

The information, recommendations and advice contained in this report are correct as at the date of preparation, which is more than two weeks in advance of the Committee meeting. Because of these time constraints some reports may have been prepared in advance of the final date given for consultee responses or neighbour comment. Any changes or necessary updates to the report will be made orally at the Committee meeting.

Case Officer	Katie Herrington
Application No.	21/00825/FULPP
Date Valid	20th October 2021
Expiry date of consultations	10th December 2021
Proposal	Erection of building with first floor link and parking in association with existing Training use.
Address	<b>Flight Safety Building Farnborough Airport Ively Road Farnborough Hampshire GU14 6XA</b>
Ward	St Mark's
Applicant	Daryl Deacon
Agent	Etc Design
Recommendation	<b>Grant</b>

### **Description**

This application proposes additional specialist maintenance training facility in association with the existing training facility FlightSafety International (FSI).

Flight safety International International (FSI) is a Training and Manufacturing Company within the Aviation Sector operating flight simulators, in learning Centres including the existing facility at Farnborough Airport.

FSI have a requirement at Farnborough to provide additional specialist Maintenance Training. This facility is the subject of this planning application. The specialist training facility would be in a new building adjacent to the existing Flight Safety International Training Centre on a parcel of land currently grassed and occupied by picnic benches. The site is within the Operational Airport Boundary but not within land designated as SINC.

The building would house training equipment within a single room, with ancillary rooms for access, toilets, storage and plant. Access for students will be at first floor

level via a walkway from the existing training centre.

Each year the centre trains approximately 4500 students and this is likely to increase by approximately 30-50 per year as a result of the proposals.

## Consultee Responses

Lead Local Flood Authorities	Other than an indication that soakaways or connection into the existing drainage system could be provided, the applicant has not provided any additional information on the surface water management proposal/local flood risk. Bearing in mind that this is an application for full planning permission, we request that the applicant provides additional information on the proposed surface water management within the application site. This should include detail of the entire proposed drainage, calculations and sufficient information to cover each of the points on our checklist which can be downloaded from <a href="https://www.hants.gov.uk/landplanningandenvironment/environment/flooding/planning">https://www.hants.gov.uk/landplanningandenvironment/environment/flooding/planning</a> .
HCC Highways Development Planning	Seeks transport statement as scheme is over 1000sqm.
National Air Traffic Safeguarding	The proposed development has been examined from a technical safeguarding aspect and does not conflict with our safeguarding criteria. Accordingly, NATS (En Route) Public Limited Company ("NERL") has no safeguarding objection to the proposal.

## Neighbours notified

In addition to posting a site notice and press advertisement, 20 individual letters of notification were sent to Costs Drive Through; 2, 25 Templer Avenue (1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup> floor, West, part A, B); Terminal Building; HM Revenue and Customs; Farnborough Airport; 11, 12, 20, 21, 22 Kempton Court; 1 Meadow Gate Avenue; Farnborough Airport.

## Neighbour comments

Farnborough Airport

- We support this application subject to a suitable Airfield Safeguarding Assessment being carried out with no adverse results.

Officer comment: An 'Airfield Safeguarding Assessment' is not a matter that is relevant to planning and therefore not a matter that can be taken into account in the determination of this application.

### **Policy and determining issues**

The development site is located within the Farnborough Airport Planning Boundary (APPB), and within the designated countryside. It is not within land designated as SINC.

The relevant policies in the determination of this application are;

SS1 – Presumption in Favour of Sustainable Development; SP4 - Farnborough Airport: Policy IN2 – Transport; DE1 – Design in the Built Environment, DE10 – Pollution; PC8 – Skills, Training and Employment; NE4 Biodiversity; NE5 Countryside, and NE6 Water and Flooding.

The most relevant matters for determination are; The principle of the development; impact upon visual appearance; impact upon biodiversity; impact upon residential amenity; drainage impacts and highways.

### **Commentary**

- The principle of the development;

The site is located within the Farnborough Airport Policy Boundary (APPB). Policy SP4 – Farnborough Airport of the Local Plan states that within the defined Farnborough Airport Planning Policy Boundary (APPB), as identified on the Policies Map, development will be restricted to that supporting business aviation and associated Airport related uses.

The proposal would provide an addition to the purpose-built training facility associated with flight safety training. Flight Training supports aviation and the associated airport use and therefore the proposal would not conflict with policy SP4 of the Local Plan.

The proposal is located within the designated countryside. Policy NE5 – Countryside – states that development within the countryside will only be permitted where; (a) the location is considered sustainable for the proposed use'; (b) it preserves the character and appearance of the countryside and; (c) it does not lead to harmful physical and visual coalescence between Aldershot and Farnborough and neighbouring settlements.

The proposals are airport related and are located within the operational boundary of Farnborough airport and essentially extend the host building and use. As a result, the development is sustainably located for the proposed use. The proposal is close to existing buildings and would not unduly spread development further into the countryside. Given the location of the proposal it would not result in the physical and visual coalescence of neighbouring settlements, Aldershot and Farnborough. It is not considered that adverse harm would result in that regard.

- Impact upon visual appearance;

The training centre has been designed to both meet the requirements of the training it is required to deliver but also not detract from the character of the host building and area.

The building has a form not dissimilar to a two interlocking squares with a first floor link that joins to the existing building. It would not project forward of the building line of the host building but would be 0.7m taller.

The link between the buildings along with the separation of their bulk results in an overall form that does not appear out of place. The height of the building is the result of the height of equipment needed for such training.



The proposal is not considered to result in harm to the character of the host building and would not result in harm to the character of the area.

The proposal would not conflict with Policy DE1 in that respect.

- Impact upon residential amenity;

The closest residential occupiers to the proposal are some 200m away from the application site. All training activities would be within the building itself and given such distance it is unlikely that the proposal would result in harm by way of noise, overbearing impacts, and loss of daylight and sunlight.

The proposal would not conflict with Policy DE1 in that respect.

- Highways Impacts

Hampshire County Council have sought a Transport Statement for the proposal given its floor space. However, it is considered that this would not be necessary in this instance. This is because much of the floor space is required to accommodate aircraft parts and machinery. The facility itself would support 30-40 students per year compared to the 3400 students trained at the host Flight Safety centre each year. As such, the proposal would not result in a significant increase in traffic movements to have an impact upon the local highway network.

The proposal includes additional parking provision for Flight Safety, including those required for the proposal. The Council's Car and Cycle SPD does not provide a

standard for training centres such as this. Currently, students and staff currently access the site via a variety of transport methods including their own transport, taxis, public transport, Airport Transfers, and FSI Courtesy mini-bus and this is understood to continue. As the proposal would only increase the number of students per year by 30 – 40 students compared to 3400 of the host building, and given that the proposal add 20 more spaces, it is considered that the proposal would not result in issues of parking stress or highway safety.

Given the relatively small number of students per year in relation to the host use, it is not considered necessary to require a new travel plan in this instance.

- Sustainable drainage

Policy NE4 requires developments within the operational airport boundary to ensure that they do not result in issues of surface water flooding. The Local Lead Flood Authority (Hampshire) have noted that no details regarding drainage have been submitted, and that this should be provided within the application stage. However, it is considered that this can be provided as a condition as it is likely that a solution for drainage can be found on the site. As such, subject to a condition the proposal would not conflict with policy SP4 or NE6 of the Local Plan.

### **Summary -**

The proposal would be acceptable in principle, and would not result in harm to the character of the host building surrounding area. As proposed the development would also not result in harm to residential amenity, highways impacts, or issues of surface water flooding subject to a condition.

As a result, the development would accord with policies SS1 – Presumption in Favour of Sustainable Development; SP4 - Farnborough Airport: Policy IN2 – Transport; DE1 – Design in the Built Environment, DE10 – Pollution; PC8 – Skills, Training and Employment; NE4 Biodiversity; NE5 Countryside, and NE6 Water and Flooding of the Local Plan and the Car and Cycle SPD.

### **Full recommendation**

It is recommended that Planning Permission be **GRANTED** subject to the following conditions and informatives:

- 1 The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason - As required by Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

- 2 The permission hereby granted shall be carried out in accordance with the following approved drawings Drawing numbers:

19009 - 11 G  
19009-13 D  
19009-15 A  
19009-20  
19009-21  
19009-50 G  
19009-54 D  
19009-57 A  
19009-58 B  
19009-59 A

Reason - To ensure the development is implemented in accordance with the permission granted

- 3 The external walls of the development hereby permitted shall be finished in materials as set out on the approved plans, unless alternative materials have been submitted to and approved in writing by Local Planning Authority prior to the commencement of the development. The development shall be completed and retained in accordance with the details so approved.

Reason - To ensure satisfactory external appearance.

- 4 Prior to the occupation of the development, details of surface water management within the application site shall be first submitted to and approved in writing by the Local Planning Authority. The surface water drainage scheme shall be completed in accordance with the so approved details.

Reason - To ensure satisfactory external appearance and drainage arrangements.\*

## INFORMATIVES

- 1 INFORMATIVE – The Local Planning Authority’s commitment to working with the applicants in a positive and proactive way is demonstrated by its offer of pre-application discussion to all, and assistance in the validation and determination of applications through the provision of clear guidance regarding necessary supporting information or amendments both before and after submission, in line with the National Planning Policy Framework.
- 2 INFORMATIVE - REASONS FOR APPROVAL- The Council has granted permission because the proposal would be acceptable in principle, and would not result in harm to the character of the host building surrounding area. As proposed the development would also not result in harm to residential amenity, highways impacts, or issues of surface water flooding subject to a condition.

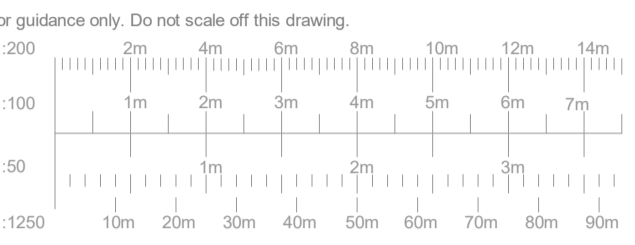
As a result, the development would accord with policies SS1 - Presumption in Favour of Sustainable Development; SP4 - Farnborough Airport: Policy IN2 - Transport; DE1 - Design in the Built Environment, DE10 - Pollution; PC8 -

Skills, Training and Employment; NE4 Biodiversity; NE5 Countryside, and NE6 Water and Flooding of the Local Plan and the Car and Cycle SPD.

It is therefore considered that subject to compliance with the attached conditions, and taking into account all other material planning considerations, including the provisions of the development plan, the proposal would be acceptable. This also includes a consideration of whether the decision to grant permission is compatible with the Human Rights Act 1998.

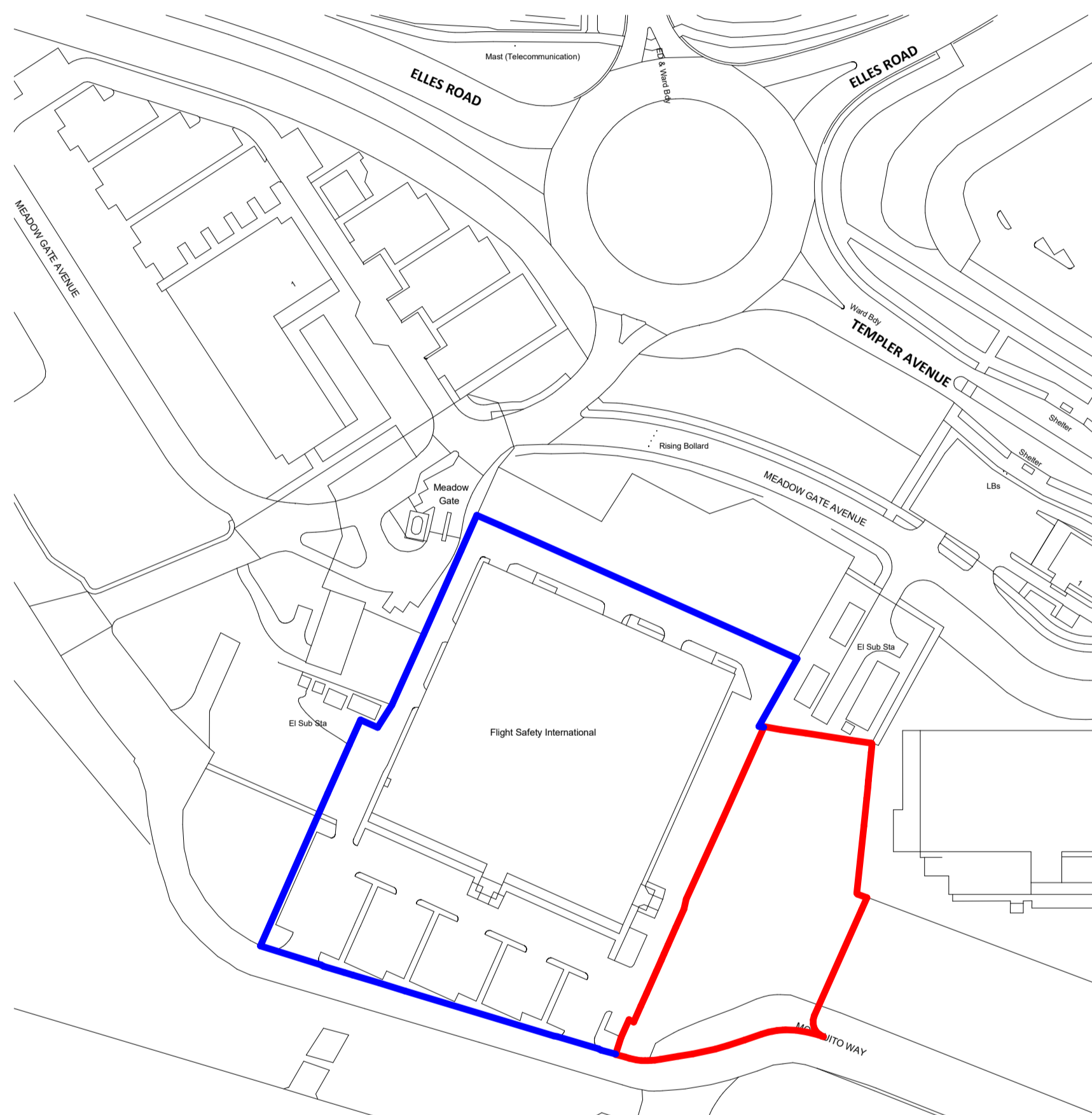
- 3 It is strongly advised that the applicant consults with the Council's Skills and Employment Officer with regards to employment opportunities resulting from the development.

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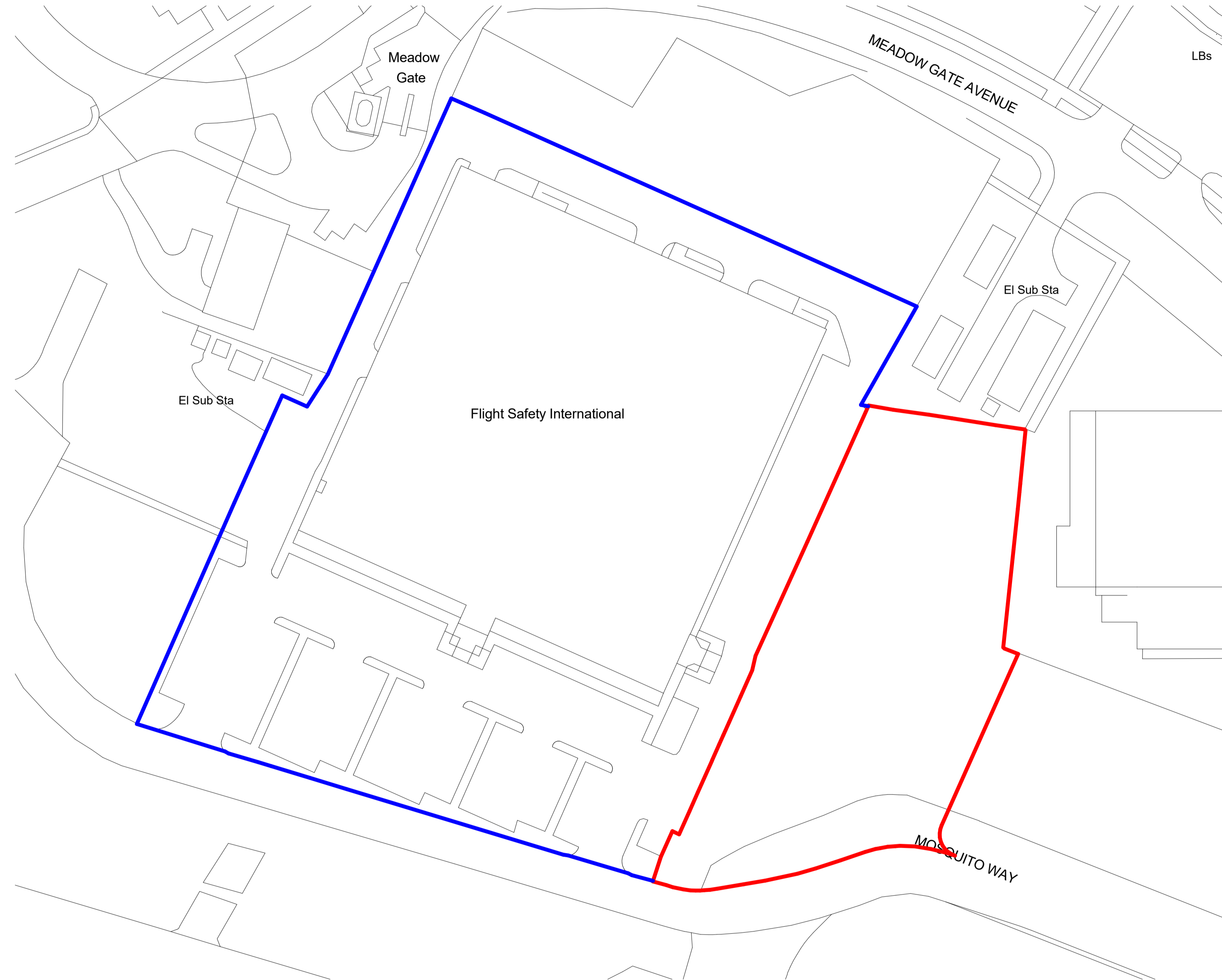
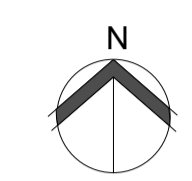
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**Location Plan**  
1 : 1250



**Block Plan**  
1 : 500

Rev	By	Chk	Date	Description

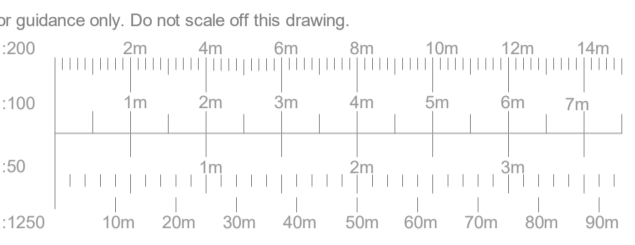
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Client:	<b>FlightSafety International UK Ltd</b>
Project:	<b>Proposed Training Centre</b>
	<b>Farnborough Airport</b>
	<b>Farnborough UK</b>
Drawing Title:	<b>Location &amp; Block Plan</b>
Drawn:	HF
Checked:	MC
Date:	Sept 21
Scales(s):	As indicated @A1
Drawing No:	19009 - 20
Revision:	



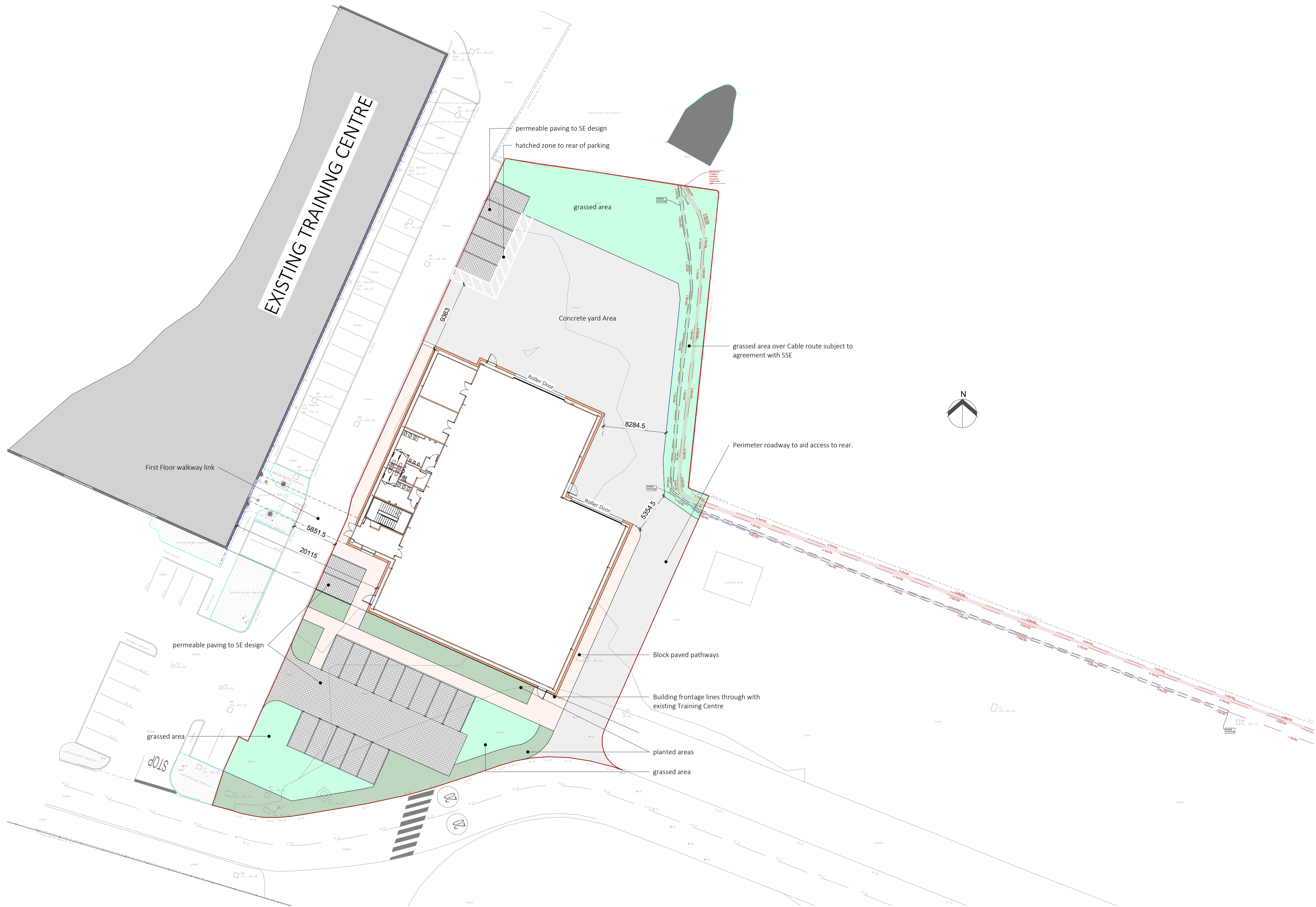


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G	HF	MC	10/21	Equipment Omitted
F	HF	MC	09/21	Updated for Planning
E	MC	RD	06/21	Updated for Pre Application
D	MC	RD	06/21	TVI Platform relocated
C	MC	RD	06/21	Building Layout updated
B	MC	RD	06/21	Road added
A	MC	RD	06/21	Layout revised

Rev	By	Chk	Date	Description

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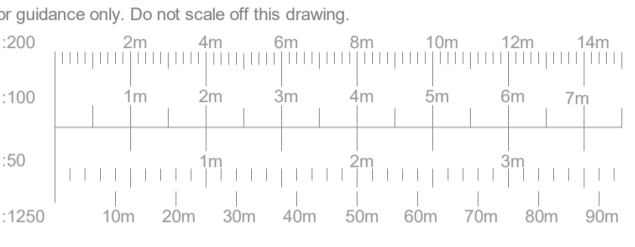
Drawing Title: **Initial Site Layout**

Drawn: **MC** Checked: **RD** Date: **May 21**

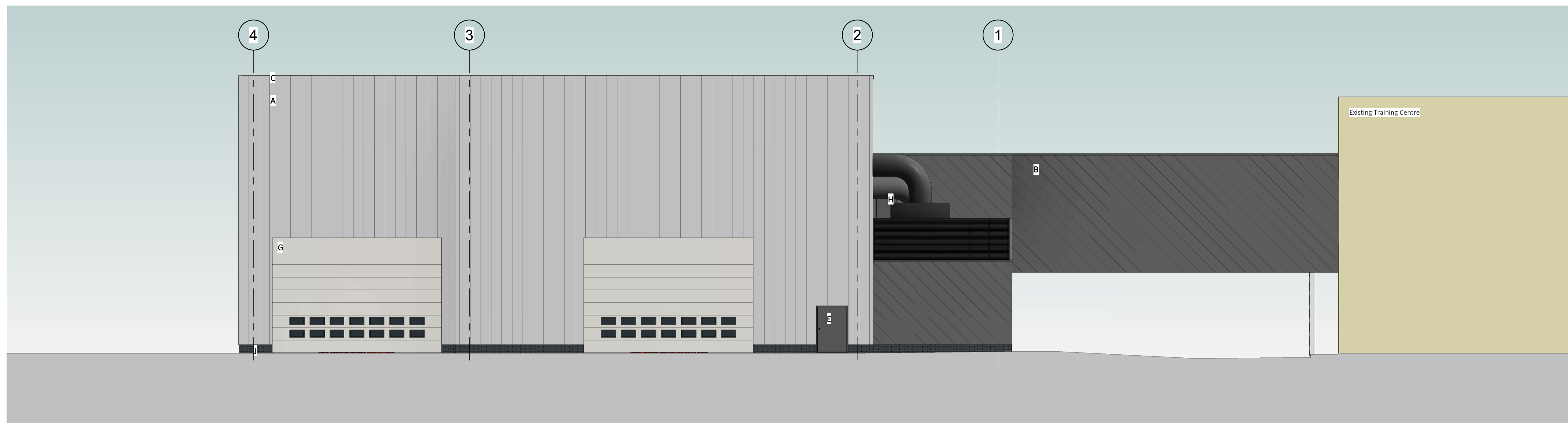
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Drawing No: **19009 - 50** Revision: **G**

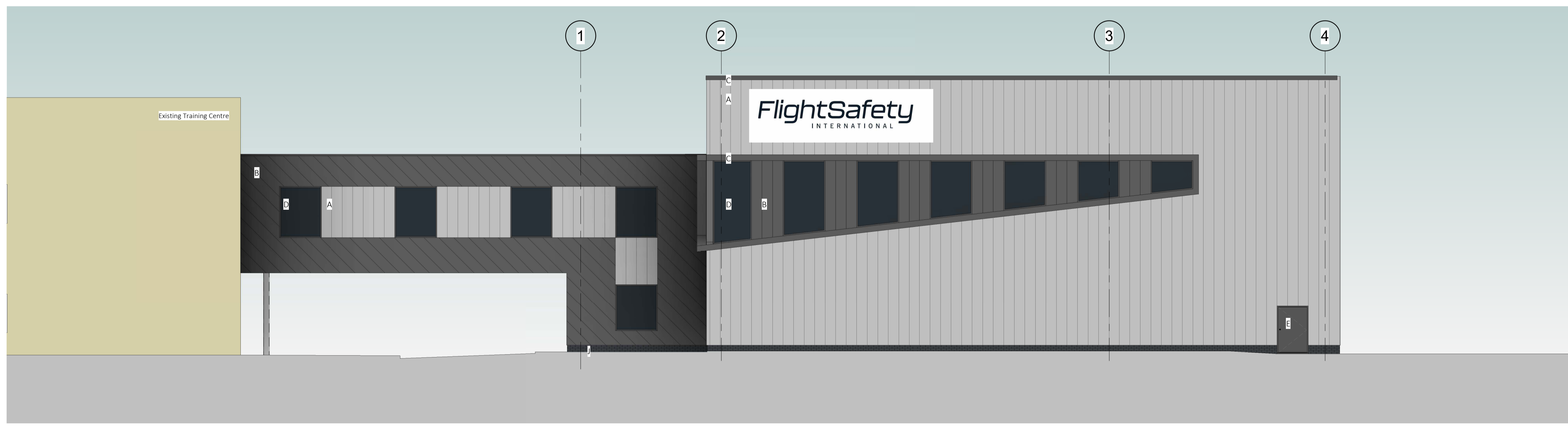
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- A - Vertical Cladding, colour Pale Grey
- B - Diagonal Cladding, colour Mid-Dark Grey
- C - PPC metal flashing, colour Mid-Dark Grey
- D - PPC aluminium framed double glazing, colour Mid-Dark Grey
- E - PPC metal insulated escape doors, colour Mid-Dark Grey
- F - Fully Glazed Entrance doors
- G - PPC metal insulated vertical lift doors, colour Pale Grey to match cladding
- H - PPC metal louvres, colour Mid-Dark Grey
- J - Blue Brick Upstand with Black Mortar



**Proposed North Elevation**  
1 : 100



**Proposed South Elevation**  
1 : 100

**PLANNING**



B HF MC 10/21 Value Engineering Update  
A HF MC 09/21 FSI Sign added

Rev	By	Chk	Date	Description

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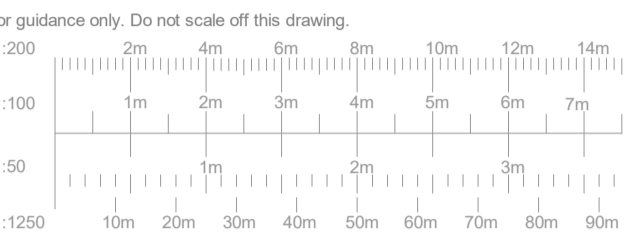
Drawing Title: **Proposed North & South Elevations**

Drawn	HF	Checked	MC	Date	Sep 21
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Scales(s) **1 : 100 @A1**

Drawing No	19009 - 58	Revision	B
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- H - PPC metal louvres, colour Mid-Dark Grey
- J - Blue Brick Upstand with Black Mortar



**Proposed East Elevation**  
1 : 100



**Proposed West Elevation**  
1 : 100

**PLANNING**

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A HF MC 10/21 Value Engineering Update

Rev	By	Chk	Date	Description

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Project: **Proposed Training Centre**

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Drawing Title: **Proposed East & West Elevations**

Drawn: **HF** Checked: **MC** Date: **Sep 21**

Scales(s): **1 : 100 @A1**

Drawing No: **19009 - 59** Revision: **A**

