



**TOWN AND COUNTRY PLANNING ACT 1990 (AS AMENDED)
PLANNING AND COMPULSORY PURCHASE
ACT 2004**

PLANNING STATEMENT

**RE: CHANGE OF USE OF AGRICULTURAL LAND TO TEMPORARY
FESTIVAL CAMPSITE (UP TO 60 CARAVANS) IN ASSOCIATION
WITH ROYAL INTERNATIONAL AIR TATTOO (UP TO 7 DAYS
ANNUALLY)**

**LAND OWNED BY MANOR FARM, KEMPSFORD IN MARSTON
MEYSEY VILLAGE, SN6 6LQ**

**On behalf of:
ROYAL AIR FORCE CHARITABLE TRUST ENTERPRISES (RAFCTE)**

Date: Updated February 2025
Ref: AP/P/R-064A

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1. INTRODUCTION

- 1.1. This Statement has been prepared by **Plan-A Planning and Development Ltd** in support of a full planning application for the change of use of agricultural land to allow them use for a temporary festival campsite (including pitches for caravans) for up to 7 days annually, in association with the Royal International Air Tattoo.
- 1.2. Whilst general permitted development rights allow for the setting up and operation of temporary campsites in association with a festival (for up to 28 days a year), these rights do not extend to the stationing of caravans on land, even for a temporary period linked to a festival. Given the applicant's desire to offer camping pitches for caravans (in addition to tents and camper vans), full planning permission is therefore required for the caravan element only.
- 1.3. This application therefore relates specifically to the provision of caravan pitches and any associated ancillary facilities. The area within the wider campsite, where the caravans are to be pitched, comprises a parcel of agricultural land owned by Kempsford Farms, located to the SW of the unclassified road that links Marston Meysey with Maisey Hampton, to the southwest of the airfield.

Background and Context

- 1.4. The Royal International Air Tattoo (also known as the Fairford Air Tattoo or RIAT) was first staged in 1971. It is one of the largest military airshows in the world. The event is held annually, usually in the third week of July, at RAF Fairford, which has hosted the event since 1985.
- 1.5. The Air Tattoo welcomes close to 200,000 staff, volunteers, and visitors to the event. It features around 250 aircraft, some taking part in dynamic air displays, and others open to the public in a static line up. The aircraft displays are supported by a range of ground exhibits and commercial activities, including the Techno Zone (which showcases Science, Technology, Engineering and Maths exhibits), to inspire a new generation of potential engineers.
- 1.6. A delegation programme invites Chiefs of Overseas Air Forces along with Programme Leads to attend the Tattoo, to network with defence and aerospace companies that participate in the event.
- 1.7. RIAT is supported by the Royal Air Force (RAF) and the United States Air Force (USAF). The RAF provides significant support through the provision of Ministry of Defence estate, RAF

personnel and equipment. The USAF also provides invaluable assistance by allowing the Air Tattoo to be staged at RAF Fairford.

- 1.8. The Air Tattoo is organised and staged by a small team, the Royal Air Force Charitable Trust Enterprises (RAFCTE) – the applicant. RAFCTE is a company limited by guarantee, which supports the charitable aims of, and passes profits to, its parent charity, the Royal Air Force Charitable Trust (RAFCT). The profits enable the Charity to deliver its mission of inspiring young people to fulfil their potential in air and space.
- 1.9. The organisational team behind the Tattoo grows significantly in number during the run up to the annual event, to cover the vast range of roles required to deliver RIAT, including nearly 1,400 event volunteers. In addition to staff and volunteers, over 6,800 external traders/contractors attend and support the Tattoo each year.
- 1.10. Each year, RAFCTE lease a number of fields from local landowners close to the Tattoo site, upon which to set up temporary festival campsites to provide overnight camping facilities for the ‘army’ of volunteers and contractors who work at the event. These have been operating successfully for a number of years and are located on land known as Cutler’s Field and Horcott Hill – sites that fall within the jurisdiction of Cotswold District Council.
- 1.11. RIAT aims to continually improve its entertainment and hospitality services for the wide variety of visitors it attracts, whilst also minimising its impact on the local community and environment by making incremental improvements year by year. To this end, for RIAT 2026, RAFCTE wishes to extend its ‘visitor offer’ by providing overnight camping facilities for paying guests who are attending the Air Tattoo (in addition to the volunteers and contractors, who are already catered for).
- 1.12. This new ‘public’ festival campsite, at Marston Meysey, will allow Airshow visitors to stay overnight (for 1, 2 or 3 nights) so they can enjoy the Tattoo at a more leisurely pace, over multiple days. This will enhance opportunities to boost visitor spend in the local area, whilst simultaneously decreasing daily traffic movements to/from the main Event site at peak times over the ‘show weekend’. Alongside this, a new Fast Track Park and Ride facility will be in place at South Cerney Duke of Gloucester Barracks for the Airshow in 2026, (replacing car parking that previously took place on fields at Marston Meysey) in order to reduce traffic congestion on the local highway network.

1.13. Given the scope of existing permitted development rights, this planning application relates specifically to the provision of temporary pitches for caravans at the proposed festival campsite. This 'festival campsite' will be for visitors who have booked tickets to the Airshow (a pre-requisite to booking a camping pitch).

1.14. Given the nature of the Event, the temporary change of use of the land required to accommodate the proposed caravan pitches will apply for less than a week each year.

Submission Documents

1.15. This Statement assesses and evaluates the context and character of the site and surrounding area and considers the proposals against the national and local policy framework, referring as appropriate to the following drawings and documents which accompany the application:-

- CF1-3 - Location Plan @ 1:1250
- CF1-6 - Existing Site Plan @ 1:1250
- CF1-9 – Proposed Site Plan @ 1:1250
- CF1-10 - Proposed Site Layout (Indicative details) @ 1:1000

1.16. In addition, the following background documents are also included, which provide useful contextual information to assist with the assessment of the current proposals:

- **Appendix 1** – *Pre-Application Advice* provided by Cotswold District Council clarifying the scope of Permitted Development Rights with regards the temporary festival campsite at Cutlers Field (the 'Volunteer Village') (24/02994/PAYPHH);
- **Appendix 2** – Photographs of the proposed supporting ancillary facilities to be provided at the temporary festival campsite
- **Appendix 3** – *Show Camping* document prepared by RAFCTE explaining how the campsite will be operated e.g. roles & responsibilities, ancillary facilities and services, campsite rules etc.;
- **Appendix 4** – Relevant excerpt from RIAT *Traffic Management Plan 2026* that has now been agreed with the relevant agencies
- **Appendix 5** - *Waste Management and Minimisation Plan*;

- **Appendix 6** – *Statement of Community Involvement*, including annual *Communications Plan* and *Residents' Newsletter*

1.17. Having taken all relevant material planning considerations into account, this Statement concludes that the application proposals accord with relevant policies and will cause no material harm to any interests of acknowledged importance. Planning permission should accordingly be granted.

2. SITE LOCATION AND DESCRIPTION

The proposed festival campsite is on agricultural land owned by Kempford Farms, comprising two parcels of land, to the north of Marston Meysey, are shown in Figure 1 below.

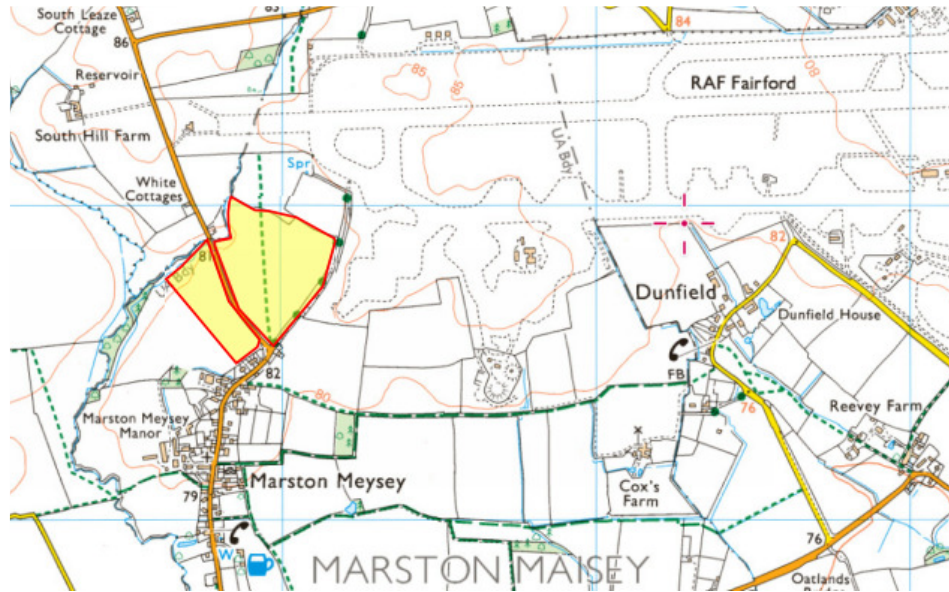


Fig 1: OS Extract showing the location of the parcels of land that will form the temporary 'public' festival campsite (permitted development)

- 2.1 The current application relates only to the part of the wider festival campsite that will be set aside for caravan pitches and associated supporting facilities (on the smaller of the two parcels of land) – see extract from Location Plan, Fig 2 below.

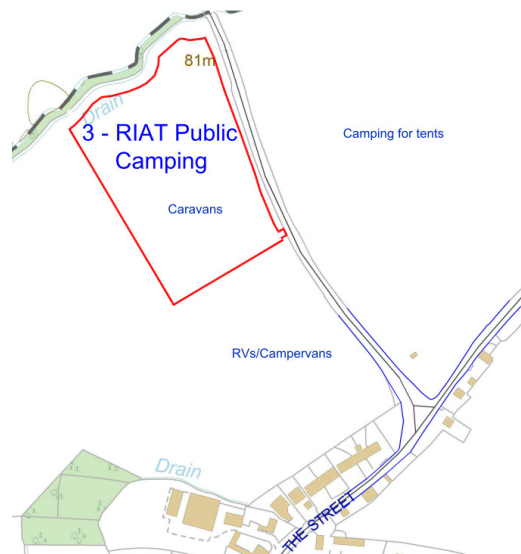


Fig 2: Current Application Site (for the caravan pitches and associated ancillary supporting facilities)

- 2.2 This parcel of land (to the south west of the road), comprises arable land. When not in use for RIAT, it will revert to agricultural use. The field boundaries (which extend beyond the application site), comprise hedgerows.
- 2.3 The application site is *not* located within a Conservation Area, nor does it contain any Listed Buildings. The application site does *not* fall within the Cotswolds National Landscape, nor is it subject to any other landscape designation.
- 2.4 Vehicular access to the festival campsite will be via the existing field gates off the unclassified road that runs between the two parcels of land. For the majority of the year, this stretch of highway is subject to the national speed limit, however specific traffic management measures are in place for the duration of the Tattoo, in line with the overall *Event Traffic Management Plan*, which is updated annually. In previous years, this stretch of road has been subject to a one-way traffic restriction (allowing only traffic heading in a south easterly direction between 06.00 to 15.00, which is then reversed between 15.00 and 22.00) on show days. Similar restrictions, approved under Temporary Traffic Regulation Orders, will be in place for the Airshow in 2026.
- 2.5 The application site is classified as being within Flood Zone 1 (areas at least risk of flooding) according to the Environment Agency's Flood Risk Maps.

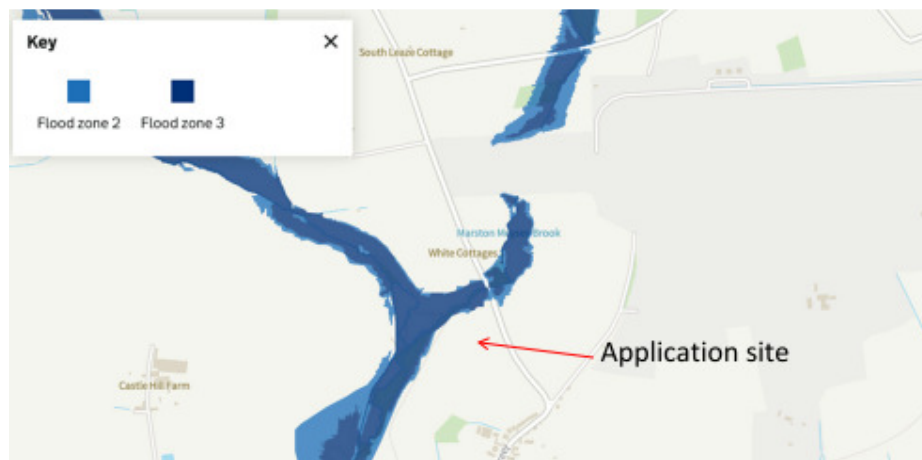


Fig 3: Extract from Environment Agency's Flood Risk Map

- 2.6 The site is *not* within a Site of Special Scientific Interest (SSSI). The nearest SSSI lies to the south of Marston Meysey.

- 2.7 Whilst the application site falls within the North Meadow SAC's outer zone (9.4km radius), as the proposal does not involve new residential development, this classification is not relevant to the assessment of this application.

3. RELEVANT PLANNING HISTORY/LEGISLATIVE FRAMEWORK

- 3.1 According to online records, the application site does not have any previous planning history.
- 3.2 Part of the wider festival campsite (land to the north east of the road, beyond current application boundary) has previously been used by RAFCTE to provide temporary car parking in association with RIAT (under permitted development rights that allow for temporary changes to the use of land for up to 28 days per annum). In 2026, it is proposed that this parking be replaced by a Fast Track Park and Ride facility at South Cerney Duke of Gloucester Barracks.
- 3.3 To assist officers in the consideration of this application, reference is made to pre-application advice that was received from Cotswold District Council in respect of both the 'Volunteers' Village' and 'Contractors' Campsite', which are similar festival campsites operated by RAFCTE at sites known as Cutler's Field and Horcott Hill (both of which are located on the opposite side of the airfield to the current application site).
- 3.4 Whilst those parcels of land fall within the jurisdiction of Cotswold District Council, the principles set out in the Pre-App advice notes apply universally. The Pre-App advice helpfully clarifies the scope of existing permitted development rights pertaining to both 'festival campsites' and other 'temporary campsites'.

24/02994/PAYPHH - Cutler's Field (Volunteers' Village) (within CDC's jurisdiction)

- 3.5 In 2024, RAFCTE sought officer's advice regarding whether planning permission was required for the continued operation of the temporary campsite that accommodates volunteer workers in association with the Air Tattoo on this land.
- 3.6 The Case Officer considered the query in the context of the Town and County Planning (General Permitted Development) (England) Order 2015, as amended. He noted that permitted development rights in respect of temporary uses of land are covered by **Class B, Part 4, Schedule 2 of the GPDO**, which allows the use of any land for any purpose for up to 28 days in any calendar year, including the provision of moveable structures for such uses, subject to specified caveats.
- 3.7 The caveats in respect of this PD right specifically exclude:

- the use of land for the siting of any caravan, *except* where the ‘caravan’ is a motorised vehicle designed or adapted for human habitation (i.e. a campervan) and where the land is used in connection with a festival (Clause B.1. (c) refers); or
- camping, *except* when in connection with a festival (Clause B.1 (f) refers).

3.8 Officers noted that as the camping facilities (for tents and campervans) were to be provided in association with the RIAT festival, they would be considered permitted development. Furthermore, officers confirmed that Class B permits moveable structures, such that the proposed marquee / tent and additional temporary toilet and shower facilities would also, by virtue of their moveability and non-fixed nature, be similarly covered by permitted development rights. So too would use of the land for temporary parking (for up to 28 days a year).

3.9 However, because of the organisation’s requirement to accommodate towed caravans (in addition to pitches for tents and campervans) at the festival campsite, the Case Officer confirmed that this would NOT be covered by existing permitted development rights, and therefore planning permission would be required.

24/03016/PAYPHH - Horcott Hill (Contractor’s Campsite) (within CDC’s jurisdiction)

3.10 In 2024 RAFCTE also sought pre-application advice in respect of the proposed use of this parcel of land as a temporary campsite in association with RIAT to accommodate contractors who work at the Event.

3.11 The Case Officer for this pre-app took a slightly different approach to answering ostensibly the same question as posed in regard to 24/02994/PAYPHH (namely is planning permission necessary?), by referencing the specific provisions set out in the GPDO that relate to the temporary use of land for ‘temporary campsites’ set out in **Schedule 2, Part 4, Class BC of the Town and Country Planning (General Permitted Development) (England) Order 2015**, as amended.

3.12 The Pre-App advice confirms that permitted development right pertaining to temporary campsites allows temporary use of land for up to 60 days per calendar year, for up to 50 pitches (for tents and motorhomes/caravans only, *not* caravans), along with any moveable structures reasonably necessary for campsite use. To execute this permitted development

right, any developer/operator is required to make on-site provision for users of the campsite for moveable toilet and waste disposal facilities.

- 3.13 The Pre-App advice highlighted that caravans may only be sited without planning permission if an 'exception' in *Schedule 1 of the Caravan Site and Control of Development Act 1960* applies (e.g. for members of exempted organisations that promote leisure and recreation, such as the Scouts/Guides).
- 3.14 On the basis of this legislation, the Pre-App advice confirmed that planning permission was considered necessary, given the proposed number of pitches and the intention to allow caravans (in addition to tents and campervans) at the temporary campsite.

4. THE PROPOSALS

- 4.1 This application relates specifically to the proposed annual temporary change of use of agricultural land to allow up to 60 caravan pitches for up to 7 days each year (the element for which express planning permission is required), as part of a wider festival campsite (comprising parcels of land on both sides of the road, that will be operating under permitted development rights that exist for such temporary uses of land).
- 4.2 The parcel of land to the north east of the road will accommodate camping pitches for tents (including a small number of pre-erected glamping bell tents/yurts), whilst the parcel of land to the SW of the road will be for pitches for caravans and campervans. This application seeks permission for up to 60 caravan pitches on part of the land SW of the road (bounded by the red line shown on the **Location Plan**).
- 4.3 Each caravan pitch will measure minimum of 10m x 10m, which includes enough space for a caravan and car to be parked on each pitch whilst retaining the recommended distance between caravans. Each of the caravan pitches will be provided with an electrical hook up.
- 4.4 No permanent structures are proposed in association with the proposed temporary use, nor is there a need for any other operational development for which permission is required. Details of the proposed temporary festival campsite and the associated temporary ancillary facilities are set out below.
- 4.5 Temporary ancillary supporting facilities that will be provided in association with the proposed caravan pitches include: Drinking water supply, temporary toilets, showers and handwash facilities, waste water collection point, HVO generators, a reception/check in facility and a picnic area. Fire points and bins (for waste and recycling) will also be located around the campsite, as show on the **Indicative Site Layout CF1-10**. Details of the ancillary facilities are included in **Appendix 3**.
- 4.6 As confirmed in Section 3, it is only the caravan element of the temporary festival campsite that requires planning permission, all other elements comprising 'permitted development'. **Making allowance for some annual fluctuation regarding the precise number and mix of pitches each year, the applicant is willing to limit the number of caravan pitches at this site to a maximum of 60.**
- 4.7 It is proposed that the 'public' festival campsite will only be open for guests from the Wednesday before the Event weekend to the Monday immediately after, to accommodate

those staying overnight as well as 'Park and View' visitors (who will be accommodated on the parcel of land closer to the airfield). However, **to allow some flexibility, this application seeks permission for the temporary change of use (for the caravan pitches) for up to 7 days annually.** In 2026, it is proposed that the campsite will be operational between Friday 10th July to Monday 20th July.

- 4.8 Campers will be given the opportunity to reserve a pitch at the campsite for up to 5 nights camping, although we anticipate the majority of guests will opt for a 1, 2 or 3 night stay. **Only campers with RIAT show tickets will be able to reserve a pitch at the festival campsite.** This will be confirmed upon booking and checked again at the campsite reception. Security staff will be on site 24 hours a day throughout the festival to enforce this.
- 4.9 In order to ensure the smooth running of this temporary campsite, a team of 20 people (minimum) will be supporting the campsite operation (including qualified first aiders). Their responsibilities will include overseeing the reception/checking in, 24hr management of the site (split into day and night shifts), marshalling traffic / campers, and providing on-site entertainment and leisure activities. Details of the campsite management policies and procedures are included at **Appendix 4.**
- 4.10 The two parcels of land that comprise the proposed temporary festival campsite will be linked via a temporary pelican pedestrian crossing. During busy times, this will be marshalled. During quieter periods, the crossing will be activated on demand, by a push button, to ensure the safe transit of people between the two parts of the campsite at all times.
- 4.11 Access to and egress from the campsite will be carefully controlled, with vehicle movements onto/off the site being time restricted over the course of the Event weekend, to minimise additional traffic on the local highway network (refer to **Appendices 4 and 5** for further details). Traffic Marshalls will be on hand at the campsite site entrances to oversee access / egress (one way traffic at any one time).
- 4.12 Customers will receive an information pack with their booking confirmation, detailing allowable routes to and from the campsite, assigning specific arrival/leaving times (1 hour slots) and details of the restrictions on car movements to/from the site during their stay, to control the flow of vehicles on the local highway network in line with the agreed *Event Traffic Management Plan*, to ensure that traffic does not build up so as to block the roads. The relevant extract from this year's plan is included at **Appendix 5.**

5. PLANNING POLICY FRAMEWORK

5.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 confirms that where determination is to be made under the Planning Acts, the determination must be made in accordance with the Development Plan unless material considerations indicate otherwise. In this case the Development Plan comprises the *Wiltshire Core Strategy* (Adopted 2015).

5.2 The National Planning Policy Framework (NPPF), last undated in February 2025, also represents a ‘material consideration’ in its own right. Limited weight can also be given to the Government’s proposed revisions for the Framework, as set out in the Draft NPPF (which is currently under consultation).

Wiltshire Core Strategy

Core Policy 39 – Tourism Development

5.3 Policy CP39 outlines that where tourist and facilities are proposed outside Principal Settlements and Market Towns, they should be located in or close to Local Service Centres or Large and Small Villages. Proposals should also consider the need to protect landscapes and environmental sensitive sites with the objective of providing adequate facilities, enhancing enjoyment and improving the financial viability of the attraction

5.4 In exceptional cases, the policy indicates that tourist development may be supported in other locations, where it can demonstrate that all the following criteria are met:

- *There is evidence that the facilities are in conjunction with a particular countryside attraction;*
- *No suitable alternative existing buildings or site exist which are available for re-use;*
- *The scale, design and use of the proposal is compatible with its wider landscape setting and would not detract from the character or appearance of the landscape or settlement and would not be detrimental to the amenities of residential areas;*
- *The building is served by adequate access and infrastructure; and*
- *The site has a reasonable access to local services and a local employment base.*

5.5 Policy CP39 specifies that proposals for camping and touring caravan sites will be supported where they can be accommodated without adverse impact on the character and appearance of the landscape and meet the last three criteria listed above. The policy does not make any specific provision for temporary campsites.

Core Policy 50 – Biodiversity and Geodiversity

- 5.6 Policy CP50 states that development proposals must demonstrate how they protect features of nature conservation and geological value. Where such features cannot be retained, removal or damage will only be acceptable where anticipated ecological impacts have been mitigated as far as possible and appropriate compensatory measures secured to ensure no net loss of the local biodiversity resource. All development should seek opportunities to enhance biodiversity.

Core Policy 51 – Landscape

- 5.7 This policy highlights that developments should protect, conserve and where possible enhance landscape character, with proposals needing to demonstrate they are in keeping with the locally distinctive character of settlements and their landscape settings. Any negative impacts must be mitigated as far as possible.

Core Policy 60 – Sustainable Transport

- 5.8 Policy CP60 seeks to reduce the need to travel by private car, encouraging the sustainable, safe and efficient movement of people and goods within and through Wiltshire.

Core Policy 61 – Transport and New Development

- 5.9 This policy outlines that new developments should encourage the use of sustainable transport alternatives.

Core Policy 62 – Development Impacts on the Transport Network

- 5.10 Policy CP62 requires that developments provide appropriate mitigating measures to offset any adverse impacts on the transport network.

Other Material Policy Considerations

National Planning Policy Framework (NPPF)

- 5.11 The NPPF sets out the Government's planning policies for England, together with guidance on how they are expected to be applied. It is a material consideration in its own right in the determination of planning applications (paragraph 2 of the revised Framework).

- 5.12 The NPPF reconfirms that the purpose of the planning system is to contribute to the achievement of sustainable development, which encompasses the three overarching and interdependent economic, social and environmental objectives. It confirms that planning policies and decisions should play an active role in guiding development towards sustainable solutions. In doing so, Local Planning Authorities are instructed to take local circumstances into account to reflect the character, needs and opportunities of each area (paragraph 9 of the Framework refers).
- 5.13 At the heart of the NPPF is a clear presumption in favour of sustainable development (see paragraphs 10 and 11). For decision-making, this means approving development proposals that accord with an up-to-date development plan without delay, or where there are no relevant development plan policies or the policies which are most important for determining the application are out of date, granting permission unless; policies in the Framework provide a clear reason for refusing the proposals; or any adverse impacts of doing so would significantly and demonstrably outweigh the benefits (NPPF paragraph 11 refers).
- 5.14 The Framework instructs LPAs to approach decision-making in a positive and creative way, and to *“work proactively with applicants to secure developments that will improve the economic, social and environmental conditions of the area”*. The Framework stipulates that decision makers at every level should *“seek to approve applications for sustainable development where possible”* (paragraph 39 refers).
- 5.15 Paragraph 40 confirms that early engagement has significant potential for improving the efficiency and effectiveness of the planning application system and encourages good quality pre-application discussions and, where appropriate, engagement with the local community.
- 5.16 Paragraph 85 of the revised NPPF stipulates that planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Paragraph 88 goes on to state that planning policies and decisions should enable the sustainable growth and expansion of all types of business in rural areas, and the development and diversification of agricultural and other land-based rural businesses.
- 5.17 The Framework goes on to state that planning policies and decisions should recognise that sites to meet local business and community needs in rural areas may have to be found adjacent to or beyond existing settlements, and in locations that are not well served by public transport. In these circumstances, the Framework seeks to secure development that is

sensitive to its surroundings, does not have an unacceptable impact on local roads and exploits any opportunities to make a location more sustainable.

- 5.18 Paragraph 115 outlines that planning decisions should take account of whether safe and suitable access to the site can be achieved for all users. However, paragraph 116 goes on to confirm that development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or where the residual cumulative impacts on the road network, following mitigation, would be severe.
- 5.19 Paragraph 125 of the Framework states that planning policies and decisions should promote and support the development of under-utilised land and buildings.

6. PLANNING CONSIDERATIONS

- 6.1 As confirmed by Pre-Application advice received from officers at Cotswold District, the temporary use of the land for camping (for tents and campervans/motorhomes) in association with a festival (such as RIAT), falls within existing permitted development rights. So too does the positioning of all the temporary supporting infrastructure e.g. toilet and shower blocks, water supply/distribution points, electricity generators, entertainment, and waste facilities, necessary for the operation of the temporary campsites, which are erected and removed at the beginning and end of the festival. However, as RAFTCE wish to include the possibility of allowing Airshow visitors to bring and occupy touring caravans (i.e. non-motorised vehicles, that require towing or being transported) to the temporary festival campsite, full planning permission is required for this element.
- 6.2 Accordingly, as the temporary campsite will only be operational in direct association with the RIAT festival, the *only* element that requires planning permission is the stationing of touring caravans on the land for the duration of the festival. For flexibility (allowing for arrival, setting up, through to their departure) we have specified that the temporary change of use may occur for up to 7 days each calendar year, although in reality it will be less.
- 6.3 All other elements of the temporary festival campsite, including the temporary supporting facilities, are covered by existing permitted development rights and do not therefore require express approval. However, in the interests of completeness, details of the essential supporting facilities associated with the caravan pitches have been included on the **Proposed Site Layout Plan** (CF1-10) that accompanies this application.
- 6.4 The planning considerations of most relevance to the assessment of this application are:-
- Principle of Development;
 - Landscape, Biodiversity and Geodiversity;
 - Public Amenity;
 - Highway Issues.
- 6.5 As set out below, the proposed annual temporary change of use to allow the stationing of caravans on the land in association with the RIAT festival accords with relevant Local Plan policies.

Principle of Development

- 6.6 The proposed temporary campsite will be provided in association with RIAT, a long-established annual Event, which has earned a highly respected international reputation, drawing crowds from far afield. The annual Tattoo provides a significant boost to the local visitor economy and is an invaluable event that supports international diplomacy.
- 6.7 Policy CP39 – *Tourist Development* does not include specific provisions for *temporary* campsites. Indeed, had it not been for the event organiser’s desire to offer pitches for tents, campervans *AND* caravans in association within this annual festival, the proposed temporary campsite would have fallen within established permitted development rights.
- 6.8 Nevertheless, given the very limited nature of the proposed annual change of use of the land to accommodate a modest number of temporary caravan pitches, the proposals are considered to accord with the policy’s aims. The proposal temporary use of the land as a festival campsite related to RIAT will not result in any permanent change to the existing site characteristics. It will therefore not detract from the overall character or appearance of the landscape or nearby settlement, as the proposed festival campsite will operate for less than a week each year. As such, no permanent change to the existing landscape character will result.
- 6.9 The amenities of nearby resident have been (and will continue to be) carefully considered and taken into account as part of the wider Event planning. Robust procedures are in place to ensure that community feedback is taken into account as part of the organisation’s commitment to continual improvement (see section on amenity issues below).
- 6.10 No permanent buildings or other structures are proposed as part of this temporary festival campsite, as all ancillary supporting facilities will be brought onto the site for the duration of the Event and removed again afterwards. Furthermore, the proposed temporary festival campsite has reasonable access to local services and employment base, given the direct link it will have to the Air Tattoo Event site.
- 6.11 Accordingly, the proposal is considered to accord with the aims and stipulations of Policy CP39 – *Tourist Development*

Landscape, Biodiversity and Geodiversity

- 6.12 The proposed temporary change of use will apply for less than a week in any calendar year and does not involve any permanent operational development. Furthermore, it does not

involve a permanent land use change nor involve any habitat loss/degradation. It will not therefore have a material impact on the natural and historic landscape. Any temporary visual impact on the landscape associated with the proposed RIAT festival campsite will be transitory in nature and limited to a maximum of 7 days in any calendar year (although in practice, less than this).

- 6.13 No permanent habitat loss or biodiversity impacts will result from the temporary use of the agricultural land upon which the festival campsite will be hosted. All temporary structures and facilities will be removed at the end of each annual Event, when the land will revert to agricultural use for the remainder of each year, in between its use for the annual Air Tattoo.
- 6.14 The proposed temporary use of the land for camping has no impact whatsoever on the existing boundary hedgerows that surround the site.
- 6.15 Given the very short period of time the proposed temporary change of use will apply each year, the non-intrusive nature of the temporary positioning of caravans on the land (along with all of other self-contained, moveable supporting facilities) in association with the wider festival campsite, and the careful site clearance measures that will be in place at the end of each annual event (including removal of any residual litter), there will be no permanent or material impact to the local landscape or natural biodiversity.
- 6.16 The proposals therefore accord with requirements of Core Policy 50 – *Biodiversity and Geodiversity* and Core Policy 51 - *Landscape*.
- 6.17 Any slight temporary discolouration of the grass sward arising from caravans being parked at the site during the Event (less than a week's duration) will swiftly recover to baseline conditions, such that there will be no permanent impact on or degradation of any on-site habitats. Mandatory BNG provisions make specific allowance for a 2-year 'recovering period' for any temporary impacts to biodiversity. No habitat creation, enhancement or measurable gain is required where baseline conditions will be reinstated.
- 6.18 The fact that the land will be actively farmed in between each annual RIAT festival, demonstrates that the temporary change of use of the land will *not* cause a net loss or permanent damage to existing biodiversity. The land's principal use remains as agricultural land.

- 6.19 The applicant is aware of the rules pertaining to deliberate degradation of sites (e.g. through habitat removal) from the 2020 date stipulated in the BNG provisions, prior to submitting a planning application. We can confirm that no such breach has occurred.
- 6.20 Accordingly, the mandatory requirement to deliver a 10% BNG uplift that applies to most full planning applications, is *not* be applicable in this case, as no permanent impacts/loss to habitat or biodiversity will arise as a result of the proposed temporary change of use of the land for caravan pitches in association with the Air Tattoo. Accordingly, the *de minimis* exemption from the mandatory BNG provisions applies, as indicated on the application form.

Amenity Issues

- 6.21 The proposed arrangement of pitches (spacing), management (with regards fire safety, access etc.) and level of supporting facilities (drinking water supplies, toilets and ablution blocks etc.) that will be provided, far exceeds the minimum provision stipulated by Wiltshire Council (as a Site Licencing authority) and/or the standards the *Camping and Caravanning Club* require for affiliated sites.
- 6.22 Given the scale of the Air Tattoo, RAFCTE works closely with Gloucestershire County Council (the Lead Council) and other responsible bodies and partners (including Wiltshire Council) to deliver the Tattoo in a safe and enjoyable way, with the minimum amount of disruption to local communities. This includes multi-agency meetings, supporting working groups and documentation review, including a full debrief with supporting public service agencies after each year's event, so that any resulting actions can be implemented where appropriate.
- 6.23 RAFTCE also liaises with local community groups, including Marston Meysey Parish Council, Fairford Town Council and Kempsford Parish Council to ensure any concerns are understood and addressed, wherever practical.
- 6.24 The annual event is meticulously planned with robust policies and procedures in place to cover a plethora of issues including:
- Alcohol Management Plan;
 - Command, Control, Communications and Co-ordination Plan;
 - Emergency Planning;
 - Fire Safety Management;

- Medical and Welfare Plan;
- Noise Management;
- Security and Stewarding Operational Plan;
- Ticket and Entry Policy;
- Traffic Management Plan;
- Waste Management Plan;
- Water Supply Plan; and
- Public Safety Management Plan.

6.25 RAFCTE has prepared a specific information for the public, setting out how the campsite will be managed (**Appendix 4**). This includes details of event control, campsite operations, and Health and Safety provisions, including emergency procedures.

6.26 RAFCTE has an established track record of providing temporary festival-related campsites in association with RIAT, given their experience of operating the 'Volunteers' Village' and 'Contractor Campsites' located off Horcott Road over many previous years (sites that fall within Cotswold District Council's jurisdiction). RAFCTE implements detailed management strategies to ensure that campsite densities, facilities, information, communication, safety, security and stewarding arrangements are maintained to a satisfactory level. This includes:

- Proactively managing and monitoring densities at the camp sites during the event;
- Providing information before and during the event;
- On-site communication and co-ordination of information between the Campsite Team, Safety Team, Security and Event Control;
- Ensuring suitable and sufficient camping facilities are provided and considering the location of toilet/ablution facilities, water points, bins and fire points in camping areas.

6.27 Following the Event and dismantlement/removal of all the temporary ancillary facilities that will be brought in to support the festival campsite, the site will be carefully inspected and any rubbish collected before being returned in a spotless condition to the landowner, so that agricultural use can be resumed as soon as the campsite has been cleared.

6.28 Following consultation with local stakeholders, it has been confirmed that heras fencing will be erected around the boundary of the campsite for safety and security of guests and any

neighbouring properties. Where relevant, fabric scrim will be added to the fencing to protect privacy.

- 6.29 Therefore, given the robust campsite management policies and procedures, the proposed annual temporary change of use to allow the land to be used as temporary campsite in association with RIAT will *not* give rise to unacceptable amenity concerns.

Highway Issues

- 6.30 Caravan access to the proposed temporary festival campsite will be via the existing field entry point off the highway. Access/egress from the temporary campsite will be carefully managed and controlled by campsite volunteers/security/traffic marshalls.
- 6.31 The proposed festival campsite is for pre-booked guests only. Vehicles will arrive with a car pass visible on their dash and directed to the appropriate site entrance.
- 6.32 Arrivals will be allocated 1 hour timeslots, to avoid congestion or queues forming on the public highway. If a queue of campsite-related traffic starts to form on the highway, all vehicles will be directed to enter the site where they will be held in a holding queue before being checked in and directed to their appointed camping pitch.
- 6.33 Similarly, departures will be allocated specific timeslots, to minimise risk of conflict with general highway traffic. Once pitched/parked, vehicle movements on/off the campsite will be restricted (for the duration of the Event).
- 6.34 There will be traffic restrictions on the routes approaching the campsite (from both directions – although all event-related traffic will be directed to arrive from the west). Therefore, RAFCTE will be managing vehicle speeds on the approach to the site via their traffic team.
- 6.35 Pedestrian crossing points between the campsites and Event site will be managed throughout the duration of the Air Tattoo. Any parking specifically related to the temporary campsites will be provided on site, and therefore visually contained within the existing field margins.
- 6.36 Each year an *Event Traffic Management Plan* is developed following consultation with agencies involved, so that it is suitably robust to withstand potential incidents that may foreseeably affect the Event site and local areas, providing facility to manage those incidents.

RAFCTE also liaises with local resident groups and other interested parties so that local requirements can be incorporated into the planning of each year's Air Tattoo.

- 6.37 This includes temporary road closures, wet weather contingencies, fires etc. These arrangements aim to minimise the disruption to normal traffic flow during the event build and break, as well as during show days. It covers public vehicles, VIP transport, contractor transport, staff, volunteers, air crew, general visitors and park and ride coaches. A relevant extract from the 2026 *Event Traffic Management Plan* is included at **Appendix 5**, which has recently been agreed with relevant statutory agencies. This details the formal traffic management measures that will be in operation on the road network close to the festival campsite.
- 6.38 NB Gloucestershire County Council are the lead agency for RIAT (given that the majority of routes fall within their jurisdiction), however Wiltshire Council and Swindon Borough Council are also consulted before the Plan is finalized. It specifies a time limited temporary one way system through Marston Meysey and the road serving the campsite.
- 6.39 RAFCTE appoints competent contractors to deliver the *Traffic Management Plan* on its behalf. It employs an in-house team to manage the arrangements and work with agencies and contractors to deliver the schedule.
- 6.40 Detailed access routes are identified as 4 primary transport routes (Green, Blue, Red and Purple). Site car parks match the zoning on the showground – Green, Blue and Red (with Yellow being the pedestrian and Park and Ride entrance to the site) and Purple for VIPs.
- 6.41 Access routes for pedestrians are signposted, and stewards employed where required for pedestrian control and to control highway cross-over points.
- 6.42 Emergency service routes are defined, monitored and agreed with the relevant agencies. Access to the operational area is carefully controlled.
- 6.43 To facilitate easy access and encourage more sustainable methods of travel to/from the event, a combined admission ticket with a dedicated shuttle bus service from Swindon Bus Station or Park and Ride from Cheltenham Racecourse is available for visitors. For RIAT 2026, there will also be a new car parking option available at the Gloucester Barracks airfield at South Cerney, from which an additional Park and Ride scheme will be operated.

- 6.44 The careful planning and execution of the *Event Traffic Management Plan* ensures that the highway impacts of the Airshow, including any associated with the temporary festival campsite, will not give rise to unacceptable impacts on the local highway network, ensuring that highway safety is maintained and appropriate mitigation measures are in place.
- 6.45 By putting on shuttle buses from local public transport hubs and providing additional Park and Ride facilities in accessible locations, this will encourage visitors to travel by more sustainable means. The introduction of the temporary festival campsite will additionally help to reduce the pressure on the local highway network at peak times during the Event weekend, reducing the number of trips (by reducing day visits) and therefore potential congestion in and around the Event site. The proposed temporary public festival campsite therefore fully accords with policies CP60 – *Sustainable Transport*, CP61 – *Transport and New Development* and CP62 – *Development Impacts on the Transport Network*.

Other Issues

- 6.46 **Sustainable Energy Strategy** – The power needed for the campsite will be provided to the same standards that RAFCTE set for the airshow and will be as sustainable as possible. There will be a combination of generators and hybrid generators, using batteries to power the campsite. RAFCTE do not use diesel in any of the generators and use HVO (Hydrogenated Vegetable Oil; a renewable biofuel) to power them. Festoon lighting will be solar powered where possible, and the ancillary temporary shower blocks will be heated by gas.
- 6.47 Accordingly, the proposals for the temporary festival campsite include appropriate measures aimed at reducing energy demand from non-renewable .
- 6.48 **Waste** – Attached at **Appendix 6** is last year's *Waste Management and Minimisation Plan* for the Event, which covers waste management procedures from both the main Event site and the existing temporary campsites. The plan shows how refuse is collected, sorted and waste minimised by the waste contractor, with annual monitoring and reporting. Details of the proposed waste management/collection for the proposed festival campsite is included in the document at **Appendix 4**. Bins at the campsite will include provision for both waste and recycling.
- 6.49 **Drainage/Flood Risk** – As the application site area is over 1ha, a Flood Risk Assessment is technically required. However, as the proposals relate purely to the temporary use of the land for a campsite in association with the RIAT festival, and does not involve any permanent

structures, other operational development, or a permanent change of use of the land, a pragmatic approach is required. The primary use of the land remains as ‘agricultural use’.

- 6.50 The land to which this application relates is categorised as being in Flood Zone 1 (areas at least risk of flooding). According to the Environment Agency’s Flood Vulnerability table, ‘camping and caravanning’ are identified as being a ‘more vulnerable’ use. Nevertheless, such uses are deemed compatible with land that is categorised as being within flood zones 1 or 2 (see extract below).

Table 2: Flood risk vulnerability and flood zone ‘incompatibility’

Flood Zones	Flood Risk Vulnerability Classification				
	Essential infrastructure	Highly vulnerable	More vulnerable	Less vulnerable	Water compatible
Zone 1	✓	✓	✓	✓	✓
Zone 2	✓	Exception Test required	✓	✓	✓
Zone 3a †	Exception Test required †	X	Exception Test required	✓	✓
Zone 3b *	Exception Test required *	X	X	X	✓ *

Key:

✓ Exception test is not required

X Development should not be permitted

Fig 3: Environment Agency’s Flood Risk Vulnerability and Flood Zone ‘incompatibility’

- 6.51 RIAT is largely an outdoor event that is reliant on the ability to use multiple local fields for temporary car parking, volunteer and contractor camping etc. In the event of really inclement weather, such as after a period of prolonged/intense rain, when the risk of flooding would be at its highest – not just to these fields, but also the airfield, the local highway network, and any other land being temporary used in association with the Event, organisers must assess, in consultation with appropriate external agencies, whether it is safe for the Event to go ahead, and cancel if necessary.
- 6.52 Given the amount of planning that goes into an event such as the Tattoo, there are robust procedures and a clear line of command in place for making that decision. The Event has been cancelled on account of extreme weather/waterlogging, in exceptional circumstances, in the past.

- 6.53 **Community Infrastructure Levy** – As the application does not involve the creation of any permanent floorspace, CIL will not apply to the proposals. This is confirmed through the completion of CIL Form 1.
- 6.54 **Statement of Community Involvement** – RAFCTE has robust procedures for consulting and liaising with Marston Meysey Parish Council, Fairford Town Council and Kempsford Parish Council in advance of each year’s event. The Parish/Town Councils are also involved in a debrief after each annual event.
- 6.55 Additionally, RAFTCE works closely with other relevant local statutory bodies (e.g. Local Highways Authority, Fire Authority, and the District Council as Licensing Authority etc.) in association with hosting the Air Tattoo.
- 6.56 All feedback given is considered and actions taken to improve procedures that are necessary and practicable are incorporated into each year’s event planning.
- 6.57 Attached at **Appendix 7A** is a copy of the organisation’s *Communications Plan for Local Residents and Local Businesses Stakeholders*. It sets out details of the wide range of community engagement that occurs, not just immediately before/after the Tattoo, but throughout the year. Additionally, at **Appendix 7B** is a copy of last year’s *Residents’ Newsletter*. This is updated annually and distributed in May each year.

7. SUMMARY AND CONCLUSION

- 7.1 The application proposals relate to the temporary change of use to allow use of agricultural land as a temporary festival campsite in association with RIAT (for up to a week each year). Specifically, this application seeks permission for the temporary stationing of up to 60 caravans on the land, in association with the annual Air Tattoo, as all other elements (including other camping pitches, and the moveable supporting facilities needed in connection with the operation of the temporary campsite, such as drinking water outlets, toilets & shower blocks, entertainment facilities, electricity generators etc.) are covered by existing permitted development rights.
- 7.2 The proposed annual temporary use of the land as a 'festival campsite' for visitors with caravans will encourage guests to stay in the area for longer, enhancing opportunities for visitor spending and consequent boost to the local economy. It will also have a positive effect on traffic management in and around the area during the Airshow weekend, by reducing daily traffic movements to and from the Event site.
- 7.3 When not being used as a temporary festival campsite in association with RIAT, the land in question will revert to its primary use for the remainder of each year i.e. active agricultural use (for crops). Given the 'light weight' nature of the proposed temporary change of use, the limited number of caravan pitches proposed, and the careful management of the proposed festival campsite (including a generous level of ablution facilities and a thorough litter pick once the site is cleared of campers), no permanent impacts will arise from the proposed use of the land for a temporary festival campsite each year in relation to the Air Tattoo.
- 7.4 The proposed temporary use of the land for overnight 'tourist accommodation' is in full accordance with the requirements of Core Policy CP39. Furthermore, as there are no permanent structures required to support the temporary camping/caravan use, the proposals fully accord with the aims of policies CP50 and CP51, which are designed to protect landscape, biodiversity and geodiversity.
- 7.5 Whilst the proposed temporary use for caravan pitches in association with the Air Tattoo will inevitably generate more vehicle movements over the course of the Event weekend compared to the principal agricultural use of the land, robust planning and management procedures are in place to ensure that highway safety is maintained and that event-related traffic does not have an unacceptable impact on or the operation of the local highway network. Furthermore, the provision of this festival campsite, in combination with the proposed Park and Ride facility

at South Cerney Airfield, will contribute towards reducing the overall number of vehicle trips generated by the Airshow, minimising congestion in and around the Event site particularly at peak times during the Tattoo weekend, in line with policies CP60, CP61 and CP62. This will specifically benefit Meysey Hampton residents.

- 7.6 Overall, the proposals accord fully with all relevant national and local planning policy criteria and will cause no harm to any interests of acknowledged importance. Accordingly, planning permission can safely be granted.