

Application PF/18/0363 - Swift Air at Scottow Enterprise Park

North Norfolk Development Committee 20.06.19

AMENDED RECOMMENDATION: APPROVAL

There are now three parts to the recommendation: Part 1, Part 2, and Part 3 comprising either (A) or (B).

Part 1:

DELEGATE Authority to the Head of Planning to liaise with the applicant, Broadland District Council (as LPA for part of the wider SEP site) and Norfolk County Council (as landowner of the wider SEP site) to investigate the feasibility of providing additional 'retained grassland' within the wider SEP site, in order to address the adverse impacts of the development on resident skylark populations. This would be managed for the benefit of skylark habitat enhancement as a means to provide compensatory habitat in lieu of the areas rendered unsuitable for breeding territory by the proximity of any approved flight activities.

If the exercise of reasonable endeavours to secure improvements under a planning obligation proves unfeasible or lacks suitable progress then the application shall be referred back to Development Committee within 3 months of the resolution, in order to ask Development Committee to consider if the benefits of the proposal would outweigh the dis-benefits which cannot be mitigated / compensated for, leaving the scheme contrary to policy and the duties potentially unfulfilled.

AND

Part 2:

DELEGATE Authority to the Head of Planning to **APPROVE** application PF/18/0363 submitted to North Norfolk District Council insofar as it concerns land within North Norfolk District, subject to:

- (i) The undertaking of reasonable endeavours to secure planning obligations as described under Part 1 above; and,
- (ii) verification of Service of Certificate of Ownership under TCPA (DMPO) 1995; Article 14; and,
- (iii) the following conditions and any other conditions considered appropriate by the Head of Planning:

Proposed Conditions

1. Standard time limit – commence within 3 years.
2. In accordance with plans and details to be approved.

Pre-commencement conditions:

3. A flight exclusion zone / flying routing plan shall be agreed – which shall avoid flying within 3.5km of SPA/Ramsar/SAC and SSSI sites, and if unavoidable due to post-construction delivery routing and/or NAATC requirements, ensure any overflying takes place only at a minimum 1000m altitude. This will be required for use by all aerodrome operators and pilots.
4. With the exception of testing climbing and descending to overflight heights, there shall be no testing activities undertaken below 1,000m altitude.

5. A site emergency procedures protocol shall be proposed, with regard to the aerodrome safety protocols recommended in the Evers Consulting Ltd report, and implement after.
6. A scheme shall be agreed to ensure that any intention to install any ancillary equipment or features shall fit within a set of parameters or design guidance, in order to protect heritage, ecology and amenity. This will apply both within the site, or in the adjoining blue-line land, and would cover features such as (but not being limited to) using wind socks, marking the edge of the taxiway and runway with marker posts and / or lighting, installing signage, fencing, gates and barriers.
7. The applicant shall submit details of a nominated Swift Air Operations Liaison Officer and their proposed remit, to act as the conduit between the LPAs, Environmental Health officers and neighbouring communities, to act as a first point of contact for community relations / complaints.
8. (a) In order to understand the impacts of the noise on a prolonged basis, the applicant shall submit proposals for undertaking a programme of regular noise monitoring of testing events. to measure the impact of flight activities within and around the site, with reports to be submitted to the LPAs at least every quarter.

(b) In the event of noise exceeding 81dB in a specific singular event, or an average of 50dB over an hour, or the results show a noise profile exceeding those of the noise assessment, the applicant shall liaise with the EHO team to establish the risk of the events being exceeded, and discussion is held to understand effects and propose a solution possibly mitigation.

Ongoing operational requirements:

9. Restrict development to the areas outlined in red on location plan ref 01-001 rev A.
10. This permission shall be restricted to use by the applicant 'Swift Air' and Swift group, and on the basis that the said operator continues to satisfy the necessary licensing requirements as set out in Class 8 of the TCP GPDO.
11. Flights shall be in strict accordance with the routing plan / flight exclusion zone plan to be agreed, and test flight circuits shall follow the defined routes to be agreed.
12. No more than 8 aircraft movements in any day.
13. No more than 4 aircraft movements per hour, and 30 minutes between flights.
14. No more than 1 aircraft from / to this site to be flown within 2km of the SEP site at any time.
15. Regardless of altitude, all testing flights, and inbound and outbound aircraft shall be required to spend no more than 6 minutes within the 2km radius of SEP.
16. The aircraft the subject of this permission shall be restricted to the following specification:
 - a) Only single propeller aircraft
 - b) Engine size of no greater than 200 bhp (brake horse power)
 - c) Aircraft to have a Maximum Take-Off Mass (MTOM) of 2,000kg.

- d) No aircraft to be used in testing shall have a noise profile or emissions of more than 81dB as measured in the noise assessment report.
17. There shall be no engine testing.
 18. No helicopters, microlights, 'volocoptors', rotorcraft or 'drones' shall be flown from the site.
 19. The use shall only be permitted between the hours of 0800 and 1800 Monday - Friday and 0800 - 1300 Saturdays, and shall not be used or operated on a Sunday or any bank or public holiday.
 20. No servicing, maintenance and/or repairs of aircraft that were not produced by Swift Air / created/assembled at SEP in the first place, nor on aircraft produced at the site by Swift Air once the tested aircraft has been delivered to their customers.
 21. No 'incoming aircraft' shall be allowed to be flown into the site from outside the site that are not being used for test flights originating at SEP.
 22. No aerobatics..
 23. No pilot training / flying school.
 24. A flight log shall be retained and made available for inspection by the LPA and Environmental Protection services, including a register of:
 - all pilots,
 - type of plane model and tail number of planes made,
 - planes tested, and planes flying in and out of the site,
 - engine sizes,
 - aircraft Maximum Take Off Mass.
 - duration of flights,
 - general location of flights,
 25. No external lighting unless first agreed.
 26. The aerodrome site shall be managed in accordance with the safety protocols recommended in the Evers Consulting Ltd report, e.g. fire safety, having a complaints log.
 27. Airfield-use related traffic shall be managed in accordance with the Site Traffic Management Plan submitted.
 28. No use of the site for conveying paying passengers nor undertaking 'air traffic services'.

AND

Part 3:

To respond in writing to Broadland District Council (BDC) to advise that North Norfolk District Council supports the proposals within BDC application 20181484, and recommend that it should be approved subject to the same conditions as are determined to be necessary to be applied to application PF/18/0363.