



BEDFORD BOROUGH COUNCIL

THURLEIGH AIRFIELD DEVELOPMENT BRIEF

This Development Brief has been prepared in the context of the Bedfordshire Structure Plan Alterations No 3 and the adopted Bedford Borough Local Plan 1993. The details are consistent with the emerging new Bedford Borough Local Plan. Following the publication of a draft version of the Brief in July 1995 a consultation exercise was carried out. The responses to the consultation have been considered and where appropriate amendments have been made to produce this the final version which has now been adopted by the Borough Council as supplementary planning guidance for purposes of development control.

The Thurleigh Airfield Development Brief was prepared by the Policy Group of the Planning Division with the assistance of Drivers Jonas (consultants to the Ministry of Defence) and colleagues in other sections of the Borough Council.

Copies of this Brief may be obtained at a price of £2.50 or £3.00 by post from:

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Acknowledgements

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Landscape Assessment of RAE Thurleigh Airfield.
Land at Thurleigh, an Initial Ecological Survey
Thurleigh Airfield Bedfordshire: Archaeological Assessment



Recycled paper

PREFACE

The Borough Council wishes to thank all those who commented on the consultation draft of the Thurleigh Airfield Development Brief. During the consultation period over 560 copies of the Brief were distributed or sold and copies were made available for inspection at the Town Hall and at public libraries. The draft generated a great deal of interest, giving rise to newspaper articles, meetings and the Council received some 138 letters containing 376 comments.

Many of these comments were concerned with prospective aviation use, especially if this involved a large airport. One or two respondents were concerned that a fifth London Airport could be in the offing. The Brief does spend some time explaining the current position regarding runway capacity in the South East and concludes that major airport development at Thurleigh is unlikely. However, text has been added to clarify how aviation use, if it comes about, could be developed to the benefit of the Borough. This can be achieved by allowing modest aviation use as one option as a means of generating employment within the constraints of the airfield's rural location.

INTRODUCTION

Airfield background and history

1.1 The closure of Thurleigh has been accompanied by a great deal of concern about the loss of employment and the future use of the airfield. The site is large and located away from established centres. There has been a loss of jobs at a time when this can be ill afforded. For the areas around the airfield the noise pollution associated with military test flying has been removed. The presence of the vacant airfield presents both opportunities and a challenge.

1.2 This Brief seeks to encourage employment opportunities within an improving environmental context. It must be responsive to market forces and opportunities and meet the needs and aspirations of the local community. Whether the airfield has a future based in aviation or mainstream business, time and the market will tell, but the Borough Council is determined that this future is framed by the planning principles and policies in this Brief, and not frustrated by the fragmentation of the site and piecemeal development and all that implies.

1.3 Thurleigh Airfield was developed by the Government for a use that has now been transferred elsewhere. It thus represents a very substantial asset and one time workplace for many hundreds of skilled people. Without re-occupation this asset/potential would waste and become derelict, and denying its capacity for economic development would put additional pressure on greenfield sites in Bedford or further afield. Fresh activity and development will bring the prospect of real environmental improvements.

1.4 The airfield is in the freehold ownership of the Ministry of Defence and has been declared surplus to requirements. In light of this, the site is being marketed for disposal and this planning Brief has been prepared to help guide its re-use. The airfield presents unique opportunities for the Borough which must be achieved in the context of careful environmental control and management.

1.5 The history of Thurleigh Airfield spans many years. Significant activity began in 1942 with the arrival of the American Airforce (USAF). Following the war, the amount of flying activity decreased as the airfield moved towards activities centred around aeronautical research and trials. Over the past 35

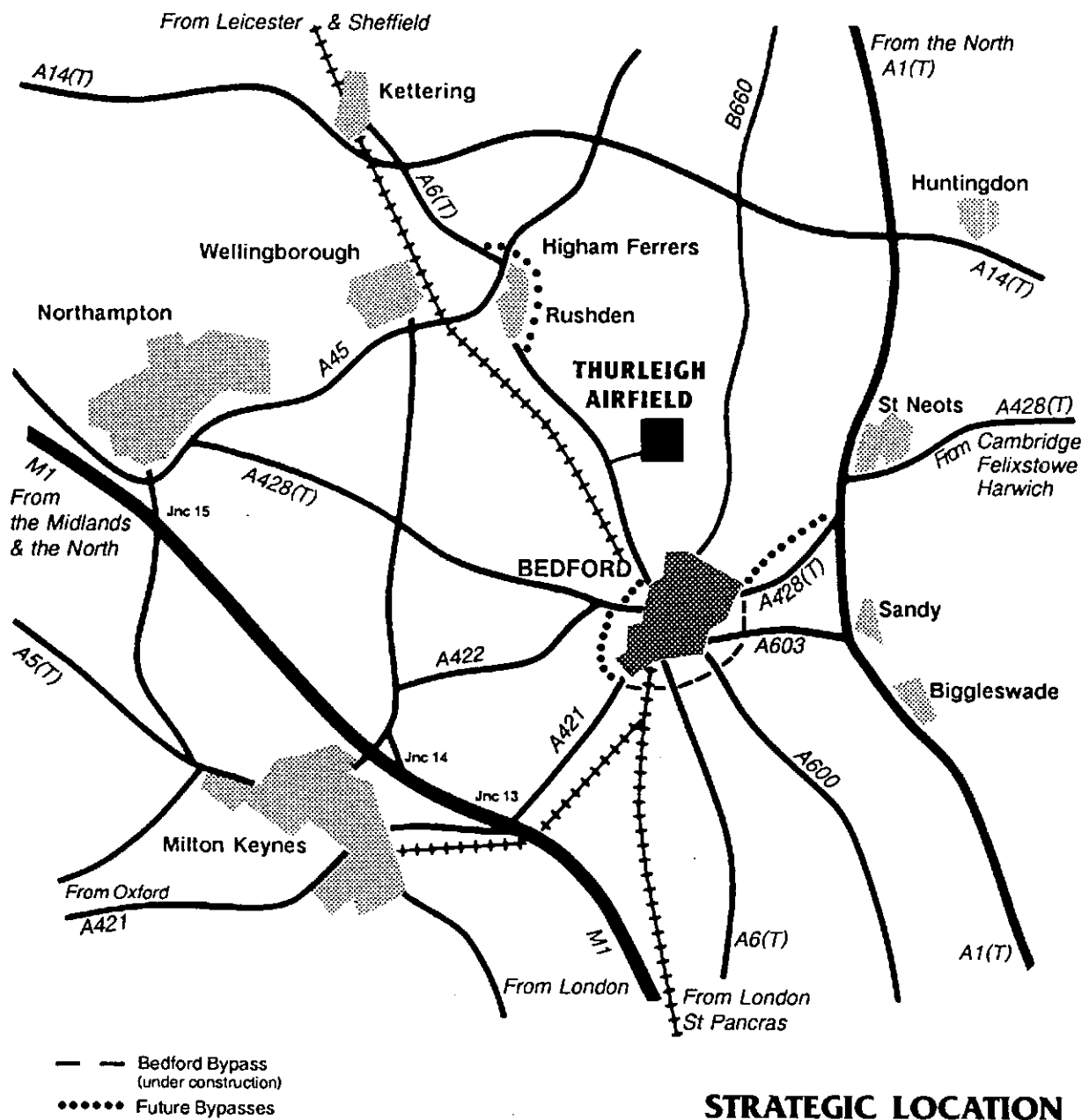
years, the type of flying activity at the airfield has changed but the number of actual movements has remained broadly constant - at between 20-22,000 per annum. Most of this activity has been of a military nature, with a small proportion being civil.

1.6 In 1993, the experimental flying services provided at Thurleigh by the Defence Research Agency (DRA) were put out to tender. Although the contract was won by DRA, the decision was made to concentrate activity at their other existing facilities at Boscombe Down from the end of March 1994.

Purpose of the Brief

1.7 This Brief has been prepared by Bedford Borough Council in co-operation with Drivers Jonas - agents and chartered surveyors acting on behalf of the Ministry of Defence. The purpose of the Brief is to provide clear guidance to potential developers on the constraints and other material planning considerations that will be used in determining planning applications concerning the future use and development of the airfield. The Brief does not speculate on what particular proposals may emerge following the MoD's marketing exercise. It is expected that the market will generate proposals for the re-use and/or development of the airfield, and therefore the Brief is intended to provide a basis for the consideration and determination of a range of development proposals that may arise. Two areas of the airfield will not be included in the disposal, the Defence Research Agency enclave in the southwest and the British Aerospace site on the southern boundary. The enclave will remain "Crown Land" and the Brief will not apply. If the area moves into private ownership the new owners should look to the Brief for guidance. Similarly if the British Aerospace site is redeveloped reference should be made to this Brief.

1.8 The Brief is to be read in conjunction with the current and emerging Local and Structure Plans. The Brief was adopted as supplementary planning guidance for development control purposes by the Council's Planning and Transportation Committee on the 29th January 1996. The Brief primarily seeks the establishment of employment uses in accord with Policy E7 of the Local Plan adopted in 1993.



SITE AND SURROUNDINGS

Location

2.1 The airfield lies to the north of Bedford, 2Km off the A6 Trunk road, [map 1]. It is located on an exposed plateau at an elevation between 80 and 90 O.D., some 40 metres above the Ouse Valley to the west. The plateau slopes gently down towards the east.

The Site, Buildings and Facilities

2.2 The airfield [map 2] covers 523 hectares, [1,292 acres] and is enclosed by a chain link security fence set just within the boundary. The south western part of the site is occupied by the Defence Research Agency in an area known as the "enclave". British Aerospace occupies a site on the southern boundary in the eastern part of the site. These areas will not be part of the disposal, [see map 2]. The disposable area of the site is 480 hectares (1,186 acres).

2.3 The site contains two former operational runways of 3,200m [10,500ft] and 2,060m [6,750ft] in length and two non-operational runways on opposing alignments. The main runway is the third longest in the United Kingdom and being 91 metres [300ft] across is twice the ICAO recommended width. At the eastern end there exists another 80 metres of clear flat ground that could be used to extend the runway if required. The extensive navigational aids the airfield had during its operational life have been removed by the MOD. Current apron space amounts to approximately 1020m² (110,000 sq. ft.). Apart from the wide setting of the main runway lighting the airfield with full navigational aids reinstated would meet CAA Category 1 standards and could accommodate wide bodied jets.

2.4 There are five hangars on site, ranging from 2,900 to 16,765m² [9,500 - 55,000 sq.ft.], with a total floorspace of approximately 54,560m² [179,000 sq.ft.]. Hangars 1, 2 and 3 have built-in under floor heating.

2.5 There are numerous buildings which formerly contained workshops and offices, and in one case a canteen. As the airfield was used as a base for experimental flying, there are no living quarters usually associated with military airbases.

2.6 A summary of existing facilities is provided below in Table 1. A full schedule is enclosed as Appendix 1. The condition of the buildings vary, and a number have asbestos cladding which will require appropriate and early attention.

Surroundings

2.7 The airfield lies on an elevated plateau and is visible from most of the surrounding countryside which is in arable agricultural use. The landscape is devoid of significant tree cover and this only serves to emphasise the exposed nature of the airfield's location. Because of this the character of the airfield and the surrounding countryside is sensitive to change from even modest developments. Views are easily had into it from most of its periphery. Its buildings can be seen over a wide area, the largest grouping in the south is particularly prominent from the C26 as it passes a short distance to the west of this part of the site.

2.8 There are no major settlements in the immediate vicinity of the site. The nearest village is Thurleigh, [pop. 620], lying 1Km to the south and a small hamlet, Keysoe lies 1.5Km to the east. Riseley [pop. 1320] lies 1.5Km to the north of the operational area of the airfield. Further to the west at a distance of some three kilometres lies the village of Sharnbrook [pop1984]. Bletsoe [pop245] lies 1.6 Km to the south west. Bedford lies 7Km to the south in a direct line or 12Km by road.

2.9 To the south east of the site is the Royal Aircraft Establishment Wind Tunnel site. This site is detached from the airfield, remains in the ownership of the Ministry of Defence and is not covered by the Brief.

Table 1 Summary of Structures

STRUCTURE	Footprint Sq m	Footprint Sq ft
Operational structures	3,090	33,300
Hangars	16,675	179,500
Offices	6,225	67,000
Plant	1,135	12,200
Stores	930	10,000
Workshops	7,915	85,200
Miscellaneous	205	2,200
SUB TOTAL	36,175	389,400
Obsolete	5,370	57,800
Enclave	5,530	59,500
BAe	1,410	15,200
TOTAL	48,485	521,900
<i>Operational Runways</i>	<i>length</i>	<i>length</i>
Runway 09/27	3,200	10,500
Runway 06/24	2060	6,750

COMMUNICATIONS

Roads

3.1 The airfield is connected by a improved minor road to the A6, [Map 3]. This connects to Bedford in the south and to Rushden and Higham Ferrers to the north. Highway improvements are planned at both these locations principally in the form of bypasses which will provide good links to the M1 and A1 via a dualled carriageway A45 and the A14(T) in the north, and the A421/A428(T) in the south.

3.2 The C26 linking the site to the A6 has been subject to some improvements but any appreciable development will inevitably require further upgrading especially at its junction with the A6. Improvements to other parts of the network may also be required, and in particular the position of Milton Ernest straddling the busy A6 is cause for concern. [The Highways Agency has no plans to implement improvements to the A6 in the vicinity of Milton Ernest]. Map 3 shows those links in the network where weight limits apply; the C26 provides the only weight restriction free road to the airfield access.

Footpaths and Rights of Way

3.3 The creation of the wartime airfield was accompanied by the temporary closure of a number of footpaths. After the War the larger airfield was laid out accompanied by further closures. This time the closures, including the earlier temporary ones, were made permanent and included the road from Backnoe End to Keysoe Road West. However, a number of rights of way remain on the airfield, but public access across them is denied.

Rail

3.4 The main Midland railway line running from St Pancras, London to the north lies 3Km to the west of the site. The line is electrified between London and Bedford and the Borough Council is pressing for electrification north of the town. The nearest station to the site is the Midland station in Bedford serving both Thameslink and Intercity services. The line is also being considered for freight services between the Channel Tunnel and South Yorkshire and East Midlands. The adopted Local Plan and its replacement propose a station between Oakley and Clapham to serve commuters to the north of the town. This would lie within 8Km of the airfield and provide much improved access to rail services. The

proximity of the Midland main line near Sharnbrook offers the opportunity for providing a direct rail link to the airfield.

Buses

3.5 Services operate on a daily basis averaging 4 buses each way from Riseley, Milton Ernest and Thurleigh villages, to Bedford. There are a wide range of bus services operating from Bedford, including links to Northampton, Milton Keynes and Peterborough. Express coach links operating between London, Heathrow, Luton, Bedford and the north stop on the A6 at Milton Ernest. Development of the site should not encourage private car usage and positive efforts should be made to ensure that bus services serve the site directly along with increased frequencies and new services.

Air

3.6 The airfield naturally offers excellent opportunities for developing aviation links. In the past airspace constraints around the airfield especially to the south have limited the potential for aviation development. Some time has elapsed since this assessment. Meanwhile constraints imposed by former military airfields have now disappeared and the demand for runway space in the South East has continued to grow. Benefits may be had from a review of the situation. This situation is discussed elsewhere in this Brief.

SERVICES

4.1 This information has been compiled in consultation with the statutory undertakers for the purpose of assisting interested parties. No responsibility or guarantee is offered on its accuracy. It will be the responsibility of each interested party to determine the availability of services and their own needs. Off site services available at the edge of the airfield are understood to be as follows:

Gas

4.2 A 125mm medium pressure main runs along Riseley Road and Sharnbrook Road, from which a 63mm main branches off into the most southerly point of the airfield.

Electricity

4.3 Thurleigh Airfield falls within two Electricity Board areas. The north western section of the airfield falls within East Midlands Electricity Board area. It operates the Bletsoe-Riseley 11kV line, from which a single source 400kVA can be taken. Requirements in excess of this will necessitate the upgrading of transformers at Sharnbrook. The remainder of the airfield is within the Eastern Electricity Board area. It supplies electricity to the site via a private distribution system originating at the Wind Tunnel site. Here a 11kV line feeds into to a sub-station and then the supply is carried to the airfield via a private distribution line. The life of this line is limited and arrangements are being made with Eastern Electricity for continuing supplies.

Water Supply

4.4 The area is served by a 12 inch water main feeding a water tower close to the Wind Tunnel site. From this an 8 inch main and separate metered supplies enter the airfield close to the main gate. A 6 inch main also enters the airfield close to Galsey Wood and two smaller supplies enter the airfield along its north west boundary. In addition the MoD has its own private supply of water pumped from land close to the A6. An abstraction licence may be required to continue the use of this private supply. This is treated on site. Anglian Water services has indicated that it is probable that development on the site will require the reinforcement of water supplies. Early contact with the company is recommended.

Telephone

4.5 Services enter the airfield close to the main gate. On site services cross the airfield via overhead and underground lines. Re-routing of any lines would be unlikely to cause any problems.

Drainage

4.6 i) *Surface Water* The storm water lagoon on the southern edge of the site is inadequate for the existing site, as a result of which localised flooding has occurred downstream on the Ravensden Brook. Improvement works to the balancing pond are required to accommodate a 1 in 100 year flood to minimise future off-site flooding down stream. Development involving the creation of new impermeable areas will further increase the risk of flooding. A comprehensive storm water system will be required including balancing facilities to avoid flooding of residential and agricultural areas. The effectiveness of balancing ponds should not be compromised by landscape works. Prospective developers will have to ensure that their activities do not compromise the quality of water leaving the site via Ravensden Brook or other minor water courses. Early consultation with both the National Rivers Authority and the Bedfordshire and River Ivel Internal Drainage Board is recommended.

4.7 ii) *Foul Water* The MoD has its own private sewers and off-site sewage treatment plant. There are no known public foul sewers serving the airfield. Interested parties should satisfy themselves that discharges from the outfall meet current standards. They should also satisfy themselves as to the future capacity of the system. Spare capacity on the public system exists at Thurleigh village sewage treatment works. New collecting sewers would be required and the extent of development which could be accommodated depends upon the proposed use. Early contact with Anglian Water Services is again advised.

4.8 The airfield also has its own on site private network for gas, electricity and telephones. The details are not available through this Brief. Interested parties should contact the Ministry of Defence.

PLANNING CONTEXT

5.1 The airfield was used by the Ministry of Defence for experimental military flying purposes and as such had Crown immunity from planning controls. When disposed of by the Ministry, all proposals including civilian aviation use, will require planning permission from the Borough Council. In the event of a major airport application the matter would be decided by either the Secretary of State for the Environment or for Transport as outlined in paragraph 5.32. In all other cases applications can be expected to be decided by the Borough Council within the context of the policies of the Local and County Structure Plan.

Status of Development Plans

5.2 The County Structure Plan and the Bedford Borough Local Plan provide the context for the Brief. The current Structure Plan, Alterations No 3 was approved by the Secretary of State on 5 February 1992 and covers the period until 2001. The new Structure Plan 2011 was the subject of an Examination In Public in September 1995. The Panel's Report is expected in January 1996. When adopted the new structure plan will cover the period up to the year 2011.

5.3 The Bedford Borough Local Plan was adopted in December 1993 and covers the period up to 1996. It was certified as being in conformity with County Structure Plan, Alterations Number 1. A replacement Local Plan is being prepared in the context of both Alterations No 3 and the emerging Structure Plan 2011. The consultation draft Bedford Borough Local Plan was published on 20 February 1995. The deposit version is expected to be available in the third quarter of 1996.

5.4 A number of planning policies from the above plans are outlined below for the information of interested parties. These cannot cover all possible circumstances and prospective developers are urged to satisfy themselves as to the effects of development plan policies on their proposals.

County Structure Plan Alterations No 3

5.5 The approved Structure Plan provides a general policy context and has no specific policies referring to Thurleigh Airfield.

5.6 *Policy 1A* is a comprehensive policy setting up overall objectives of the plan. Its main aims are to improve the physical environment and the quality of life of its residents. The relevant parts seek to conserve the countryside, its features and wildlife, reductions in pollution, development to achieve full employment, conservation of energy and resources, increase tree cover and habitat and contributions towards social and physical infrastructure.

5.7 *Policy 1B* sets out the development strategy which seeks to direct activity to urban areas in the northern half of the County.

5.8 *Policy 3* refers to the Agricultural Priority Area which covers the area including the airfield. Within this area proposals reducing the long term availability of agricultural or countryside recreational land will be resisted.

5.9 *Policy 5* seeks to preserve and enhance the character of the countryside seeking high standards for development in the countryside and opportunities for creating new habitats, woodlands and landscapes, new recreational areas and greater public access.

5.10 *Policy 7* seeks management agreements to secure conservation objectives etc.

5.11 *Policy 8* seeks to retain and increase woodlands and hedgerows by among other things seeking increases when development proposals are put forward.

5.12 *Policy 11* states that there will be a general presumption against development which would destroy areas of wildlife value.

5.13 *Policy 16* deals with pollution control by resisting applications which would create land, air or water contamination. This includes noise as well as hazardous materials.

5.14 *Policy 22* states that the local authorities will expect developer to pay for or contribute to on-site and off-site infrastructure required by their developments.

5.15 *Policy 31* states that residential development will not normally be permitted in rural areas.

5.16 *Policy 39* seeks to direct employment development to urban areas while Policy 41 restricts employment in rural areas to that associated with rural areas such as agriculture and rural recreation.

5.17 These policies are supported by a number of others and reference should be made to various other sections including those concerning conservation, improving the environment, archaeology, infrastructure, industry, employment and tourism.

Deposit Version County Structure Plan 2011

5.18 The emerging replacement Structure Plan, which will cover the period from 1991 to 2011, identifies urban growth areas and Strategic Corridors where development will be concentrated. In Bedford Borough growth is to be directed to the towns of Bedford and Kempston, and the Strategic Corridors of the Marston Vale and the south of Bedford. The purpose is to make development as sustainable as possible in terms of re-using land, access to facilities and services, transport and energy efficiency, and preserving the built and natural environment. Policies 1 and 2 outline the Plan's commitment to sustainability and its Development Strategy.

5.19 In its pursuit of sustainability the Strategy seeks to restrain development in the rural areas [Policy 2iv] while directing it to the urban areas and Strategic Corridors. Within these development is to be directed to derelict land, areas with facilities and good transport links. Travel intensive uses are to be located within areas well served by public transport and good pedestrian links identified in the Plan as Strategic Locations. [Policy 22]. Other policies seek the detailed protection rural of high quality agricultural land [Policy 3], water [Policy 4], and wildlife [Policies 5 & 6]. Policy 9 requires that new development should be sensitive to the character of the surrounding area and incorporate high standards of landscaping. Efforts will be made to increase the amount of woodland and hedgerows [Policy 10].

5.20 Policy 24 in the Deposit version of the Structure Plan 2011 deals with former defence sites and other institutions. The airfield lies within the ambit of the Policy which proposes such sites should be subject to local authority briefs. These Briefs should set down criteria for: the scale and form of development, the conservation and enhancement of the natural and historic resources of the site, facilities and infrastructure to meet local needs, the removal of contamination, installations and buildings. Reference should also be made to policies on sustainability [Policy 1], infrastructure [Policies 26 and 47], conservation and landscaping [Policies 9 and 10], airfields other than Luton [Policy 51]. It should be noted that the Borough Council is pursuing objections to a number of the policies in the draft Structure Plan, including Policy 51 which it is considered is over-restrictive and anti-competitive.

This policy requires the direction of commercial passenger services or large scale business or freight aviation to Luton. Smaller scale aviation will be judged on its impact on Luton, the environment, surface access needs, peripheral development, local demand and energy conservation and pollution. At the time of writing the Report of the Panel which examined the Deposit Structure plan is awaited

Adopted Bedford Borough Local Plan

5.21 The adopted Bedford Borough Local Plan (to 1996) generally seeks to restrain development in the countryside, with growth being directed to the urban areas. This principle is being carried forward into the replacement Local Plan. However, the presence of the airfield, its infrastructure and potential raise a number of special issues which merit consideration.

5.22 Policy E7 of the present Local Plan provides specific planning policy guidance for the airfield and states that:

"In considering proposals for the alternative uses of Thurleigh Airfield the Borough Council will:

- i) Seek to safeguard the character and environment of the surrounding area and its inhabitants;*
- ii) Within the built up areas of the airfield encourage employment-creating uses, appropriate to its location in a rural area, particularly activities which can utilise the skills and facilities currently there;*
- iii) Seek to constrain additional built development to that necessary to achieve operational viability;*
- iv) Assess any proposal involving flying or engine testing in relation to (i) and (ii) and seek to control the hours of operation and the volume of aircraft movements. In particular night flying and passenger services will normally be opposed;*
- v) Seek the provision of adequate on and off-site infrastructure, including arrangements for access which safeguard nearby settlements from significant additional road traffic by directing this to the A6 corridor;*
- vi) Oppose piecemeal development of the airfield and, in consultation with other interested*

parties, prepare a planning brief within the plan period in order to secure a satisfactory and comprehensive form of development.

5.23 This policy should be read in conjunction with Policy G1 which lays down the broad development control criteria which applies to development proposals in general. Reference should be made to the Plan for other relevant policies. Development of the airfield can take place at anytime in the Plan period without implications on land or labour supply impeding its progress.

5.24 The Adopted Local Plan has policies protecting archaeological features, policies HA1a, HA2, and the physical environment including County Wildlife Sites, Policy PE2, the protection of landscape Policy PE8, and enhancement of the landscape, Policy PE10.

Consultation Draft of Local Plan

5.25 The Borough Council is committed to the principles of sustainable development and has incorporated these into the emerging plan that covers the period to 2001. Accordingly it wishes to see the airfield developed for the twin purposes of generating employment and re-using brownfield redundant land. There should be an emphasis on the re-use or transferable footprints of existing buildings and other structures, reducing need for private car journeys, energy conservation in new and refurbished buildings, conservation and enhancement of the natural and built environment, maximised opportunities for CO₂ fixing and the creation of a high quality environment.

5.26 The principal policy relating to Thurleigh Airfield was carried forward into this Plan from the Adopted version with two changes. These affect sub paragraph (iv) by allowing the possibility of controlled night flying and by setting a limit of 22,000 air traffic movements per year.

5.27 Although the site is the subject of a policy it does not form part of the employment allocations in the Plan. It appears as an opportunity site, i.e. a site that can come forward under favourable market conditions as outlined in Appendix D of the emerging Local Plan.

5.28 The new Plan has policies protecting County Wildlife Sites [Policy NE3], trees and woodland with the promotion of new planting [NE5 and NE6], and policies for the improvement of the landscape and its management [NE12, NE13 and NE20]. Policies have been placed in the plan to protect the natural

resources of the Borough from pollution and to encourage the restoration of affected land, [Policies NE24 to NE28].

5.29 With regard to built development account should be taken of all aspects of energy efficiency [BE4], archaeological interest [BE20 to 22], design quality [BE26], the impact of new development [BE27], landscape requirements [BE33 to BE35] and access for the disabled [BE44].

Government Policy

5.30 Government policy on airports is to be found in the 1985 White Paper; Airports Policy Cmnd 9542 and in the Department's of Environment guidance outlined in PPG13. A section on aviation appears at para. 5.32. This indicates that airport development can bring economic development, provide opportunities to fly without long surface journeys and serve local business needs.

Consideration should be given to the contribution general aviation can make to the local economy and the benefits of having airports within reasonable distances of sizeable population centres. In considering the need for airport facilities redundant military airfields present opportunities for providing these in terms surrounding land uses which will reflect the previous aviation use. The economic benefits accruing from airport development will be weighed against environmental factors including surface access and noise.

5.31 The House of Commons Defence Committee Report of December 1994 called for greater use of operational military airfields for general aviation. The Government considered opportunities would be limited but said that the Ministry of Defence would welcome proposals. The Defence Committee indicated that schemes which left the runway intact would be favoured.

5.32 It is expected that any application for a major scheme would be decided after a Public Inquiry by the Secretary of State for the Environment. [Proposals affecting airports under the control of the Civil Aviation Authority are considered by the Secretary of State for Transport]. Applications for business use, low level regional use and other general aviation may be determined by the Borough Council. Environmental issues especially noise will play a key role. Reference to PPG24 should be made on the matter of noise.

Aviation Potential

5.33 While this Brief recognises the potential of aviation activity at Thurleigh it can only deal with issues of land use. This can be extended to the control of aircraft noise in the vicinity of the airfield by means of legal agreements. Matters relating to air space, air traffic control and similar issues should be referred to the Civil Aviation Authority. Potential aviation developers should produce a study for the Council showing environmental implications and an appraisal of infrastructure requirements as noted elsewhere in the Brief.

5.34 The Government published a White Paper following the Airports Inquiries of 1981-83 into the development of Stansted and the alternative of a fifth terminal at Heathrow. Stansted was allowed to proceed and the White Paper considered the strategy for further airport development to serve London and the capacity of regional airports. The question of a fifth terminal at Heathrow was to be kept under review (actively at present), a second runway at Gatwick was ruled as against Government policy. At Stansted land was not to be safeguarded for a second runway and a limit was put on the number of passenger movements. Airspace required by Stansted would limit the growth of Luton.

5.35 The White Paper also set out to encourage the use of airports outside the London system with a view to using the spare capacity of regional airports to relieve the pressure on the South East. Since that time the demand for runway capacity has continued to grow and the Civil Aviation Authority in its 1990 paper CAP 570, advised that further runway capacity would be needed to serve the South East by 2005, followed by a second runway within a short time. Several options based on existing civil airports and air traffic control capacities were considered by the CAA but the Government did not commit itself to any of them. Instead it set up a working group to evaluate the feasibility of additional runway capacity in terms of:

- air traffic control and airspace,
- environmental considerations,
- the contributions of regional airports.

5.36 The working group studying the Runway Capacity to Serve the South East (RUCATSE) considered six former military airfields. On Thurleigh it said that surface access was poor and that it was relatively close to Luton and Stansted. The development of Thurleigh as a major South East airport would prejudice the air traffic control pattern of one or other of these airports. The airfield was

rejected as an option on these two grounds.

5.37 The paper concluded that only the existing four South East airports could offer the best prospects of meeting forecast levels of passenger demand. This option would in effect mean the consideration of the provision of two runways in relatively short succession, ie one in 2005 followed by a second in 2020. This would cater for up to 195 million passengers a year by 2015 (compared with the 1992 figure of 69 million passengers). Even without additional runways, intensified use of the airports could cater for the majority of the forecasted increase.

5.38 In the absence of additional runway capacity in the South East there would be a need to increase the capacity of regional and smaller airports from 38 million passengers a year (1992) to 150 million by 2020. With one new runway the combined capacity of regional airports would need to reach 125 million passengers in the same year. Although regional airports will make a significant contribution to meeting the overall increase in demand the working group considered that the regional airports could not be an effective substitute for the provision of more runways in the South East.

5.39 RUCATSE made its report in July 1993. The option of additional runways has been considered by the Government. In a Statement to the House of Commons (February 1995) the Secretary of State for Transport affirmed the Government's commitment to the provision additional runway capacity to meet future needs in the South East. However the options of a third runway at Heathrow or a second one at Gatwick were not to be considered. Since RUCATSE made its report three new issues have emerged:

- the possibility of better, less damaging options.
- the key role of surface access, including public transport links to and between airports.
- the Runway Capacity Enhancement Study which suggests increasing the use of Heathrow's existing runways.

5.40 The CAA with the BAA is to be commissioned to examine the gains and impact of making greater use of Heathrow's existing infrastructure. This study, which includes the examination of better and less environmentally damaging options including a close parallel runway at Gatwick, is expected to be available in 1998. "The Government wishes to ensure that capacity can be made available in

response to future demand, but in such a way that recognises and takes account of the environmental impacts of increased air traffic associated with additional runway capacity." "It has been suggested that there may be better, less environmentally damaging runway options than those considered by RUCATSE."

5.41 The Secretary of State also indicated that the Government welcomes the growth of regional airports and the role smaller airports can play in serving business and similar aviation. Relaxations will be made to restraints on transatlantic arrangements to the benefit of Stansted, Luton and regional airports.

5.42 Against this background the use of Thurleigh as a major airport appears severely circumscribed. It would only fall for consideration if the environmental penalties of new runways in the South East are found to be too high and if no other suitable alternatives are found, e.g. the Thames estuary. As an alternative the airfield may have potential to provide some of the capacity required at the regional level or for business and general aviation. The airfield is clear of controlled airspace which is a factor in favour of this type of aviation use.

5.43 With the question on the provision of additional runway capacity in the South East remaining unresolved for some years ahead the Borough Council, in consideration of the regional potential of Thurleigh, proposes that the option of aviation use is kept open until 2015. By this time the runway capacity of the four South East airports will be approaching capacity and a decision should have been made as to the location of a new runway. By implication the effects on demand for runway space will also be clearer for supporting regional and smaller airfields. The option will have implications for the development of the areas around the runway and aprons. These are reflected in the section of this Brief dealing with Development Guidelines.

5.44 It is unlikely that Thurleigh would be developed as a major airport and it is not a Council objective to promote Thurleigh for this role. If aviation use materializes then considering the rural location of the airfield a more modest scale of development would be appropriate. Suitable uses would include aircraft maintenance, air freight, general and business aviation and pilot training.

5.45 The scale of development will be subject to the constraints set out in this Brief. Indications of the extent of development and its location within the site

arise from the physical characteristics of the landscape and other environmental factors discussed in other chapters. The numbers of employees the site has supported in the past gives an indication of what can be supported currently. During its most active years the airfield employed some 2000 people. This number can be accommodated again in carefully designed layouts without creating a significant impact on the surrounding countryside.

5.46 Over the years flying activity has varied between 20 and 22,000 air traffic movements a year. [One take off or one landing equals one Air Traffic Movement] In general terms this is a low level of use, most minor airports in the country have at least 50,000 movements. These compare with major airports where movements range from 155,000, Manchester Ringway [10.4 million passengers], to 370,000, Heathrow [39.9 million passengers] (1990 figures).

DEVELOPMENT CONSTRAINTS

National Road Network

6.1 The completion of the bypass south of Bedford in 1996 will relieve the town of a great deal of east-west traffic easing north-south movement to the benefit of traffic using the A6. The A6 will be relieved of congestion with the construction of the Clapham Bypass. The position will be further improved with the implementation of the Bedford Western Bypass which will join up with the Southern Bypass. In the latest Trunk Road Programme (November 1995) the Clapham Bypass is identified as a Design, Build, Finance and Operate [DBFO] project expected to start during 1997/98. The A428/A6 link of the Western Bypass is identified as longer term scheme. [DBFO- a scheme where a contractor finances and constructs roads, and maintains and operates them for 30 years receiving revenue in proportion to the traffic carried].

6.2 The A428/A421 part of the Western Bypass is also a longer term scheme but developer contributions associated with the development of nearby land may bring this length forward to an earlier date. At the time of writing a planning application has been submitted for the complete stretch between the A421 and the A428 in single carriageway form. [The Highways Agency plans a dual carriageway for this bypass].

6.3 To the north the A6 enters Northamptonshire through the small towns of Rushden and Higham Ferrers. Traffic going through these towns generate congestion. A bypass is planned for this stretch of the A6 which will join onto the A45 giving good dual carriageway access to the M1 to the west and trunk road access via the A14 to the A1 to the east. Construction of the bypass as a DBFO scheme is expected in 1997/98.

6.4 The A6 is the only suitable route for accessing the airfield in the future. The B660 running in a north/south direction 1.5 Km to the east of the airfield is suitable for providing local access to farms and village communities only. The A1 lies 9.5Km to the east on its present line and the consultation line for the proposed up graded A1(M) lies 8Km in the same direction.

Local Road Network

6.5 Generally the surrounding local highway network varies from good to sub standard in terms of road alignment, and very good to reasonable in terms of surface quality. The roads are typically of a rural nature never intended for any traffic function beyond that of serving the rural area. The C26 Bletsoe Road has been upgraded, probably in the 1950's between its junction with the A6 at Sharnbrook and the access to the main gate of the airfield. Improvements seem to have been carried out to the C26 on its approaches to Thurleigh village and to the C32 between the C26 and the Tunnel Site east of Milton Ernest. The remaining minor roads with access to the site are unsuitable for general vehicular use but could be used by emergency services.

6.6 Existing two-way traffic flows on the local road network are shown in Table 2. The traffic count points can be identified on Map 3. The data were obtained in June 1992 and 1994 and are considered to be valid for current flow levels. All figures are 2-way.

Table 2 Traffic Counts

Location	Daily Total	AM Peak	PM Peak
1 C8 north of C26	1920	189	183
2 C26 west of C8	2316	384	251
3 C26 east of UC33	621	73	55
4 UC33 south of C26	2222	477	267
5 C32 south of C26	2085	250	206
6 A6 Milton Ernest	13454	1120	1243
7 B660 Keysoe	1277	159	122

6.7 Guidance on carriageway requirements in relation to traffic flows is given in Department of Transport Advice Note TA46/85 (HMSO Books). The flow on the A6 is close to the design capacity for a single carriageway road (13,000 veh/day). The guidance is not generally applicable to the minor roads around the airfield, all of which fall below current design standards. However, the C26 has a standard 7.3m carriageway.

6.8 For the purposes of protecting the environment and amenity of the countryside and villages, no increase in traffic is desirable on the roads approaching the airfield other than on the C26 from the A6.

6.9 Weight restriction orders are in place on the C8 and the C32 and subject to the agreement of the Highway Authority, Bedfordshire County Council, further traffic management measures may be introduced to restrain goods vehicle access to the route via the C26 from the A6 only.

Ground Conditions

6.10 *Soil Type* On the Ministry of Agriculture, Fisheries and Foods Maps of Agricultural Land Classification the airfield is shown as non-agricultural land. The surrounding area is identified as Grade 2 agricultural land. On the 1:250,000 scale plan of Soils of Eastern England, the soil type is recorded as an impermeable calcareous clay belonging to the Hanslope Soil Association. This type of glacial boulder clay is relatively impermeable and prevents aquifers forming. Detailed site investigations will produce local variations in the soil and water tables.

6.11 *Pollution* Interested parties should satisfy themselves as to the condition of the site regarding contamination and its effect on intended uses, buildings and their construction, and liabilities arising from its presence. The Ministry of Defence will assist prospective owners with an assessment of the site. The presence of asbestos in a number of existing buildings will need to be investigated and dealt with in an appropriate manner.

6.12 *Noise* pollution associated with aviation use will be subject to controls operated by the local authority (including legal agreements), the Department of Transport and the Civil Aviation Authority. Particular attention will be given to "noise preferential routes", rates of climb, times of flying and monitoring arrangements. Testing of aircraft engines will be subject to similar close controls. Regard should be had to Department of the Environment guidance on noise contained in PPG24.

Oil Pipe Line

6.13 The Fina - Line crosses the eastern end of the airfield en route from Humberside to Hemel Hempstead [see map 2]. The pipe line transports white oils from the refinery at a level approximately 1.1m. (3.6ft.) below ground. The company owns a 999 year subterranean lease on a strip of land that is

6.55m. (21.5ft.) wide. Any proposals which encroach on this strip of land will involve negotiations with Fina.

Ecology

6.14 The airfield is not subject to any International, European, National or Local nature conservation protection measures. A preliminary survey indicated that no plant or animal species that are strictly/specially protected by any International, European or National Conservation Directives or legislation were present on the airfield at the time of survey. However, it is possible that some important species may be present, eg. Great Crested Newts, badgers. Detailed investigations will be required as and when particular development is proposed

6.15 Map 4 indicates sub-areas within the airfield. Galsey Wood is reported to be a semi-natural ancient woodland. The wood and the grassland immediately to the north and south have been identified by English Nature as a County Wildlife Site.

6.16 Much of the airfield is occupied by hard surfaces (runways, taxiways and buildings), divided by extensive areas of dry, neutral grassland. The grassland appears to be nutrient-rich, suggesting that fertiliser and herbicides have been applied to it. It may also be under-drained. Most of the grassland is mown for hay. An area of deciduous woodland and scrub occurs in the north-west corner. Scattered trees are associated with many of the buildings. Three small reservoirs occur around the periphery of the airfield. The two lying on the western boundary have nature conservation value. The oil traps on the southern boundary may also support important species.

6.17 The County Wildlife Site includes grassland which is also of some nature conservation value. Because of the time of year of survey and recent mowing, a definitive assessment could not be made. The grassland appears to have some general value for birds, especially golden plover and curlew. The woodland ponds may be of some value for dragonflies.

6.18 The woodland and the associated grassland area should be retained, together with the ponds. As with any site, there will be opportunities to create and manage habitats. The development proposals should seek to secure the appropriate management of those habitats that are retained and any new habitat created for nature conservation.

Archaeology

6.19 The Bedfordshire Historic Environment Record and other sources show that from the prehistoric period onwards, there has been human occupation of the general area. As the woodland was cleared, an increasing population with a largely agricultural economy, impinged on the landscape to an increasing degree.

6.20 Although the airfield itself contains no known prehistoric occupation there is evidence of extensive activity from the Bronze Age onwards in the surrounding area. Known Bronze Age activity is confined to the valley of the Ouse to the west. Iron Age settlement is known to have occurred throughout the region including those parts composed of boulder clay. Local finds of material (eg Thurleigh Castle) indicate such settlements near the airfield. Similarly Roman settlement was widespread on boulder clay as has been demonstrated by the recognition of a number of new sites through aerial photography. Locally there have been finds of Roman material including the excavation of a late Roman cemetery at Bletsoe.

6.21 By the medieval period there were a number of settlements, mainly small villages surrounded by hamlets and farmsteads (some moated), with occasional motte and bailey castles, such as those at Bletsoe and Thurleigh. Within the airfield small medieval settlements can be suggested to have potentially existed and earthworks have been recorded. The open field system was certainly in use around the settlements and small remnant fragments of the resulting ridge and furrow have survived.

6.22 A significant number of sites of archaeological interest lie within approximately one kilometre of the boundaries of Thurleigh Airfield. The effects of any development on the settings or surroundings of Scheduled Ancient Monuments and areas of archaeological interest should be considered. In particular the impact of any development on the setting of the scheduled earthworks at Blackburn Hall just outside the airfield must be considered.

6.23 There are a few known sites of archaeological or historic interest within the airfield but, given the density of sites and features in the surrounding region it is likely that the airfield contains sites and features which have yet to be identified. The airfield was constructed before the systematic collection of archaeological data became common and its existence has precluded detailed fieldwork or chance discoveries.

6.24 The construction of hard standings and runways necessary for an airfield which was to be used by heavy bombers is likely to have necessitated some localised levelling of the ground. Any positive (upstanding) archaeological features are therefore likely to have been damaged. The depth of soil disturbance caused by the construction of the airfield is not known. Extensive disturbance of buried archaeological features lying under the runways can be suggested but this remains to be demonstrated.

6.25 An initial appraisal of the airfield has highlighted its archaeological potential. Further surveys and evaluation will be required to accompany planning applications for the site. This information will be acquired through an archaeological field evaluation commissioned by the applicant to a specification by the County Heritage Officer. Such evaluation will inform the planning decision and indicate an appropriate mitigation strategy which might include the preservation and management of important sites *in situ* or the investigation and recording of sites unavoidably affected by development.

LANDSCAPE

7.1 The position and character of Thurleigh Airfield in the landscape is an important consideration in this Brief. It provides both constraints and opportunities. The following analysis is drawn on a study undertaken by Gillespies on behalf of the Ministry of Defence.

Landform

7.2 The land form of the area is determined by the River Ouse and its flood plain, bounded by limestone ridges to the east and west. The high land on which the airfield is located forms a relatively flat plateau running on an east-west axis. This plateau, roughly 1 kilometre wide, forms a local high point at between 80-90 metres OD, rising almost imperceptibly from east to west. The airfield lies on boulder clay underlain by limestone.

7.3 From the airfield a series of minor spurs and valleys fall away gently in a roughly north - south pattern. The western edge of the plateau falls away more quickly to the River Ouse. These relatively minor changes in relief take on an exaggerated importance in the study area, having an important bearing on the localised prominence of the existing structures of the airfield [see map 5].

7.4 The rising land of the airfield plateau forms a horizon line for views towards the site on all sides, but is particularly noticeable on the western and northern edges where the land falls away more markedly. The spurs which run away from the airfield form intermediate screens for some lower lying areas. Particularly important in visual terms are the spurs which screen the site from the villages of Riseley in the north, Bolnhurst and Keysoe Row in the east and the older part of Thurleigh village called Church End to the south. The presence of strong roadside hedgerows limit views of the airfield from Keysoe in the north-east, and Bolnhurst and Keysoe Row in the east. However, some hedgerow gaps can provide extensive views of the site.

Landcover

7.5 The surrounding area is dominated by arable farming, due to the high quality of the agricultural land in this area. Most of the woodland originally covering the area has been cleared, resulting in an exposed landscape with sparse tree cover. Small pockets of semi-natural woodland survive, mostly in

field corners or alongside the streams which run north and south of the airfield. There are few tall intact hedgerows or hedgerow trees.

7.6 On the airfield itself, Galsey Wood, a semi-natural Ash, Oak and Hazel woodland formerly coppiced, forms one of the largest blocks of woodland in the locality. However, there is no other tree cover of note on the airfield, excepting some small sections of perimeter hedgerow, and ornamental tree planting around some site buildings. The main vegetation cover is semi-improved neutral rye grass - dominant grassland, mown once a year to reduce its attraction for birds, which are a hazard to aircraft. Some species rich grassland occurs on the airfield, most notably around Galsey Wood.

Settlement Pattern

7.7 Historically settlements in the area have tended to avoid the exposed plateau. All the surrounding villages are on its fringes at or beyond 1 kilometre of the airfield perimeter.

Appraisal

7.8 The airfield itself is flat, exposed and has long range views of up to 10 Km, particularly to the west and north where the limestone ridges continue beyond the Ouse floodplain. Within the airfield it is difficult to gauge distances and scales particularly in the eastern parts. The emptiness of the central portion of the plateau where the operational runways and aprons are located adds to the heightened sense of distance to the outlying areas, giving the impression of remoteness.

7.9 From the west views to the site focus on the large hangers, which stand out in scale and setting from the rural surroundings. Particularly important are the views of the site from the C26 Riseley Road as it passes to the west and the A6 trunk road where it has no roadside vegetation. Where the airfield is visible from the north-west Galsey Wood predominates screening the hangers.

7.10 To the north the views are more contained by the configuration of the land. Galsey Wood, Keysoe Park Wood and the varied topography makes the north part of the site less open and exposed than the areas to the south and east of the airfield. Strong roadside vegetation along sections of the UC21, Keysoe Road screen out views except where the road heads the crest of the spur east of Riseley. Buryfields Farm near the northern perimeter and the site buildings in the distance east of Galsey Wood are the only signs of settlement from this viewpoint.

7.11 To the east the B660, Kimbolton Road runs parallel to a low flat spur running north-south which screens it from the airfield and the one storey buildings at its eastern end. However, the airfield is clearly visible from Hatch End, Keysoe Row West and the UC22. The absence of any significant change in levels and screening hedgerows only serves to emphasise the exposed character of the area with views of the landing lights and the perimeter fence. Views from within the airfield are contained by the nearby settlements of Bolnhurst, Keysoe Row and Keysoe Row West and the roadside vegetation along the Kimbolton Road.

7.12 The extensive level land to the south is broken by the valleys of Ravensden Brook, at Thurleigh and South Brook, to the east. Several farmsteads, small copses and occasional strong hedgerows provide visual relief in the open terrain. Views of the airfield from the lower land in the valley areas are limited. The control tower and British Aerospace facilities near College Farm are locally prominent from local roads with little or no on-site or perimeter screening. The main hangar area is also visible from the south over a wide area. Views from the western end of Thurleigh Road are contained by a cutting and roadside vegetation.

PUBLIC CONSULTATION

8.1 Towards the end of 1993, a public consultation was carried out to gauge public opinion on the broad issues raised by the closure of Thurleigh Airfield.

8.2 Of around 6,230 questionnaire's distributed to households in 16 Parishes around the airfield, about 2,300 were returned. In summary, the main points to emerge were as follows:-

- about 35% of respondents considered the (then) current level of flying activity to be acceptable, with around 25% not objecting to an increase. 15% sought a reduction in activity.
- Nearly 40% of respondents would not object to occasional night flying activity, with 12% not objecting to a significant increase. However, nearly half of respondents would object to any night flying.

8.3 These views are almost certainly based on experiences formed by a history influenced by noisy low flying military aircraft covering a wide area. Other types of aircraft were also present including quieter civilian aeroplanes. Since the closure of the airfield in March 1994 there has been no research flying.

8.4 Information collected on what specific needs of the community could be met through development at the airfield showed that the most favoured option was clearly employment, followed by a range of uses involving recreation, nature conservation and the environment in general. The respondents favouring employment gave their greatest support to aircraft maintenance with the least to private or club flying. The second most preferred use was a business park principally B1. Other people wanted to see small scale offices and workshops, freight and parcels services and inland passenger flying. Less popular uses were warehousing, and pilot training. The survey identified each of these categories separately. If the employment related categories were added together these would appear more popular than aircraft maintenance alone. These rankings are largely reflected in the nearby villages of Thurleigh and Riseley. Thurleigh however ranked inland flying second and business park sixth.

8.5 Regarding transportation matters, the following became evident.

- there was strong support (80% of respondents) for restricting HGV traffic to the A6
- 41% consider traffic calming measures should be introduced into villages
- 36% supported improvements to bus services.

8.6 On a question concerning whether or not development should be limited to existing buildings,

- 47% of respondents considered that this should not be the case, with
- 40% believing it should. (The remainder did not know).

Consultation on Draft Brief

8.7 A lower response was achieved by the publication of the draft Development Brief. However some 138 written responses were received. The pattern of response was as follows:-

Local Authorities	8
Parish Councils	13
Amenity groups etc	14
Commercial Organizations	8
Official bodies	13
Residents of Thurleigh	2
Residents of Sharnbrook	38
Residents of Riseley	3
Residents of Keysoe	13
Residents of Bletsoe	4
Other residents	18
Others	4
Total	138

8.8 The concern over the impact that flying activity would have in the surrounding countryside villages and roads generated most comments and many people assumed that the Brief would sanction a major passenger airport. Of the comments made:-

- 1.9% were concerned with inadequate infrastructure.
- 3.5% were concerned about airborne pollution in the form of fumes and noise.
- 7.5% were concerned about the change to Policy E7
- 6.9% were against retaining the aviation option until 2015

- ♦ 11.2% of comments rejecting aviation use on the site outright or suggesting it would be better located elsewhere
- ♦ Overall, 52% of comments were against the use of Thurleigh as an airport.
- ♦ 10% of respondent's comments suggested that the airfield should be put to other uses including:-
 - woodland and amenity use with public access (4%),
 - a national sports academy (4%),
 - return to agriculture (1%),
 - use for housing (1%).
- ♦ Support for aviation use was found in 3.7% of comments.
- ♦ Under 4% of comments mentioned support for employment use.
- ♦ 2.7% opposed the proposed level of jobs proposed by the Brief.
- ♦ 2.4% supported the Brief generally.

8.9 Other issues raised included the reinstatement of pre-war footpaths, bridle ways and roads and the omission of Sharnbrook from the text.

8.10 Strong opposition to aviation came from London Luton Airport arising out of concerns about loss of business and air traffic control capacity.

8.11 The County Council was concerned about the possible scale of aviation, the retention of the aviation option until 2015 and about the number of jobs proposed, which it saw as unnecessary for local needs, outside the proposed Strategic Growth Corridors and some distance away from the main urban area. The County in principle is against aviation but if flying was to remain it should be limited in scale so it does not harm the environment or the growth of London Luton Airport.

DEVELOPMENT GUIDELINES

9.1 In the absence of any known potential whole site user, there is a distinct danger of the airfield sooner or later becoming fragmented and unmanageable in both planning and environmental terms. There are a number of examples elsewhere of the results of not maintaining firm planning control in such circumstances. For this reason Policy E7 of the adopted Local Plan requires that this Brief is prepared *"to secure a satisfactory and comprehensive form of development."*

Comprehensive development, however, does not mean that the site has to be developed in a single use or in one uniform way. For the purposes of this Brief comprehensive means development in a coordinated manner with unifying aspects and due regard for site constraints as laid out in the design section. To be successful the Brief will need to influence the MoD's disposal strategy and subsequent estate management.

9.2 The guidelines set out below have been prepared to ensure that the airfield is developed in accord with policies in the development plan. They also have regard to the various issues discussed in the Brief, in particular - the characteristics of the site and surrounding area, the various constraints affecting development of the site, and the views expressed by the public. Planning applications for development will be expected to conform with the guidelines. In the case of aviation use it is recognized that other additional factors will become material considerations. Interested parties are advised to refer to Bedfordshire's Police 'Crime Prevention Through Environmental Design' at the detailed development stage.

Main Principles

9.3 Development proposals concerning Thurleigh Airfield will be assessed in the context of the following main principles:-

- i The encouragement of employment opportunities within those zones identified in this Brief so as to realise its full job potential without compromising the environmental capacity of the site and the surrounding area.
- ii That preference be given to employment uses that reflect former activities and skills of the local labour force, without prejudicing the introduction of new skills.
- iii That existing floorspace be utilised or demolished, before replacement or new additional floorspace is created, in order to avoid dereliction.
- iv That in the absence of any particular demand for a whole site use, any development be constrained to an area within the airfield and be of a form that would not prohibit or compromise its future aviation use.
- v That the two main runways and associated taxiways together with other safeguarded areas (some detached) be reserved undeveloped and maintained until this Brief is superseded perhaps in the context of some acceptable specific proposals coming forward, in order to keep the aviation option open.
- vi That in the case of any proposal to re-establish aviation activity on the site:-
 - annual activity rates shall not exceed the former operational level of 22,000 aircraft movements and may be less having regard for environmental considerations;
 - the number of permitted aircraft movements will be related to the scale and nature of economic and other benefits that derive for the community and a full environmental evaluation;
 - the permitted hours and days of operation will be related to the scale and nature of economic or other benefits that derive for the community together with a full environmental evaluation;
 - whilst night flying and passenger services will normally be opposed, any proposals received will be considered in relation to the scale and nature of economic or other benefits that derive for the community having full regard for environmental implications;
 - any permitted aviation use will specify approved aircraft types and prohibit others without prior consent, ie. permitted aircraft will fall within ICAO Annex 16 Chapter 3;

- the Borough Council will take into account any other material considerations in determining planning applications.
- vii The Borough Council will not sanction piecemeal development since this may result in the fragmentation of the airfield and the loss of effective planning and environmental control. Further, it is expected that the MoD will adopt a disposal strategy that assists in this regard.
- viii All applicants for planning permission will be required to satisfy the Local Planning Authority as to the positive intentions of their proposals and their implementation within an agreed time frame. These requirements will be secured and enforced through necessary and appropriate conditions and/or legal agreements.
- ix That the extent and nature of development on the airfield be determined in accordance with this Brief and will involve the imposition of necessary conditions on any planning permission and the requirement for a legal agreement(s) that regulate:-
 - the scale and distribution of development;
 - the size and massing of buildings;
 - the provision of on and off site landscape improvements;
 - the provision or improvement of transport infrastructure including public transport facilities;
 - and other matters covered in this Brief.

Land Use

9.4 The Local Planning Authority needs to be responsive to market forces and opportunities. In this context the Brief does not seek to define a limited range of specific land uses which will be acceptable to the Borough Council. In practice a number of uses will not be appropriate because they will fail to satisfy specified standards and criteria set out in this Brief and/or would seriously impact on the overriding object of achieving more sustainable forms and patterns of development.

9.5 *Use Class A1 to A3* Retail activities of all sorts would be contrary to the provisions of the Structure and Local Plans and thus are unacceptable.

9.6 *Use Classes B1 & B2* Such uses would be acceptable in principle subject to environmental impact and community benefit. The total area of the airfield far exceeds the amount that would be desirable to develop in a rural location, would strain the principles of sustainability and exceed the Borough's objective of restoring to the site the numbers of skilled jobs that existed previously. Within the Plan period the amount of development to accommodate an upper limit of 2,000 employees is expected to require a maximum of between 25 to 30 hectares of development land. In the first instance it is expected that existing buildings could accommodate 1,000 employees. Such areas would include circulation space, parking areas, storage space, structural landscaping and other ancillary uses. Some required structural landscape and road improvements could well fall outside development areas.

9.7 *Use Class B8* Such uses including open storage are not unacceptable in principle, but the Borough Council is concerned that they would be unlikely to achieve a satisfactory balance between economic benefit and environmental impact. As the dominant use, low employment densities, heavy vehicle trip generation and the massing of warehouse buildings would not meet the Council's requirements

9.8 *Use Classes C1 to C3* Residential use of the airfield is inappropriate and entirely unacceptable due to the location of the site and its remoteness from services. Such proposals would also be seriously in conflict with the approved development plans and inconsistent with the potential aviation use. Unlike other airbases, the operational airfield does not have any surviving on-site residential accommodation. The infrastructure implications of establishing a new community and the locational advantages of competing sites would rule out this form of development even in the longer term.

9.9 *Use Classes D1 & D2* Recreation, leisure, sports or culturally based development may be acceptable perhaps in association with other uses so long as job creation is significant and in the view of the Borough Council the environmental impact is kept within acceptable limits. Events, festivals and similar activities that generate high peaks of traffic movements (even though these may only occur at intervals through the year) will be discouraged unless the transport infrastructure is improved sufficiently to cope with peak demand.

9.10 In the event of aviation uses coming forward these should be compatible with Policy E7 of the Adopted Local Plan. The Council is seeking to maximise employment opportunities consistent with the rural nature of the airfield's location. Aviation activities that are considered acceptable would include air freight, aircraft maintenance, business and general aviation and pilot training. Air movements will be limited to the numbers laid out elsewhere in this Brief. Night flying will be constrained to minimise disturbance.

9.11 Other uses will be assessed on their respective merits according to the considerations and criteria set out in this Brief. The Borough Council acknowledges the potential for mixed use development (not housing or retailing) and the need to incorporate ancillary uses not least to reduce trip generation. All development proposals will be expected to include structural landscaping provision. In the event of the aviation option not being realized the employment area will not be extended. Further development in the rural area would not be acceptable where non aviation uses were involved. There would be opportunities for the creation of natural habitats and the expansion of public access. Woodland would be a possible use, but consideration should also be given to retaining the existing grassland habitat. This is less common than woodland and the airfield presents an opportunity to maintain the national stock of grassland. A separate study into the merits of different habitats would have to be undertaken at the appropriate time. Meanwhile the current grassland maintenance regime should continue.

Re-use of existing buildings

9.12 The scale of existing floorspace within the airfield is probably capable of accommodating the number of potential employees acceptable in this rural location. Whether in terms of location, style and condition this accommodation is suitable for re-occupation or likely to attract occupiers is another matter. However, as a general principle the Borough Council would wish to see no increase in floorspace on the site as a whole, until the existing floorspace is fully utilized either by occupation or equivalent replacement elsewhere on the site. Thus it is intended that existing buildings will not be simply left to rot and that footprints will be transferable between zones according to environmental considerations so long as the redundant floorspace of existing buildings is given up and their sites restored to a greenfield condition.

9.13 In the following paragraphs the references used to identify existing building are those set out in appendix 1. The condition of the buildings varies and interested parties should satisfy themselves as to their future life and suitability.

9.14 The existing large hangar complex (bldgs H1, H2 & H3) by the main site entrance is probably the most visually dominant group of structures on the airfield due to both the scale of the building and their position. The sensitivity of this area demands that its future is carefully handled. If the hangers (in particular) prove unable to attract a new use, then it would be desirable to replace them with new buildings elsewhere on the airfield.

9.15 The existing buildings in Zone 1a (bldgs 200-205, 207-210, 218-222, H4 & H5) could be better assimilated in the landscape by the addition of perimeter structure planting, and possibly some off site landscaping, but are otherwise acceptable in terms of scale and disposition.

9.16 The existing buildings in zone 2b adjacent to the balancing reservoir (bldgs 153-156 & 158-162) could be better assimilated into the landscape by the addition of perimeter structural planting. Although this would make them more acceptable in scale and disposition the Borough Council would prefer to see them demolished and their footprint transferred to zone 1. Care should be taken to avoid landscape planting interfering with the function of the balancing reservoir. The Control Tower (bldg 141) should be retained as part of the aviation option and afterwards as a monument.

9.17 The BAe compound in Zone 2c is particularly exposed to views from the south and, to a lesser extent the east. Any long-term re-use of these more modern buildings (bldgs 169 & 170) should contain an element of perimeter screen planting, particularly to the east and south of this area. The Council would wish to see no further development in this area.

9.18 The lone four storey building in Zone 4 (bldg 195) appears suitable with adaptation for a variety of uses, and in terms of scale fits with the woodland setting. Because of the designation of the wood as a County Wildlife Site and an Ancient Woodland it is extremely unlikely that further development will be allowed. In this sole case separate access from Riseley Road may be acceptable for the exclusive use of occupiers of this building. Access from this point to the balance of the airfield would be expressly prohibited.

9.19 The low-level buildings located in the north-east position of Zone 5b (bldgs 236-243) are isolated and set in an exposed landscape. The Borough will not encourage development in this area and these buildings provide a transferable footprint.

9.20 Existing buildings occupy six areas around the airfield. In general, the comments made relating to the zones in which these buildings are situated relate to the existing development as well. Thus planning permissions for the re-use of buildings will be conditional or the subject of legal agreements to secure an appropriate structure landscape framework. Where replacement or additional development in these areas are acceptable these will require careful consideration in conjunction with opportunities to provide effective landscaping. Proposals concerning the re-use of buildings will need to address their character as well as setting, since the Borough Council may require external modifications to buildings to ensure visual improvements.

Locational considerations

9.21 For the purposes of guiding development, the airfield has been divided into notional sub-areas or zones reflecting the constraints and other considerations referred to in this Brief. Reference should be made to Map 6 which defines the zones. The landscape in which the airfield is situated has a strong bearing on the development potential of these zones. The following factors have been considered when evaluating the potential impacts of development and to formulate guidelines for landscape mitigation associated with the various zones:-

- the local topography and its effect on views into the site, particularly skyline views;
- proximity of public roads and rights of way;
- patterns of settlement;
- existing vegetation cover including hedgerows and woodland;
- potential height, roofline and massing of built structures; and,
- the impact of existing built features on site.

9.22 Whilst the Brief provides guidance in these matters, the detailed siting of buildings and the disposition of landscaping etc. will be need to be discussed and agreed with the Borough Council as

part of the normal planning process.

Zone 1 Northern Flank

9.23 This zone comprises three sub-areas located on or near the northern boundary, to the east of Galscy Wood. A small ridge separates the zone visually from the village of Riseley. Keysoe Park Wood and Galscy Wood also form important screens for views from the west and north, where the topography becomes more hilly. Access to the area can be gained from an existing link road which runs within the airfield from the main gate.

9.24 Zone 1a comprises the land which is most visible from Keysoe Road, extending up to the skyline ridge on which existing buildings are located. In this area care must be taken to avoid development rising above the ridge line to the north making it visible from Keysoe Road and the surrounding area. Development in this zone would require a structure planting belt on the southern and western boundary to soften the impact of any development. This should link to Galscy Wood and thicken at its western end to enhance its ecological value. If the re-use of buildings is to be considered, similar structure planting to help soften the building's elevation and roofline should be a major component of development proposals.

9.25 Zone 1b offers the most suitable area for development in terms of screening afforded by the topography and existing woodland. Again care will be needed to avoid buildings breaking the skyline when viewed from the Keysoe Road and structure planting should be linked with Galscy Wood. The massing of structures should consider views towards this area from within the site as well as from without, and large scale development should contain an inner framework of structure planting to tie in visually with Galscy Wood and reduce apparent bulk.

9.26 Zone 1c is less well screened by topography and vegetation being at the head of a shallow spur ridge. With careful structure planting to screen views particularly to the south and east development would also be considered here. Again, a framework of structure planting should be an integral component where massing and scales of development would compromise views from the south and east within the site.

9.27 The three zones comprising this area will require off site planting on the Keysoe Road to the north east in the short and medium term perhaps to re-enforce hedgerows while structure planting is immature.

Zone 2 Southern Flank

9.28 Zone 2 stretches eastwards along the southern boundary of the airfield from the Defence Research Agency buildings to include the leased British Aerospace site. The flatter terrain, exposed landscape and the proximity of settlements limits the ability of this area to absorb development, especially higher buildings. In these circumstances and given the capacity of zone 1 to accommodate development, proposals in zone 2 other than the re-occupation of existing buildings are not envisaged by this Brief.

9.29 Zone 2a nearest to the hangers should incorporate structure planting on the site boundary and to the west to visually soften the mass of the existing buildings and to separate them from possible future development.

9.30 Zone 2b contains existing development, tree cover and semi-natural vegetation and the main run-off interceptor point. The vegetation is locally important and should be preserved and augmented but without affecting the balancing reservoir. Any further development would require framework and perimeter planting.

9.31 Zone 2c incorporates the existing British Aerospace compound which is held on a lease. The Zone is exposed and the Borough Council expects no further development to take place in this area. In the event of some development being allowed its height should not exceed that of the existing buildings and extensive structure planting would be required.

9.32 Development if allowed in Zone 2 would also require off-site hedgerow planting and re-enforcement to strategic roadside and village edge positions to screen sensitive viewpoints.

Zone 3 Western Approaches

9.33 This portion of the site with its wide visibility from the west is particularly sensitive. The airfield's main hangers already dominate views into the site from the A6 and the Area of Great Landscape Value across the valley. The land here slopes down from the airfield towards the River Ouse flood-plain rendering perimeter screen planting ineffective. Because of this, this area is considered to be inappropriate for development. The operational requirements of the two main runways would also make much of the area unsuitable for further development if it is to be used by aircraft related activities in the future. The two sub-areas containing ponds on the western boundary have conservation value and will be protected.

9.34 Any proposed re-use of the existing hangar complex will be required to incorporate strategic structure planting to lend scale to the buildings and relieve the harshness of their massed outline. Off-site planting would be most effective in screening views of the complex from the C26 Riseley Road lying to the west. The mitigation of the visual dominance of the hangars by means of external modifications and colour schemes will be material in such proposals.

Zone 4 Galsey Wood

9.35 Galsey Wood and the surrounding grass land are rich in both archaeological and ecological terms and provide an attractive backdrop and screen on the airfield. The whole of the area is designated a County Wildlife Site. Development in this Zone would only be considered in the terms of being ancillary and essential to the re-use of the existing four storey building. No disturbance should occur either to the wood or the grassland. Additional woodland planting and grassland augmentation should complement these habitats. No development should occur in the wood itself and the vehicular access through the wood should be closed. Proper arrangements to secure the future maintenance of the wood and grassland will be required. The ecological interest of the area of grassland south of the wood will be preserved although some perimeter structure planting will be encouraged.

Zone 5 Runways, Taxiways and Ancillary land.

9.36 Zone 5 is safeguarded by the Borough Council in order to facilitate the later re-introduction of flying activity at Thurleigh and is consistent with the standards set out in Civil Aviation Authority manual "Licensing of Aerodromes" CAP168. It also includes sites which are detached from the airfield and which were used previously in connection with navigational and related purposes.

9.37 In order to secure the continued availability of this option for the period stated, the runways, other hard surfaces and related services will need to be maintained to a level sufficient to preserve their current operational capabilities. In order to secure such maintenance the Borough Council may support temporary or intermittent uses of these areas (subject to other considerations). However regular uses, such as Sunday markets would be discouraged strongly.

9.38 Existing maintenance arrangements for the grasslands between hard surfaces will also need to be continued beyond the date of the disposal of the site.

Comprehensive development

9.39 The airfield provides a unique development opportunity which, because of its scale, is only likely to be implemented over an extended period of time. Development may be undertaken by more than one agency. It is therefore important that development is implemented in a planned and co-ordinated manner. The Borough Council will therefore require that prior to the approval of any development proposals an implementation plan is agreed indicating the objectives and strategy for the future of the airfield, the future form and scale of development, the likely phasing of development, and other matters including a landscape master plan, relevant to the planning and achievement of development. These and other aspects including overall design parameters will be the subject of planning conditions and legal agreements.

9.40 In order to safeguard the provision of essential infrastructure improvements in the event of the gradual accumulation of impact due to increasing levels of activity on the site, there will be prior agreement as to the apportionment of liability for each developable area and for this to be secured using S106 of the T&CP Act.

Design

9.41 The development of the airfield provides an opportunity to create a high quality employment area which will be an asset to the Borough and its residents. Because of its rural location site coverage within developable zones will be at a low level. The objective is to create an environment that is safe, attractive and sustainable which will be inviting to investors, employers and employees. To achieve this the development should:-

- create a high quality environment in terms of buildings and the spaces about them;
- create a strong sense of identity expressed in the built forms, materials, colours and landscaping all based on common themes;
- fully integrate landscaping into the design of all new units and around existing buildings, car parking and storage areas;
- create layouts that contribute to safety and security;

- protect and enhance the natural, built and archaeological heritage of the site;
- minimise light pollution in the sky and the surrounding countryside.
- ensure provision of transport modes other than the private car to link with the nearby villages.

9.42 Specific design requirements are as follows:

- the development should provide for a range of employment units in terms of both size and uses, (this includes existing units on the site);
- new development should avoid creating visually prominent buildings, consideration should be given to height, density, form, detailing, colours, etc and avoiding the use of highly reflective materials ;
- the layout should reduce opportunities for crime and anti-social behaviour by maximising overlooking and self surveillance;
- car parking should be provided in accord with the Borough's guidance "Parking Standards" and be screened from view. Reduced standards may be allowed where alternative mode provision is made;
- storage areas for both materials and waste should be specifically identified and designed to be concealed from view;
- allow for uses that promote sustainability within the site, e.g. catering and informal recreation
- avoid the use of temporary buildings and sub-standard materials of limited life or durability.

9.43 In particular the Borough Council will be looking for a development that moderates visual impact on the surrounding countryside. The landscape element of the scheme will play a critical part in the judgement of all development proposals. Landscaping of sufficient scale will add to the sustainability of the scheme by adding to its visual quality and by fixing CO₂. A suitable landscape

scheme will lend continuity to the development besides ameliorating its impact. This should incorporate the following principles:-

- set out a hierarchy of landscape character for each part of the site according to its function;
- use plants of appropriate size and species to create a transition between the development and the surrounding countryside;
- define the boundaries within the site between development areas/zones with substantial landscape planting;
- avoid hard linear edges to the development and minimise the visual impact on surrounding areas;
- create a landscape gateway and features within the site;
- select species according to the part of the site, e.g. a predominance of larger native species on the site margins with more variety within the centre;
- maximise landscape area by careful routing of roads and services.
- preserve and enhance the natural history interest of the site and the County Wildlife Site with capital contributions and management agreements. Where appropriate similar means will be employed to create and maintain new habitats;
- avoid unusual landscape measures to screen unacceptable development, e.g. high bunding.
- The roads within the airfield will not normally be considered for adoption as public highways. The owners and occupiers will be responsible for their provision, upkeep and improvement. Nevertheless the Borough Council will require new roads to be laid out to adoptable standards in any planning application. The internal road pattern should maintain access to existing areas but avoid the retained runways.
- Proposals to adopt any length of roadway will have to be discussed with the County Council as highway authority.
- The routing of traffic between the airfield and the A6 particularly HGV's shall be the subject of specific agreement and enforced.
- Proposals for development will only be approved if it can be demonstrated that the additional traffic generated can be accommodated satisfactorily on the surrounding highway network. Where as a result of the development proposed, improvements and/or upgrading of the highway network are required, this will be funded by the developer. The Highway Authority expects to have early discussions on an overall access strategy and off site highway improvements.

9.46 Clearly, the requirement for off-site highway improvements will depend upon the scale and nature of development proposed. In the context of the proposals contained in this Brief, the following advice is provided.

9.47 Improvements to the A6/C26 junction may be necessitated by a peak hour flow on the C26 in excess of 1,100 veh/h. The A6/C26 junction is a trunk road junction and any improvement to, say roundabout standard would be subject to agreement with the Highways Agency. The C26 currently has a reserve of capacity to take additional traffic up to a design capacity of approximately 1,800 veh/h subject to detailed operational analysis. A minor realignment of the C26/site access junction would be necessary at the time when traffic in and out of the airfield exceeds the existing flows on the C26. Improvements may also be required to the C8/C26 junction.

9.48 Prior to the creation of the airfield a number of rights of way, including a road crossed the airfield. Redevelopment should take into account the potential

Highways

9.44 Development proposals of any significance at the airfield will require a traffic impact assessment. This should take account of current guidance and policy considerations. Traffic Impact Assessments should extend to all affected parts of the road network.

9.45 The following general principles will apply in the assessment of development proposals from a highways perspective:-

for the reinstatement of former rights of way and should avoid the rights of way which currently exist on the site.

9.49 For illustrative purposes, the various flow thresholds above may be equated to the extent of development occurring on the airfield. This is indicated in Table 3. It must be understood that these thresholds are not definitive and are for illustration only. The thresholds may be affected by the rate of development and natural growth, and the precise extent of road improvements will be subject to the advice of highway authorities at the time.

9.50 The approval and implementation of substantial development proposals may also depend upon the implementation of trunk road improvements, for instance the Clapham Bypass scheme and the resolution of difficulties at Milton Ernest.

9.51 Depending on the timing and scale of development contributions could be required towards such schemes. All road improvements will be subject to the requirements of the County Council as Highway Authority and the Highways Agency in the case of works to the A6 trunk road including the C26 junction.

Footpaths/rights of way

9.52 A number of rights of way which were permanently closed with the establishment of the airfield in its present form in the early 1950s. The Borough Council will consider the implications of the re-establishment of the original rights of way and the road between Bucknoe End and Keysoe Row West in the context of development proposals that come forward. Where it is not possible to reinstate rights of way along original lines, the Council will consider reasonable alternative routes. A number of rights of way exist within the airfield but access to them is presently denied.

Table 3 Anticipated highway improvements

Road Scheme	Developed or occupied area of the Airfield	Assumed equivalent floorspace m ²	Assumed No of employees	Peak C26 traffic flow veh/h
Realign priority at C26/Site access junction	5	15,000	300	600
Improve A6/C26 junction to roundabout	12	40,000	800	1,100
Upgrade C26 and further improvement to A6/C26 junction	22	75,000	1,500	1,800

Footnote: Assumed a mixture of B1, B2 and B8 development and 1 vehicle per 50m²

Public Transport

9.53 The potential impact of traffic can be mitigated by the provision of public transport serving the airfield. All intending developers will need to demonstrate that existing rural services will be diverted or supplemented in order to reduce peak flows. The appropriateness of development within the upper range considered by this Brief will inter alia, depend upon the provision of additional bus services to and from the airfield.

9.54 Major development would be likely to require substantial infrastructure investment including rail connection.

Archaeology

9.55 The site is to be made available for archaeological investigation prior to the start of development, including areas required for advanced landscaping. Opportunity is to be given for detailed evaluation of areas containing significant archaeological remains. Interested parties should allow time for the full evaluation of the site, particularly in areas identified for development, bearing in mind that in-situ preservation may act as a constraint on development. Reference should be made to PPG16. The heritage interest of the buildings on the site should also be evaluated, refer to PPG15.

Environmental assessment

9.56 The Borough Council will require environmental assessments to be submitted with planning applications in accordance with DoE Circular 15/88 and the Town & Country Planning [Assessment of Environmental Effects] Regulations 1988.

IMPLEMENTATION

10.1 Following consideration of the responses to the draft Brief it has been revised and adopted by the Borough Council as supplementary planning guidance to the adopted Local Plan. Revisions have been made to address the probable type of development likely to be undertaken by the prospective developer of the site. As such the Brief will provide a suitable mechanism to ensure that proper planning control can be exercised in future years.

10.2 The nature of this mechanism is critical as when the Ministry of Defence disposes of the airfield, the change in ownership will also signal a major change in the planning status of the site in as much it will cease to be Crown Land. Any surviving ancillary activities on the airfield occupying land other than retained Crown Land will therefore require specific planning permission or otherwise be treated as being unlawful. Proposals to re-occupy existing buildings or to undertake building or engineering works will similarly require planning permission.

10.3 The required mechanism can be anticipated as being a combination of an agreement(s) (section 106 or 297 of the T&CP Act 1990) and a planning permission(s) (section 299) for the whole or part of the airfield. The likely range, terms and conditions of such are set by this Brief and as appropriate would include matters of phasing and planning obligations. However the MoD's disposal strategy is fundamental to how the implementation mechanism is structured and it therefore will be negotiated with the MoD taking into full account the results of consultation.

10.4 Only in this way can the Borough Council realise the full employment potential of the airfield within its environmental capacity, be responsive to market forces and opportunities and meet the needs and aspirations of the local community.

Appendix 1 SCHEDULE OF BUILDINGS

Building Number	Occupancy	Use	Adopted Area m ²	Comments
H1	Occupied	H	5105.4	Hangar
H2	Occupied	H	3250.0	Hangar & Offices
H3	Vacant	H	2816.0	Hangar
H4	Vacant	H	2807.0	Hangar
H5	Vacant	H	2700.0	Hangar
100	Gate House	A	95.0	Security Gate House
101	Occupied	P	689.0	Boiler House
102	Occupied	K	7.9	Weighbridge Office
103	Occupied	W	863.0	Main Store
104	Occupied	P	77.0	Oil & Paint Store
105	Occupied	HT	79.0	First Aid Hut
107	Occupied	W	975.0	Surgery & Garage
108	Occupied	O	946.0	Office Building
109	DRA	O	1950.0	Flight Management
110	DRA	S	64.0	Store
111	DRA	P	17.0	Plant Room
112	DRA	O	112.0	Large Simulator
113	DRA	O	306.0	Computer Building
114	DRA	O	142.0	Laboratory
115	DRA	O	1923.0	Flight Management
116	DRA	S	13.0	Store
117	Occupied	A	9.0	Vehicle Fuel Pumps
118	Occupied	A	66.0	Aviation Fuel Pumps
119	Occupied	W	526.0	Workshop
120	Airfield	A	13.0	Sub-Station
121	Occupied	W	2680.0	Workshop
122	DRA	W	45.0	Bell Radar Workshop
123	Vacant	S	3.0	Hangar Explosive Store
124	Airfield	A	13.0	Sub-Station
125	Vacant	O	240.0	DJ Area scaled from DRA plans
126	DRA	O	535.0	AFS Simulation Motion Hall
127	Occupied	O	244.0	DJ area scaled from DRA plans
128	Vacant	S	3.0	Hangar 3 Store
129	Vacant	PC	25.8	Portacabin
130	Gate House	A	9.0	Security Gate House
131	Vacant	S	24.0	Store
132	Vacant	S	9.0	Aerial
135	Occupied	O	1801.0	DJ area scaled from DRA plans
136	Vacant	S	12.0	Hangar 1 Store

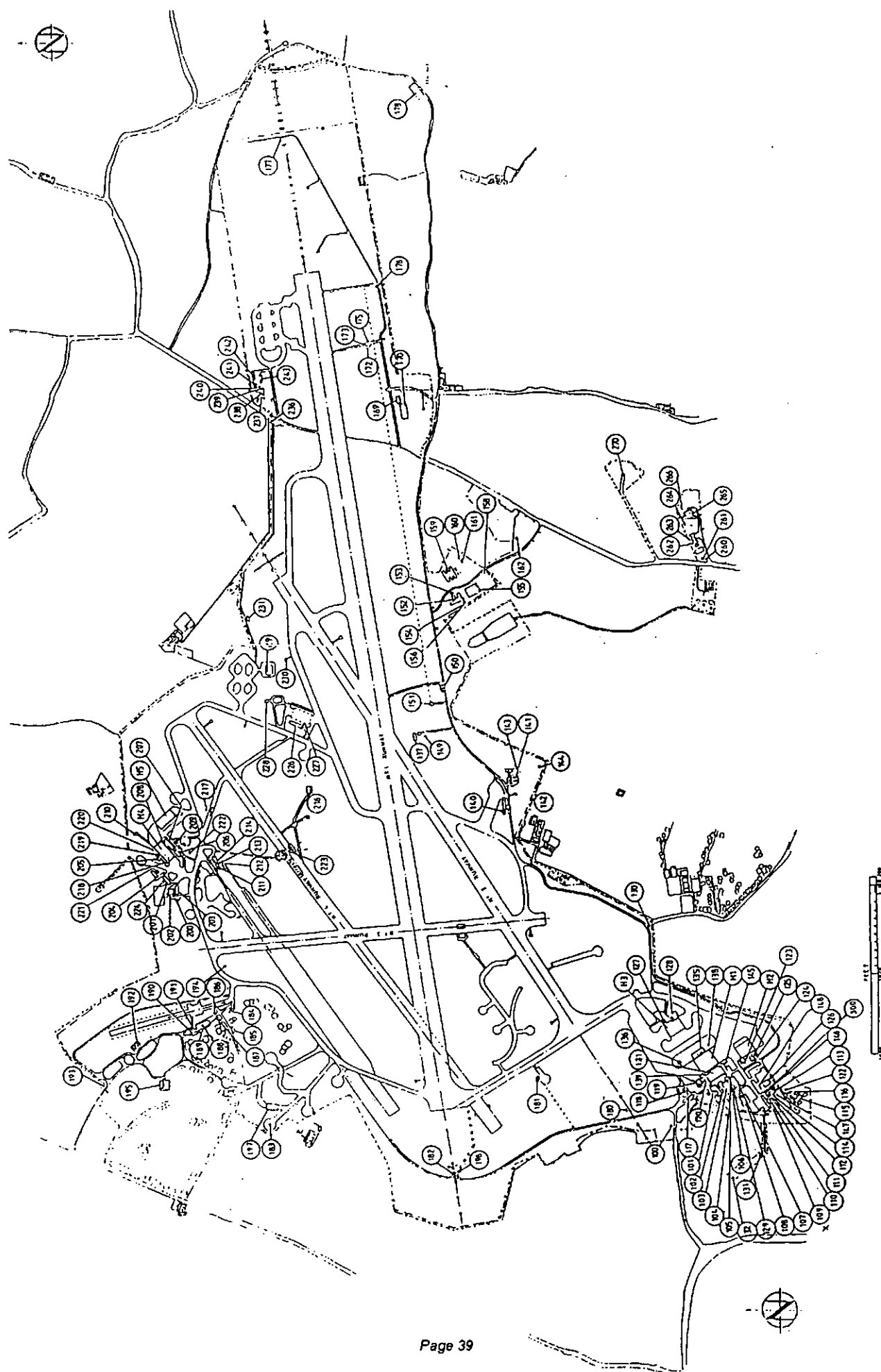
137	Airfield	A	28.0	Plant Building
138	Vacant	S	10.0	Pumphouse
139	Vacant	HT	6.0	Compressor House
140	Airfield	A	620.0	Fire Station
141	Control T.	A		Control Tower
142	Airfield	A	1.4	Control Tower Store
143	Vacant	S	5.0	MET Office Compound
144	Airfield	A	48.0	Receiver Station
145	Occupied	O	220.0	Office Building
146	DRA	O	110.0	Simulator Control
147	DRA	O	63.0	Laboratory
148	DRA	O	110.0	Simulator Service Bldg
149	Airfield	A	4.0	PAR Switch Room
150	Airfield	A	84.0	Back up Generator
151	Airfield	A	28.0	Radar
152	Obsolete	OB	1031.0	Workshop
155	Airfield	A	130.0	Police Dog Kennels
156	Airfield	A	46.0	UHF/VHF Transmitter House
158	Gate House	A	11.0	Security Gate House
159	Obsolete	OB	1386.0	Workshop
160	Obsolete	OB	60.0	Workshop
161	Obsolete	OB	113.0	Workshop
162	Vacant	M	35.2	Kinney Tower
169	BAE	W/O	140.0	Workshop & Offices
170	BAE	W/O	1274.0	Workshop & Offices
171	Airfield	A		
172	Airfield	A	23.0	Portacabin
173	Airfield	A	11.0	Timber Shed
175	Airfield	A	56.0	ILS Glide Path
176	Airfield	A	93.0	Back up Generator
177	Obsolete	OB	5.0	Hut
178	Vacant	L		Compound
180	Airfield	A	10.0	ILS Localiser
181	Airfield	A	138.0	Back up Generator
182	Airfield	A	17.0	ILS Localiser
183	Vacant	M	35.2	Kinney Tower
184	Vacant	P	160.0	Proving Base Sub-Stn
185	Vacant	S	106.0	Proving Base Store
186	Vacant	S	8.0	Proving Base Store
187	Vacant	W/O	127.0	Proving Base Workshop
188	Vacant	WC	16.0	Toilet Block
189	Vacant	W	127.0	Proving Base Workshop
190	Vacant	W	108.0	Proving Base Sub-Stn
191	Vacant	SW/O	31.0	Proving Base Observation
192	Obsolete	W/O/OB	194.0	Store

193	Gate House	A/OB	8.0	Security Gate House
194	Obsolete	A/OB	7.0	Hut
195	Vacant	OB	754.0	DJ area scaled from DRA plans
196	Airfield	A	10.0	MLS Support Hut
197	Vacant	W	733.6	Nissan Hut
200	Airfield	A	85.0	Back up Generator
201	Vacant	S	12.0	Store
202	Vacant	W	543.0	Apprentice Hangar
203	Vacant	W	340.0	Apprentice Workshop
204	Occupied	O	2034.0	DJ area scaled from DRA
205	Vacant	P	96.0	Boiler House
206	Vacant	W	443.0	Apprentice Workshop
207	Vacant	S	676.0	Hangar 4 Workshop
208	Vacant	W	16.0	Compressor House
209	Airfield	A	66.0	Office used by Falconer
210	Vacant	S	59.0	Hangar 4 Store
211	Vacant	W	104.0	Apprentice Store
212	Vacant	W	65.0	Plant Store
213	Vacant	W	213.0	Store
214	Airfield	A	238.0	Sub-Station
215	Obsolete	OB	581.0	Fog Chamber
216	Airfield	A	16.0	Watchman Radar
218	Vacant	P	14.0	Boiler House
219	Vacant	P	14.0	Boiler House
220	Vacant	P	4.0	Boiler House
221	Vacant	P	68.0	Plant Building
222	Vacant	S	6.0	Hangar 4 Store
223	Obsolete	OB	204.0	To be Demolished
226	Obsolete	OB	402.0	Workshop
227	Obsolete	OB	24.0	Radar
228	Obsolete	OB	17.0	Radar Store
229	Obsolete	OB	30.0	RAF Fuel Installation
230	Airfield	A	10.0	ILS Glide Path
231	Airfield	A	83.0	Back up Generator
236	Gate House	A	8.0	Back up Generator
237	Obsolete	OB	180.0	Workshop
238	Obsolete	OB	390.0	Workshop
239	Obsolete	OB	33.0	Store
240	Obsolete	OB	39.0	Store
241	Generator	A	59.0	Generator
242	Obsolete	OB	186.0	Workshop
243	Obsolete	OB	186.0	Workshop
260	Vacant	O/L	See 261	Ready for Sale
261	Vacant	O/L	112.1	Ready for Sale (GEA)
262	Vacant	O/L	888.7	Ready for Sale (GEA)

264	Vacant	O/L	151.8	Ready for Sale (GEA)
270	Airfield	A	25.0	Radar
?	DRA	O	135.0	AFS Payload Building
500	Obsolete	OB	229.0	Pumping Station
501	Airfield	A	5.0	Middle Marker
502	Airfield	A	10.0	Outer Marker
TOTAL			15008.0	

Key

A	Occupied for the operational use of the airfield
O	Office
OB	Obsolete building
S	Stores
HT	Hut (timber)
H	Aircraft Hanger
W/O	Workshop/offices
P	Plant
W	Workshop
K	Kiosk



Appendix 2 CONTACTS

Services

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