only on 31.8.70. **Granted 24.7.70.**
- 20670 Proposed storage and blending of oil in part of building 27. **Refused 24.7.70.**
- 20760 Use of hangar for boat building **(Application withdrawn 29.10.70).**
- 20882 The provision of training facilities for the West Midlands Training Group Road Haulage Association for training office and classroom. **Refused 13.11.70 (Appeal Allowed 8.3.74).**
- 21018 Extension of planning permission for use of building 16 for repair of spraying light vehicles and aircraft **(Temporary permission until 29.2.72). Granted 9.2.71.**
- 21032 Use of existing workshop for the manufacture of fibreglass mouldings. **Refused 19.1.71.**
- 21048 Proposed use of building 23A for moulding fibreglass. **Refused 29.1.71.**
- 21252 Erection of mobile home. **Refused 3.5.71.**
- 21325 Erection of wooden hut for temporary use as a lecture room. **Refused 22.10.71.**
- 21385 Extension of temporary permission for the siting of a residential caravan. **Granted 21.5.71.**
- 21571 Air display landing of jet aircraft for one day only on 31.8.71. **Granted 2.8.71.**
- 21771 Proposed alteration of flying hours. **Refused 11.10.71.**
- 22198 Amendment of permitted flying hours to allow flying until 22:30 hrs local time throughout the year. **Refused 8.3.72.**
- 22252 The use of building 16D for the purpose of light vehicle and aircraft repairs spraying and storage of vehicle spares. **Refused 11.5.72 (Appeal withdrawn 9.11.76).**
- 22355 Use of hangar 5 for the building of man powered aircraft **(Temporary permission until 1.8.72) Granted 11.5.72.**
- 22379 Proposed landing of jet aircraft for air display for two days only on 27th and 28th August 1972. **Approved 28.4.72.**
- 22658 Use of land for training drivers in the use of heavy goods vehicles. **Refused 28.7.72 (Appeal Allowed 18.3.74).**
- 22914 Use for external light industry of buildings 12 & 16 (A-E). **Refused 27.10.72 (Appeal withdrawn 9.11.76).**
- 23020 Extension of night flying hours during winter months to 9:00 p.m. **Refused 24.11.72.**

- 23122 Site of caravan. **Refused 12.1.73.**
- 23337 Extension of flying hours to 22.30 hrs local time, the removal of restriction on aircraft types to include small executive jets up to 10 passengers. **Refused 14.2.73 (Appeal withdrawn 9.11.76).**
- 23814 Proposed leisure centre. **Refused 15.7.74.**
- 23820 Housing development. **Refused 19.9.73.**
- 23821 Housing/leisure centre. **Refused 19.9.73 (Appeal withdrawn 9.11.76).**
- 23891 Link trainer and lecture room extension to existing flying school building and clubroom. **Approved 17.7.73.**
- 24252 Extension of night flying hours during winter months. **Refused 19.10.73.**
- 136/74 Air display. **Granted 15.7.74.**
- 427/75 Continued use of the office building and use of area for driver training. **Refused 5.6.75.**
- 474/75 Air display. **Approved 25.6.75.**
- 1164/75 Residential caravan. **Refused 28.4.76.**
- 1165/75 The extension of flying hours to 22.30 hrs local time all year round **(Application withdrawn 10.8.76).**
- 1232/75 Use of jet aircraft. **Refused 21.5.76.**
- 1233/75 Temporary relaxation of existing regulations to permit the Cessna Citation to use the airfield **(Application withdrawn 16.12.75)**
- 1326/75 Industrial use of Building 16B – 16E. **Refused 28.4.76.**
- 179/76 Airport operating hours to be 0700 – 2230 hrs local time throughout the year. **Granted 21.5.76.**
- 603/76 Trial period for jets. **Undetermined.**
- 713/76 Holding of a weekly one day open market and two day open market during Public and Bank Holiday. **Refused 15.9.76.**
- 760/76 Established use certificate hangar 5. **Withdrawn 2.2.77.**
- 1306/76 Master plan application for range of uses to be permitted for each individual building – Building 1-33 etc. and land **(Appeal dismissed against non-determination).**
- 1321/76 Erection of small hangar to house motor glider. **Granted subject to conditions 5.1.77.**
- 1363/76 To permit light executive jet propelled aircraft within the lower weight classification and the corresponding upper noise level limits specified in schedule to Air Navigation Order 1970. **Withdrawn September 1977.**
- 547/77 The Cessna Citation light executive fan jet to land and take off, taxi and operate. **Granted subject to conditions 12.5.78.**
- 629/77 Landing of jet aircraft for two days only for Air Display. **Granted 13.7.77.**

- 349/78 Weekly/week and leisure activities/market site. **Refused 16.8.78.**
- 330/79 Leisure activities and markets. **Refused 15.8.79.**
- 1458/79 Weekend fairs/markets in support of small scale leisure activities (pop concerts specifically excluded) for the period ending on 31st December 1980. **Granted 16.1.80.**
- 1042/80 New 20ft entrance gates to service G.D.O and other events. **Granted 17.9.80.**
- 1528/80 Weekend fairs/markets on not more than 35 days annually for 3 years temporary basis. **Refused 5.5.81.**
- 1535/80 Weekend fairs (including markets on not more than 35 days annually), funfairs, amusements and leisure activities. **Withdrawn 6.2.81.**
- 170/81 Landing of light executive jet aircraft (temporary permission until 30.6.84). **Granted subject to conditions 5.5.81.**
- 234/81 Lean to shelter. **Granted subject to conditions 7.4.81.**
- 429/81 Roof over yard between buildings 30 and 31 and use as hangar for servicing and repair of light aircraft and general hangarage. **Granted subject to conditions 5.5.81.**
- 797/81 Erection of two tonne propane gas tank and security fencing on existing concrete slab. **Granted subject to conditions 22.9.81.**
- 981/81 Markets on not more than 28 days annually in 1982, 1983 and 1984. **Refused 24.11.81.**
- 1006/81 Kitchen and toilet facilities. **Granted subject to conditions 3.11.81.**
- 275/83 Air Traffic Control caravan. **Granted subject to conditions 27.4.83.**
- 580/84 Landing of light executive jet aircraft (temporary permission until 30.6.89). **Granted subject to conditions 17.7.84.**
- 1116/87 Airship hangar. **Granted subject to conditions 23.2.88.**
- 1329/88 Hangar for light aircraft. **Granted subject to conditions 31.1.89.**
- 215/89 3 bay extension to airship hangar. **Granted subject to conditions 2.5.89.**
- 897/89 Renewal of temporary permission for the use of the airfield for the take off/landing of light executive jet aircraft (temporary permission until 30.6.94). **Granted subject to conditions 24.10.89.**
- 977/90 2 portable buildings for use as briefing rooms and classrooms. **Approved 30.10.90.**
- 1049/90 Variation of operating hours for a Police helicopter. **Granted subject to conditions 20.11.90.**
- 1289/90 Portable office building. **Granted subject to conditions 5.2.91.**
- 79/92 Variation of flying hours to 23:00 for the operation of an airship. **Granted subject to conditions 10.3.92.**
- 253/92 Use of land for the holding of markets not exceeding 28 days annually. **Refused 28.4.92.**

- 63/93 Extension to airship hangar. **Granted subject to conditions 2.3.93.**
- 480/94 Renewal of permission 897/89 for landing and take off of light executive jet aircraft. **Granted subject to conditions 16.8.94.**
- 792/94 Use of land for the holding of markets and related car parking on not more than 28 days annually. **Refused 31.1.95.**
- 741/95 Refurbishment and extensions of light industrial units and new access. **Granted subject to conditions 7.12.95.**
- 265/96 Aircraft hangar. **Granted subject to conditions 11.6.96.**
- 127/97 Change of use to lecture rooms (unit 29A). **Granted subject to conditions 8.4.97.**
- 999/97 Offices/airship hanger (Virgin). **Refused 28.4.98. (Appeal withdrawn).**
- 308/98 Hangar for fixed wing aeroplanes. **Granted subject to conditions 19.5.98.**
- 595/98 Offices and airship hangar. **Granted subject to conditions 29.9.98.**
- 99/00115/ADV Advertisement. **Refused 23.3.99.**
- 99/00955/VAR Variation of condition 8 of permission 0595/98 to allow the accommodation, storage and maintenance of other aircraft. **Granted 20.10.99.**
- 99/01089/FUL Helicopter hangars and related offices. **Granted subject to conditions 1.12.99.**
- 00/00405/FUL Helicopter hangar. **Granted subject to conditions 24.5.00.**
- 00/00929/FUL Steel sculpture. **Granted 27.9.00.**
- 01/00393/VAR Variation of condition 2 of planning permission 7517/16778. **Withdrawn 14.3.03.**
- 01/01036/OUT Relocation, new development and hangars. **Withdrawn 11.10.02.**
- 01/01129/ADV Advertisement. **Granted subject to conditions 9.1.02.**
- 03/00158/FUL Extension and refurbishment of offices. **Refused 21.5.03. (Appeal allowed 11.6.04).**
- 03/01064/VAR Variation of time limit on 595/98. **Withdrawn 20.11.03.**
- 03/01524/FUL Extension and refurbishment of offices. **Refused 6.5.04.**
- 04/00823/COU Temporary change of use of hangar 5 for camping exhibition (6 months). **Refused 5.10.04.**
- 04/00033/REF Erection of hangar for fixed wing aircraft. **Withdrawn 14.6.05.**
- 04/00748/FUL Provision of new runway, engine test facility and removal of condition to enable jet aircraft to use the airport. **Withdrawn 4.11.05.**
- 04/00823/COU Change of use of hangar for the selling of camping equipment. **Refused 15.10.04.**
- 06/00010/COU Temporary change of use of hangar 4B for the final assembly of prefabricated light aircraft. **Granted subject to conditions 15.3.06.**



Appendix 4: Glossary

Aerodrome - Any area of land or water designed, equipped, set apart or commonly used for affording facilities for the landing and departure of aircraft and includes any area or space, whether on the ground, on the roof of a building or elsewhere, which is designed, equipped or set apart for affording facilities for the landing and departure of aircraft capable of descending or climbing vertically. (Defined in Section 105 of the Civil Aviation Act 1982)

Adoption – The stage at which the Local Planning Authority (LPA), can adopt, by resolution of the Council a Local Development Document (LDD) as Council policy.

Airport -The aggregate of the land, buildings and works comprised in an aerodrome within the meaning of the 1982 Act. (Defined in Section 82 of the Airports Act 1986).

Ancillary Use / Operations - A subsidiary or secondary use or operation connected to the main use of a building or piece of land.

Article 4 Direction – A direction removing some or all permitted development rights.

Community Strategy - A strategy prepared by local authorities to help deliver local community aspirations, under the Local Government Act 2000.

Conditions (or ‘planning condition’) - Requirements attached to a planning permission to limit or direct the manner in which a development is carried out.

Core Strategy – A Development Plan Document (DPD), that sets out the long-term spatial vision and spatial objectives for the LPA area and the strategic policies and proposals to deliver that vision.

Development - Development is defined under the 1990 Town and Country Planning Act as "the carrying out of building, engineering, mining or other operation in, on, over or under land, or the making of any material change in the use of any building or other land." Most forms of development require planning permission (see also "permitted development").

Development Control - The process whereby a local planning authority manages, shapes, and considers the merits of a planning application and whether it should be given permission with regard to the development plan.

Development Plan - This will consist of the Regional Spatial Strategy (RSS) and Local Development Documents (LDDs) (both statutory Development Plan Documents (DPDs) and non-statutory Supplementary Planning Documents (SPDs); all contained within a Local Development Framework (LDF).

Development Plan Documents (DPDs) – Spatial planning documents prepared by the LPA and subject to Independent Examination. They include the Core Strategy, Site Specific Allocations, Proposal Map and Generic DC Policies. DPDs are required to have a Sustainability Appraisal (SA) and Strategic Environmental Assessment (SEA).

Enforcement Action / Enforcement Notice - Procedures by a local planning authority to ensure that the terms and conditions of a planning decision are carried out, or that development carried out without planning permission is brought under control.

Front-loading - Community involvement in the production of Local Development Documents to gain public input and seek consensus from the earliest opportunity.

General Aviation (GA) – Private flying (recreational flying), corporate aviation (business flying) except commercial passenger air transport, instructional flying (flying training) and aerial work (aerial photography, surveying etc).

General Conformity - A process by which Regional Planning Bodies consider whether a Development Plan Document is in “general conformity” with the Regional Spatial Strategy. Also, all other DPDs must conform to a Core Strategy DPD.

General Permitted Development Order (GPDO) - A Government policy order outlining that certain limited or minor forms of development may proceed without the need to make an application for planning permission.

Green Belt – A designation for land around certain cities and large built-up areas, which aims to keep this land permanently open or largely undeveloped. The purposes of Green Belt are to:

- check the unrestricted sprawl of large built up areas;
- prevent neighbouring towns from merging;
- safeguard the countryside from encroachment;
- preserve the setting and special character of historic towns; and
- assist urban regeneration by encouraging the recycling of derelict and other urban land.

Independent Examination – An examination held in public by an Inspector appointed by the Secretary of State into all Development Plan Documents (DPDs) and the Statement of Community Involvement (SCI). The examination will consider the “soundness” of the document. The Inspector’s report will be binding on the LPA.

Inset map - An inset map covering a small part of the wider proposals map.

Issues, Options and Preferred Options - The “pre-submission” consultation stages on DPDs with the objective of gaining public consensus over proposals ahead of submission to Government for independent examination.

Local Development Framework (LDF) – A folder of Local Development Documents (LDDs) prepared by the LPA that sets out policies for delivering the economic environmental and social aims of the area.

Local Development Document (LDD) – A document that forms part of the Local Development Framework (LDF). This can be either a statutory Development Plan Document (DPD) or a non-statutory Supplementary Planning Document (SPD).

Local Development Scheme (LDS) – A document setting out the LPA’s programme for the preparation of the Local Development Documents (LDD’s) within a three-year period and a timetable for their production and review. It will also state which policies will be saved from the existing Local Plan.

Local Plan - An old-style development plan prepared by District and other Local Planning Authorities. These plans will continue to operate for a time after the commencement of the new development plan system.

Local Planning Authority - The local authority or council that is empowered by law to exercise planning functions. Often the local borough or district council.

Major Developed Sites in the Green Belt – These are sites such as factories, collieries, power stations, water and sewerage treatment works, military establishments, airfields, hospitals and research and education establishments. Sites remain within the Green Belt and may be redundant or in continuing use.

Permitted Development (or Permitted Development Rights) - Rights to carry out certain limited forms of development without the need to make an application for planning permission, as granted under the terms of the Town and Country Planning (General Permitted Development) Order.

Planning & Compulsory Purchase Act 2004 - The Act updates elements of the 1990 Town & Country Planning Act. The Planning and Compulsory Purchase Act 2004 introduces:

- a statutory system for regional planning;

- a new system for local planning; reforms to the development control and compulsory purchase and compensation systems; and
- removes crown immunity from planning controls.

Planning Policy Guidance (PPG) - Issued by central Government setting out its national land use policies for England on different areas of planning. These are being replaced by Planning Policy Statements.

Planning Policy Statements (PPS) – Issued by central Government to replace the existing Planning Policy Guidance notes, in order to provide greater clarity and to remove from national policy advice on practical implementation, which is better expressed as guidance rather than policy.

Planning permission - Formal approval sought from a Council, often granted with conditions, allowing a proposed development to proceed. Permission may be sought in principle through outline plans, or be sought in detail through full plans.

Preferred Options – During formal public consultation on a Development Plan Document (DPD), the LPA will offer preferred option and proposals. The Council will offer those options, which are reasoned to be the most appropriate.

Previously Developed Land (PDL) or ‘Brownfield’ Land - Previously developed land is that which is or was occupied by a permanent structure (excluding agricultural or forestry buildings), and associated fixed surface infrastructure. The definition covers the curtilage of the development. Planning Policy Guidance Note 3 “Housing” has a detailed definition.

Proposals Map – The component of a development plan, or LDF, showing the location of proposals in the plan, on an Ordnance Survey base map.

Regional Planning Body (RPB) / Regional Assembly - Each of the English regions outside of London has a Regional Chamber that the regions generally call “Regional Assemblies” (not to be confused with the term “Elected Regional Assemblies”). They are responsible for developing and co-ordinating a strategic vision for improving the quality of life in a region. The Assembly is responsible for setting priorities and preparing certain regional strategies, including Regional Spatial Strategies. For example, in the West Midlands, the RPB is the West Midlands Regional Assembly.

Regional Planning Guidance (RPG) - Regional planning policy and guidance issued for each region in England by the Secretary of State. Most RPG becomes Regional Spatial Strategy until revised by replacement RSS.

Regional Spatial Strategy (RSS) – A strategy for how a region should look in 15 to 20 years time and possibly longer. It identifies the scale and distribution of new housing in the region, indicates areas for regeneration, expansion or sub-regional planning and specifies priorities for the environment, transport, infrastructure, economic development, agriculture, minerals and waste treatment and disposal. The West Midlands Regional Planning Guidance (RPG11) approved in June 2004 is now considered RSS and forms part of the Development Plan. The RPB has commenced a partial review of the RSS.

Saved Plan – Existing adopted Local Plans will be “saved” for 3 years. The policies will remain in force for development control purposes until replaced by new Local Development Document (LDD) policies.

Site of Special Scientific Interest (SSSI) - A site identified under the Wildlife and Countryside Act 1981 (as incorporated in the Countryside and Rights of Way Act 2000) as an area of special interest by reason of any of its flora, fauna, geological or physiographical features (basically, plants, animals, and natural features relating to the Earth’s structure).

Site-specific allocations and policies – Sites that are proposed for development to meet the LPAs requirements set out in the Core Strategy. Policies will identify any specific requirements for individual proposals.

Soundness - A term referring to the justification of a Development Plan Document. A DPD is considered "sound" and based upon good evidence unless it can be shown to be unsound.

Spatial Development - Changes in the distribution of activities in space and the linkages between them in terms of the use and development of land.

Spatial Planning - Spatial planning goes beyond traditional land use planning to bring together and integrate policies for the development and use of land with other policies and programmes which influence the nature of places and how they function. That will include policies which can impact on land use, for example by influencing the demands on, or needs for, development, but which are not capable of being delivered solely or mainly through the granting or refusal of planning permission and which may be implemented by other means.

Statement of Community Involvement (SCI) – A Local Development Document (LDD) that sets out the standards which the LPA intends to achieve in relation to involving the community in the preparation, alteration and continuing review of all Local Development Documents (LDDs) and in significant development control decisions, and also how the local planning authority intends to achieve those standards. The Statement of Community Involvement (SCI) will not be a Development Plan Document (DPD) but will be subject to Independent Examination.

Strategic Environmental Assessment (SEA) - A generic term used internationally to describe environmental assessment as applied to policies, plans and programmes. The SEA will form an integral part of the preparation process for all Local Development Documents (LDDs) and will be used to explain the environmental implications of policies and development as part of a Sustainability Appraisal (SA).

Structure Plan - An old-style development plan, which sets out strategic planning policies and forms the basis for detailed policies in local plans and Development Plan Documents. These plans will continue to operate for a time after the commencement of the new development plan system, due to transitional provisions under planning reform.

Submission Document - A Development Plan Document submitted to the Secretary of State for independent examination before a Government appointed Planning Inspector.

Supplementary Planning Documents (SPDs) – A guidance document that supplements policies and proposals in Development Plan Documents (DPDs). It will be subject to public consultation, but will not form part of the Development Plan or be subject to Independent Examination.

Sustainability Appraisal (SA) – The examination of a Local Development Documents (LDDs) to ascertain whether its policies and proposals accord with the principles of sustainable development. The Sustainability Appraisal will incorporate a Strategic Environmental Assessment (SEA).

Sustainable Development - A widely used definition drawn up by the World Commission on Environment and Development in 1987: "development that meets the needs of the present without compromising the ability of future generations to meet their own needs". The Government has set out four aims for sustainable development in its strategy "A Better Quality of Life, a Strategy for Sustainable Development in the UK". The four aims, to be achieved at the same time, are: social progress which recognises the needs of everyone; effective protection of the environment; the prudent use of natural resources; and maintenance of high and stable levels of economic growth and employment.

Transport Assessment (TA) - An assessment of the availability of, and levels of access to, all forms of transportation.

Travel Plan (sometimes called a 'green travel' or 'commuter' plan) - A travel plan aims to promote sustainable travel choices (for example cycling) as an alternative to single occupancy car journeys that may impact negatively on the environment, congestion and road safety. Travel Plans can be required when granting planning permission for new developments.

Use - The way in which land or buildings are used. (This does not include building or other operations).

Use Classes Order - The Town and Country Planning (Use Classes) Order 1987 puts uses of land and buildings into various categories. Planning Permission is not needed for changes of use within the same use class.

Appendix 5: National Planning Policy Guidance and Statements

Planning Policy Statement	1:	Delivering Sustainable Development	2005
Planning Policy Guidance	2:	Green Belts	1999
Planning Policy Statement	3:	Housing	2006
Planning Policy Guidance	4:	Industrial, Commercial Development and Small Firms	1992
Planning Policy Guidance	5:	Simplified Planning Zones	1992
Planning Policy Statement	6:	Planning for Town Centres	2005
Planning Policy Statement	7:	Sustainable Development in Rural Areas	2004
Planning Policy Guidance	8:	Telecommunications	2001
Planning Policy Statement	9:	Biodiversity and Geological Conservation	2005
Planning Policy Statement	10:	Planning for Sustainable Waste Management	2005
Planning Policy Statement	11:	Regional Spatial Strategies	2004
Planning Policy Statement	12:	Local Development Frameworks	2004
Planning Policy Guidance	13:	Transport	2002
Planning Policy Guidance	14:	Development on Unstable Land	1990
Planning Policy Guidance	15:	Planning and the Historic Environment	1994
Planning Policy Guidance	16:	Archaeology and Planning	1990
Planning Policy Guidance	17:	Planning for Open Space, Sport Recreation	2002
Planning Policy Guidance	18:	Enforcing Planning Control	1991
Planning Policy Guidance	19:	Outdoor Advertisement Control	1992
Planning Policy Guidance	20:	Coastal Planning	1992
Planning Policy Guidance	21:	Tourism	1992
Planning Policy Statement	22:	Renewable Energy	2004
Planning Policy Statement	23:	Planning and Pollution Control	2004
Planning Policy Guidance	24:	Planning and Noise	1994
Planning Policy Guidance	25:	Development and Flood Risk	2001

Further information on Planning Policy Guidance Notes and Planning Policy Statements can be obtained from the Department for Communities and Local Government at www.communities.gov.uk



SOUTH STAFFORDSHIRE COUNCIL

Development Plans Team
Strategic Development Services
Council Offices
Wolverhampton Road
Codsall
South Staffordshire
WV8 1PX

TEL: (01902) 696426 / 696423/ 696317

FAX: (01902) 696705

EMAIL: developmentplans@sstaffs.gov.uk

যদি আপনি এই দলিলের আপনার ভাষায় প্রতিলিপি চান অনুগ্রহ করে যোগাযোগ করুন
ਜੇ ਤੁਸੀਂ ਇਸ ਦਸਤਾਵੇਜ਼ ਦੀ ਇੱਕ ਨਕਲ ਆਪਣੀ ਭਾਸ਼ਾ ਵਿੱਚ ਚਾਹੁੰਦੇ ਹੋ ਤਾਂ ਕਿਰਪਾ ਕਰਕੇ ਸੰਪਰਕ ਕਰੋ
अगर आप इस दस्तावेज की प्रति अपनी भाषा में चाहते हैं तो कृपया सम्पर्क करें
اگر آپ اس دستاویز کی نقل اپنی زبان میں چاہتے ہیں تو براہ کرم رابطہ کریں
假如閣下希望索取中文版的本文件，請聯絡
ਜੇ ਤੁਸੀਂ ਆ ਦਸਤਾਵੇਜ਼ ਦੀ ਨਕਲ ਆਪਣੀ ਭਾਸ਼ਾ ਵਿੱਚ ਚਾਹੁੰਦੇ ਹੋ ਤਾਂ ਕृਪਾ ਕਰਕੇ ਸੰਪਰਕ ਕਰੋ

If you would like to know more about any of the items included in this document please contact the Development Plans Team.