

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.	21/00902/FULPP
Date Valid	25th November 2021
Expiry date of consultations	16th December 2021
Proposal	Erection of 4 bay aircraft hangar, with associated apron, access, parking, extension of balancing pond, and biodiversity enhancement.
Address	Farnborough Airport Farnborough Road Farnborough Hampshire GU14 6XA
Ward	St Mark's
Applicant	Mr Colm Doherty, Farnborough Airport Limited.
Recommendation	Grant

Description

The application seeks planning permission for the construction of a new 4 aircraft parking hangar with manoeuvring apron, associated circulating road and parking areas; a new airport road between the Air Traffic Control Tower (ATC) and the proposed hangar, additional hardstanding areas, extension of balancing pond and biodiversity enhancement.

The proposal is part of a wider project of investment in Farnborough Airport, to maintain its unique position as the UK's only dedicated business aviation airport.

This this proposal is part of a wider project of enhancement of the airport's infrastructure.

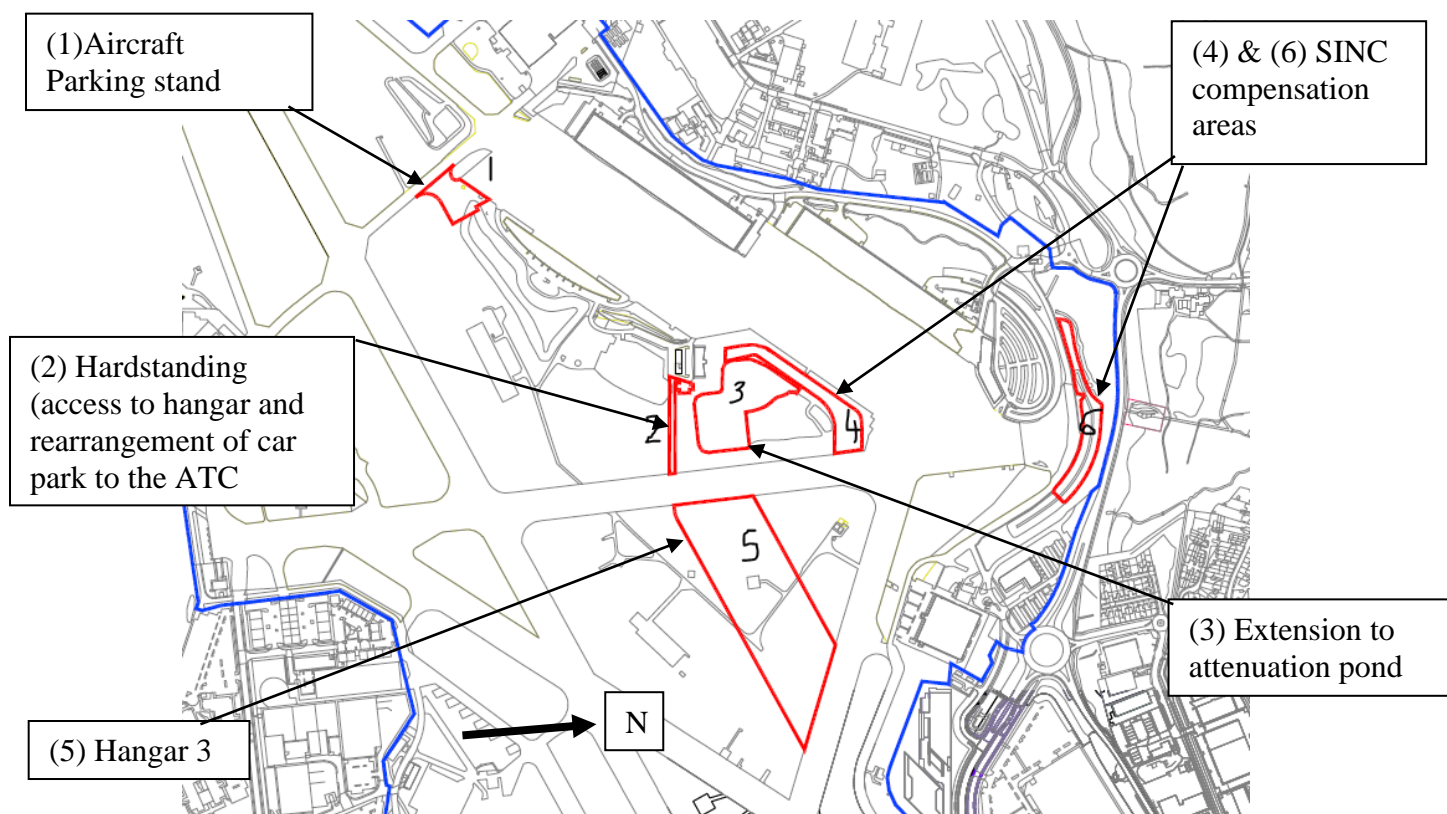


Figure 1 Plan showing components of the proposal

The proposed Hangar would, like the existing Hangars (1 and 2) provide facilities for the housing and operation of aircraft within a covered environment.

Hangar 3 would be located on the central part of the Farnborough Airport, adjacent to the runway to the south-east of the terminal building. The proposed hangar would be positioned parallel to the runway with the Flight Safety building to the north.

The hangar is designed to accommodate projected aircraft storage and maintenance requirements. The building would be 320 metres long by 51 deep comprising 4 bays. Each hangar bay includes allocated support facilities, storage, operation facilities and accommodation.

The hangar would provide a new apron area with 36 parking spaces including 4 electric charging bays and disabled bays.

Hardstanding areas are proposed to facilitate the daily operation of the airport and enable access to the new hangar. These comprise an 'apron' around the proposed hangar, a hangar access road, and a new aircraft parking stand.

The new access road to the hangar has required alteration to the existing parking area south of the Air Traffic Control Tower (ATC). 5 of the existing parking bays are to be rotated to align with the existing kerb, with the remaining 10 spaces relocated to a new parking area to the east of the loop road, along with 3 new parking bays. The proposal also seeks to extend the existing balancing pond and reed bed in order to accommodate additional surface water runoff from the proposals.

This application is not seeking and does not facilitate any increase in aircraft movements¹. The Airport currently operates well within limits defined in its operating permission dating from 2011, the proposed facility will accommodate aircraft operating within these limits. This planning application does not propose to alter any other conditions or controls established under the 2011 permission.

Consultee Responses

Environment Agency

No comments received.

Ecologist Officer

The applicant acknowledges that SINC and priority habitat will be directly lost to development and proposes, in compensation, to enhance retained habitats within the applicant's control but outside the development boundary. The applicant's underlying narrative is that this proposed enhancement of habitats outside the red line boundary will enable appropriate compensation for SINC loss, loss of Habitat of Principle Importance and will enable a net gain of 12.88% of biodiversity post-development. However, information provided does not currently provide sufficient information in terms of mapping and management prescriptions to guarantee that losses will be definitively compensated for in line with the above referenced legislative or policy obligations.

Another consideration is that some areas of land proposed for compensatory enhancement are on land that was previously of SINC quality but that lost this status due to inappropriate management. It is therefore essential that proposals to enhance land in compensation for losses is secured for the long term in order to ensure a genuine net gain. Conditions are proposed to secure the required information.

Environmental Health

Environmental Health have no objection.

Submitted details advise that there will be no noisy maintenance or engine running within the proposed hanger. Maintenance activities will be limited to low-noise operational checks likely to include the use of hand and mechanically assisted tools, scissor lifts and/or moveable platforms or steps, and electric tugs to move loads.

¹ Application 09/00313/revpp includes that ' No more than a total of 50,000 aircraft movements per annum shall take place, of which no more than 8,900 movements shall be at weekends and bank holidays. Furthermore no more than 270 aircraft of the 1,500 movements per annum between 50,000 and 80,000 Kg, permitted by condition 12, shall take off or land at weekends and Bank Holidays.

The submitted Noise Assessment report has modelled light maintenance activity taking place within 3 of the internal hanger bays, with hanger doors open during the day and closed at night. Daytime operational noise will not be perceptible at the nearest noise sensitive receptor during the day and even at night, when ambient background noise levels will be much lower, due to no aircraft movements and reduced traffic on surrounding roads, activity noise from the hanger should not be noticeable at the façade of the nearest residential premises, provided internal maintenance works or other activities within the hangar does not significantly exceed the assumed modelled noise levels adopted within the report (78dB LAeq). Environmental Health can accept these conclusions.

HCC Highways Development Planning

The submitted Transport Statement indicates the proposals fall within the limits of the existing planning permission for the site (APP/P1750/A/09/2118357). As such the anticipated impact on the local highway network is considered to be within the previously approved limits. In regard to the above, the Highway Authority would recommend no objection to the proposals.

Hampshire Fire & Rescue Service

No comments received.

Neighbours notified

In addition to posting a site notice and press advertisement, 58 individual letters of notification were sent to the following addresses; Costa Drive Through, 1 Meadow Gate; 2, and 4 Templer Avenue; Terminal Building; Flightsafety Building; 1 Pinehurst Road; Units 7 to 10 Farnborough Business Centre; HM Revenue and Customs Farnborough; Business Aviation Centre; 12, 13, 14 Eelmoor Road; 6, 7, 8, 9, 10, 11, 12, 13, 14, 20, 21, 22, Kempton Court; Unit 11, 12, 13, 14, 15, 16 Farnborough Business Centre; Building X107 Cody Technology Park; 1, 3 – 5 Voyager Park; Park Centre Gladiator Way; 5, 6, 14, 15, 16, 17, 18, 22, 21, 23-24, 25, 26, 27, 28, 29 Hercules Way; Hall 5 International Exhibition Centre.

Neighbour comments

2 letters of representation were received, one objection and one in support;

- 10 Langdale Close, Cove Farnborough

My concern is increased aircraft noise in the local area towards Southwood, beyond current levels, due to the structure acting as a sound reflector. I'm concerned that the existing hangars 1-3 and terminal area ramp aircraft operations will echo onto the new structure and create noise disturbance. Currently there the noise levels are

acceptable as the noise is dissipated, however this proposed hangar will prevent the current noise dissipation, instead reflecting it towards residential areas.

- 6 Kempton Court, Farnborough

I see no problems. Beneficial economic development.

Policy and determining issues

The development site is located within the Farnborough Airport Planning Boundary (APPB), on land designated as SINC, the Countryside. The site is located outside of the 100k risk contour and PSZ boundary.

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

- Principle of 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 result in operational improvements to the airport through the provision of new and additional aircraft storage facilities and improvement of parking areas.

The proposal does not seek to alter aviation movements and the proposal itself would not facilitate any increase. The airports current operation has not reached the maximum permitted annual movements falling within the terms of the 2011 permission².

The proposal therefore would not conflict with policy SP4 – Farnborough Airport.

² Application 09/00313/revpp (Appeal - APP/P1750/A/09/2118357) dated 10/02/2011. Requires that 'No more than a total of 50,000 aircraft movements per annum shall take place, of which no more than 8,900 movements shall be at weekends and bank holidays. Furthermore no more than 270 aircraft of the 1,500 movements per annum between 50,000 and 80,000 Kg, permitted by condition 12, shall take off or land at weekends and Bank Holidays.

The proposal is located within designated countryside. Policy NE5 – Countryside – states that development 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. As a result, the development is sustainably located for the proposed use. Whilst the proposed hangar is large, it would be within the general area of building within Farnborough Airport and would not spread development further into the countryside. Given the location of the hangar and hardstanding the proposal 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.

The proposal would therefore not conflict with policy NE5 of the Local Plan.

- Impact upon visual appearance

The size of the hangar is dictated by the size of the aircraft that it is expected to house³. The hangar would be a relatively large structure of approximately 320 meters in length by 51 meters in depth. It would be divided into 4 bays each being approximately 80 meters long with associated clearance for access equipment and space of vehicle and pedestrian movements in accordance with Farnborough Airport operating procedures.

The resulting structure would be in-keeping with the architectural language of the existing hangars (1 and 2) and FBO building. The shape of the building has a tapered design with a curve that joins the roof and rear external wall seamlessly. The materials would be polished silver and silver standing seam metal sheet cladding, with glazed/ translucent elements along the main hangar space.

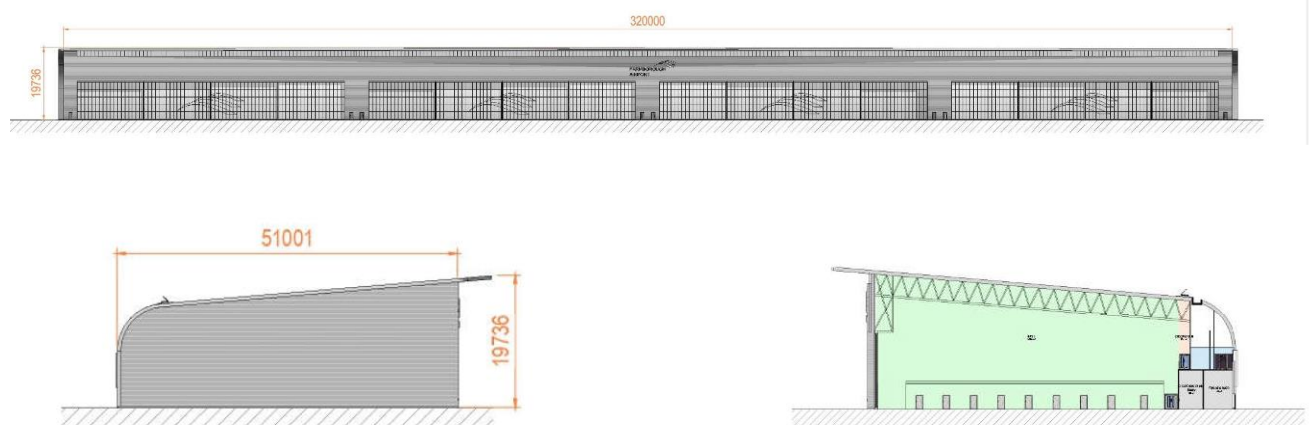


Figure 2 Elevations of the proposed hangar

³ E.g. 3 no. heavy jet upper aircraft or 2 no. Dassault Falcon 10x aircraft per bay.

It is considered that whilst the structure is large, it would not appear out of place within the grounds of the airport and would compliment the architectural language of the existing buildings on the site.

The hangar would be located at least 150m metres from the site boundaries but would be seen from some vantage points, particularly along Farnborough Road. However, the proposal would not appear out of place within the airport grounds and would not result in harm to the character of the wider area.

The proposal would therefore not conflict with policy DE1 of the Local Plan.

- Impact upon Biodiversity;

The proposed hangar along with some of the hardstanding areas proposed would result in the loss of areas designated as Sites of Importance for Nature Conservation (SINC). Figure 3 shows these areas in red. The area lost as a result of the Hangar would be around 8,161sqm and the area lost by the Aircraft parking area would be around 2,525 sqm.

Policy NE4 and the NPPF require proposals to demonstrate that there would be no adverse effect to a locally designated site, and that there would be a net gain in biodiversity.

Policy NE4 -Biodiversity- of the Local Plan states that development proposals will be permitted if significant harm to biodiversity and/or geodiversity resulting from development can be avoided or, if that is not possible, adequately mitigated such that it can be clearly demonstrated that there will be no adverse effect to locally designated sites.

Paragraph 179 of the NPPF requires the promotion of “the conservation, restoration and enhancement of priority habitats, ecological networks and the protection and recovery of priority species; and identify and pursue opportunities for securing measurable net gains for biodiversity”.

In addition, the Environment Act 2021 introduces a statutory footing for securing measurable net gains for biodiversity, requiring a 10% minimum uplift post-development. However, this is not yet a legal requirement.



Figure 3 Site plan showing loss of SINC (red)

To address these consequences, the applicant proposes to enhance retained habitats on land within their ownership. Reports entitled 'Biodiversity Net Gain Assessment & SINC Assessment' and 'BNG Application Areas' have been submitted to support this approach.

The applicants' submission is that proposed enhancement of habitats will enable appropriate compensation for SINC loss, loss of Habitat of Principle Importance and will enable a net gain of 12.88% in biodiversity post-development. The proposed enhancement areas include areas outside of the 'red line' of the application site, but within the 'blue line'.

These reports provide information with regards to habitat restoration works that may be appropriate or desired to ensure compensatory enhancement of land outside the red boundary. However, the information provided does not at this stage provide sufficient information to guarantee that losses will be definitively compensated for in line with the above emerging legislative and policy obligations. It is therefore proposed to secure these details and requirements through suitably worded conditions.

With these in the place the proposal would therefore accord with Policy NE4 of the Local Plan.

- Impact upon residential amenity;

The proposed hangar would be used for the storage and light servicing/ maintenance of stored aircraft. This is an activity that occurs within Hangar 1 and 2 and is an activity reasonably expected within aircraft hangars. It would not function as an

engineering hangar like that of the Gulfstream facility.

The submission⁴ sets out that there will be no noisy maintenance or engine running within the proposed hangar. Maintenance activities will be limited to low-noise operational checks (mostly external/ visual maintenance) likely to include the use of hand and mechanically assisted tools, scissor lifts and/or moveable platforms or steps, and electric tugs to move loads.

The submitted Noise Assessment report has modelled light maintenance activity taking place within 3 of the internal hangar bays, with hangar doors open during the day and closed at night.

The closest residential occupiers are those within Kempton court, some 550m from the Hangar site. The report demonstrates that the daytime operational noise will not be perceptible at the nearest noise sensitive receptor (residents of Kempton Court) during the day or night, when ambient background noise levels will be much lower, due to there being no aircraft movements and reduced traffic on surrounding roads.

As a result, activity noise from the hangar would not be noticeable at the façade of the nearest residential premises during the day or night.

Given the distance of the hangar from the closest residential occupiers, it is also considered that the proposal would not result in any impacts on daylight or sunlight. The Council's Environmental Health Officer and has raised no objection.

The proposal would accord with policy DE1 of the Local Plan.

- Drainage

The proposal would result in areas of hardstanding within an area that is prone to surface water flooding. The proposal seeks to increase the size of the drainage pond within the site to accommodate the additional run-off. The submission included a Sustainable Drainage Systems Strategy report by Webb Yates Engineers. This report sets out that the drainage would meet green-field rates of run off, and where pollution is likely to be present, such as the apron area, treatment systems/ interceptors are used to capture such pollutants.

The proposal would therefore comply with policy NE6 of the Local Plan.

- Highways.

The developmemt would result in an alteration to the existing parking area south of the ATC. Five of the existing parking bays are to be rotated to align with the existing kerb, with the remaining ten spaces relocated to a new parking area to the east of the loop road, along with three new parking bays. The hangar would provide a new apron area with 36 parking spaces including disabled bays and 4 electric charging bays.

⁴ Planning statement, Design and access statement and Noise Assessment

The Council's car and Cycle SPD does not provide specific guidance with regards to the parking standards for the ATC or hangars, however such proposed parking provision has been deemed by the airport to be sufficient for the intended use. Given the overall level of parking within the airport it considered unlikely that the proposal would result in issues of parking stress to the surrounding streets.

With regards to the proposals impact upon the wider transport network the proposals would fall within the limits of the existing planning permission (2011 permission). As such the anticipated impact on the local highway network is considered to be within the previously approved limits. Hampshire County Council's highways team have been consulted on the application and raise no objection.

The proposal would not conflict with IN2 of the Local Plan or the Car and Cycle SPD.

Summary -

This proposal is for the construction of a new 4 aircraft parking hangar with manoeuvring apron, associated circulating road and parking areas; a new airport road between the Air Traffic Control Tower (ATC) and the proposed hangar, additional hardstanding areas, extension of balancing pond and biodiversity enhancement. The proposal would be acceptable in principle, and would not result in harm to the character of the airport or 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 the conditions, the proposal would not have an adverse effect to the locally designated site, and would achieve a net gain of biodiversity.

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:
 - 1451-GTA-ZZ-XX-PL-A-0000
 - 1451-GTA-ZZ-XX-PL-A-0011 rev. 2.0

- 1451-GTA-ZZ-XX-PL-A-0008 rev 2.0
- 1451-GTA-ZZ-XX-PL-A-0006 rev 2.0
- 1451-GTA-ZZ-XX-PL-A-0005 rev 2.0
- 1451-GTA-ZZ-XX-PL-A-0009 rev 2.0
- 1451-GTA-ZZ-XX-PL-A-0007 rev 2.0
- 1451-GTA-ZZ-XX-PL-A-0004 rev 3.0
- Biodiversity Matrix
- BNG SINC Report
- Planning Noise Report. by Gebler Tooth of Anderson Acoustics. Dated November 2021.
- Energy and Sustainability Statement. Tate Consulting. Dated 24/08/2021. File Ref C1494-TCL-ESS-001
- Sustainable Drainage Systems Strategy. Webb Yates Engineers. ref. J4704-C-RP-0002 rev 01.
- Transport Statement. WSP. Dated November 2021.

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 or in accordance with details to be submitted to and approved in writing by the Local Planning Authority prior to commencement of that aspect of the development. The development shall be completed and retained in accordance with the details so approved.

Reason - To ensure satisfactory external appearance.

- 4 In the event that unforeseen ground conditions or materials which suggest potential or actual contamination are revealed at any time during implementation of the approved development it must be reported, in writing, immediately to the Local Planning Authority. A competent person must undertake a risk assessment and assess the level and extent of the problem and, where necessary, prepare a report identifying remedial action which shall be submitted to and approved in writing by the Local Planning Authority before the measures are implemented.

Following completion of measures identified in the approved remediation scheme a verification report must be prepared and is subject to approval in writing by the Local Planning Authority.

Reason - To ensure that the site is safe for the development permitted and in the interests of amenity and pollution prevention

- 5 Construction Environmental Management Plan

Prior to the commencement of development a Construction Environmental Management Plan shall first be submitted to and approved in writing by the Local Planning Authority. The CEMP should include, but not be limited to:

- a) Map showing the location of all of the ecological features

- b) Risk assessment of the potentially damaging construction activities
- c) Practical measures to avoid and reduce impacts during construction
- d) Location and timing of works to avoid harm to biodiversity features
- e) Responsible persons and lines of communication
- f) Use of protected fences, exclusion barriers and warning signs.

The so approved CEMP should be implemented fully in accordance with the details as so approved.

Reason: In the interest of avoiding adverse impact upon designated wildlife sites in accordance with policy NE4 of the Local Plan and the NPPF*.

6 SINC compensation / Biodiversity net gain

Within 6 months of the commencement of '(A) hangar 3' or '(C) New aircraft parking stand' (as set out on plan 1451-GTA-ZZ-XX-PL-A-0002 Rev. 4), as authorised by this permission, a programme of works to the land areas labelled as 'BNG Application Area' on plan no Figure 2 – Post Development Habitats Map' (within the submitted Biodiversity Net Gain Assessment & SINC Assessment) shall commence in order to achieve compensation for the loss of SINC and Biodiversity net gain in accordance with a suitably detailed Habitat Management Plan which shall be first submitted to and approved in writing by the Local Planning Authority. The Habitat Management Plan shall include, but not be limited to, the following;

- a) Description and evaluation of habitat features to be restored or enhanced
- b) Ecological trends and constraints on site that might influence management
- c) Aims and objectives of management
- d) Appropriate management options for achieving aims and objectives
- e) Prescriptions for management actions, together with a plan of management compartments accompanied by clear mapping
- f) a work schedule (including timescales for commencement of the Habitat Management Plan and an annual work plan capable of being rolled forward over a five-year period)
- g) Details of the body or organisation responsible for implementation of the plan
- h) Ongoing monitoring and remedial measures
- i) Legal and funding mechanisms by which the long-term implementation of the plan will be secured by the developer with the management body(ies) responsible for its delivery.
- j) Monitoring strategy, including details of how contingencies and/or remedial action will be identified, agreed and implemented so that the development still delivers the fully functioning biodiversity objectives of the originally approved scheme.

The works detailed in the approved Habitat Management Plan shall be carried out and completed in accordance with the approved details and timescale, and the works retained and maintained thereafter in accordance

with the details as so approved.

Reason: In the interest of avoiding adverse impact upon designated wildlife sites and to secure a net gain of biodiversity, in accordance with policy NE4 of the Local Plan and the NPPF.

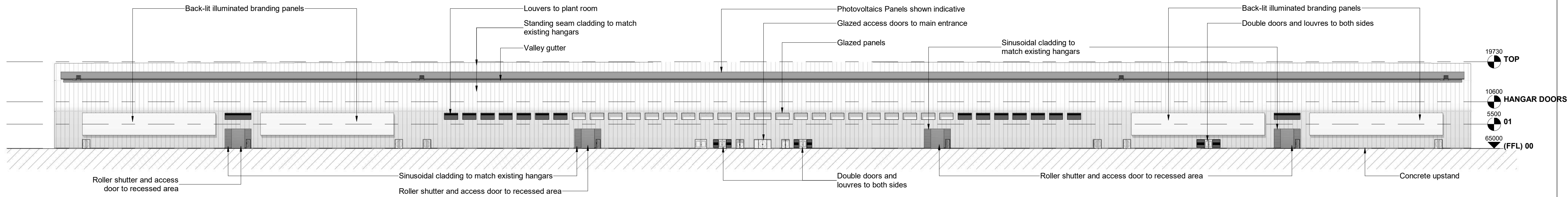
INFORMATIVES

- 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 The proposal would be acceptable in principle, and would not result in harm to the character of the airport or 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 the conditions, the proposal would not have an adverse effect to the locally designated site, and would achieve a net gain of biodiversity.

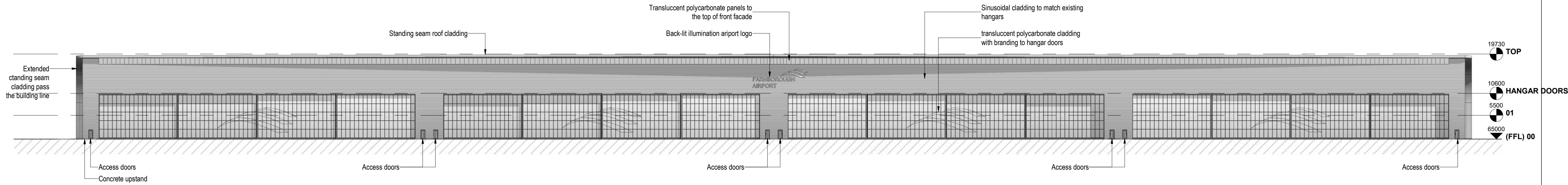
As a result, the development would accord with policies SS1 - Presumption in Favour of Sustainable Development; SP4 - Farnborough Airport: Policy IN2 - Transport; DE1 - Design in the Built Environment, DE10 - Pollution; PC8 - Skills, Training and Employment; NE4 Biodiversity; NE5 Countryside, and NE6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

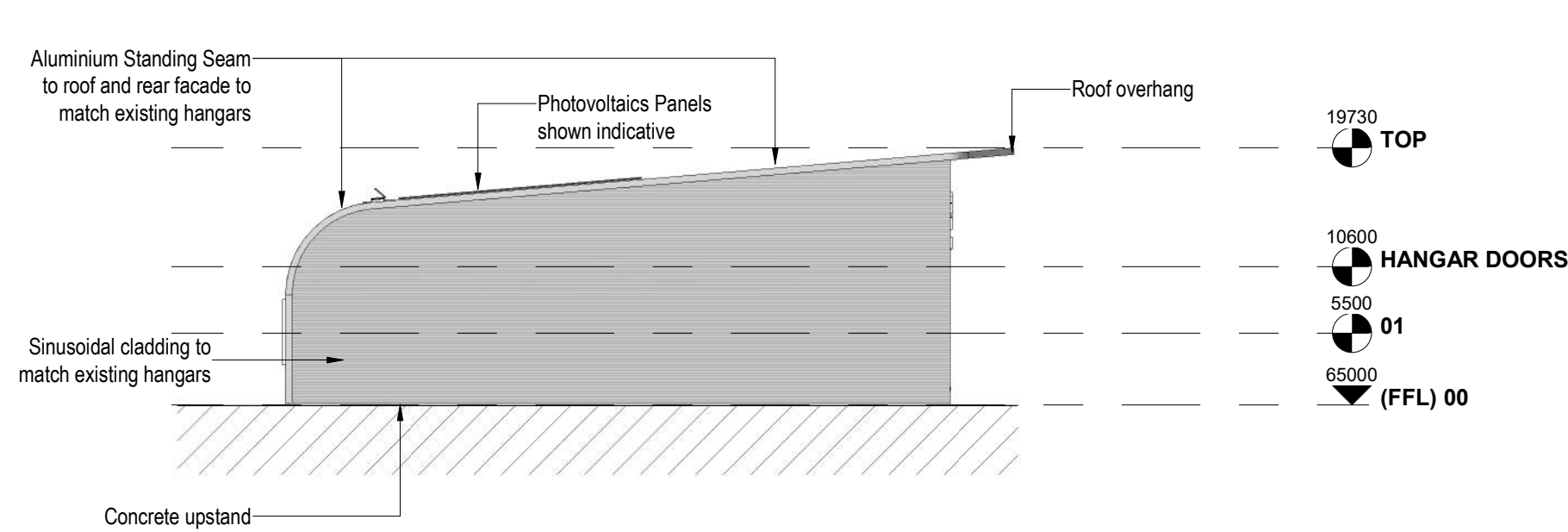
- 3 It is strongly advised that the applicant consults with the Council's Skills and Employment Officer with regards to employment opportunities resulting from the development.



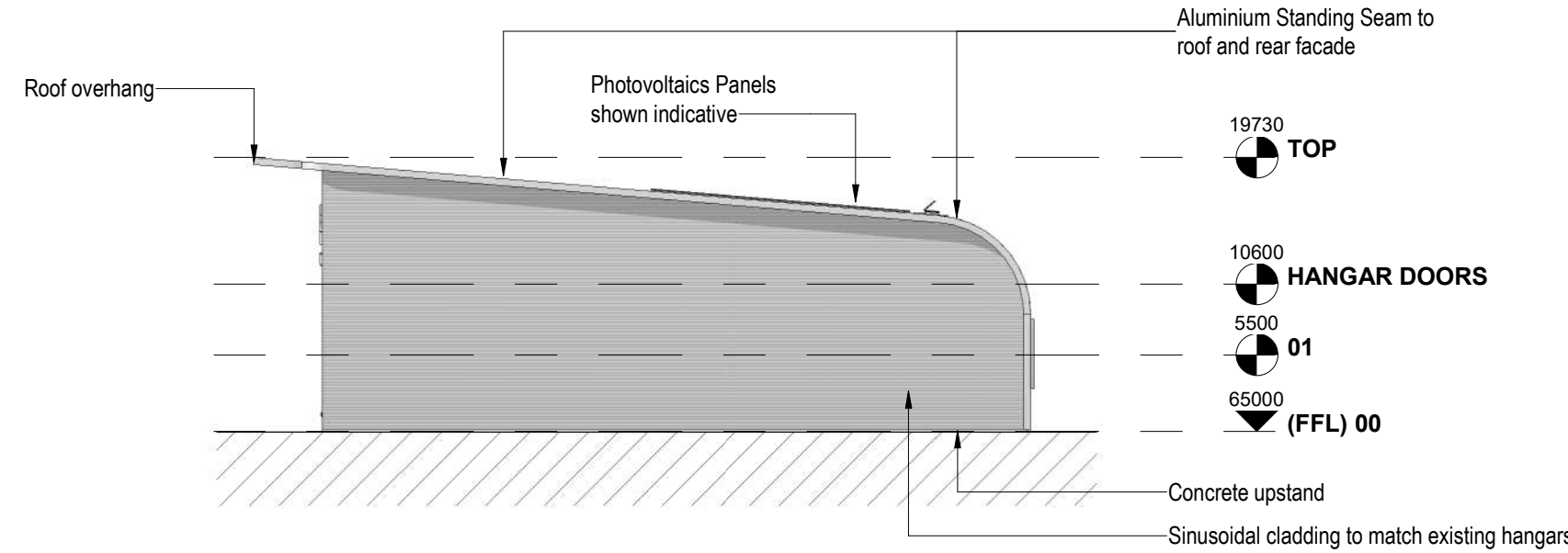
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2 North Elevation
1 : 500



3 East Elevation
1 : 500



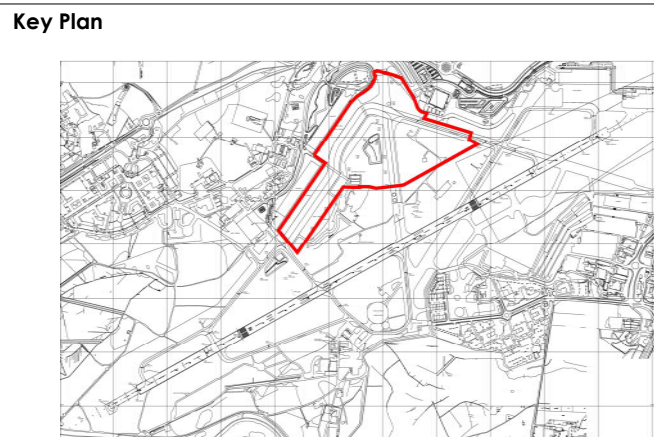
4 West Elevation
1 : 500

- NOTES -
1. All dimensions to be checked on site
 2. Copyright reserved.
 3. Main contractor to coordinate, manage and secure all services relocation/ removal in relation to necessary demolition / new works where required. Any suspicious elements, contact contract administrator for approval to continue.
 4. All parties to conform to cdmc and british standards.
 5. All supplies are required to supply full details, including drawings and calculations showing compliance with the above criteria, to the main contractor and architect for comment / approval before commencing fabrication.
 6. All drawings are based on record information received from fga. No survey information has been procured. Any discrepancies on drawings that become evident on site must be immediately brought to the attention of the main contractor and design team.

Rev	Date	Description Of Change	Ch.	Ap.
2.0	21.09.21	Planning Submission		
1.0	25.08.21	Pre App Planning Submission		

GEBLERTOOTH
3 World Business Centre
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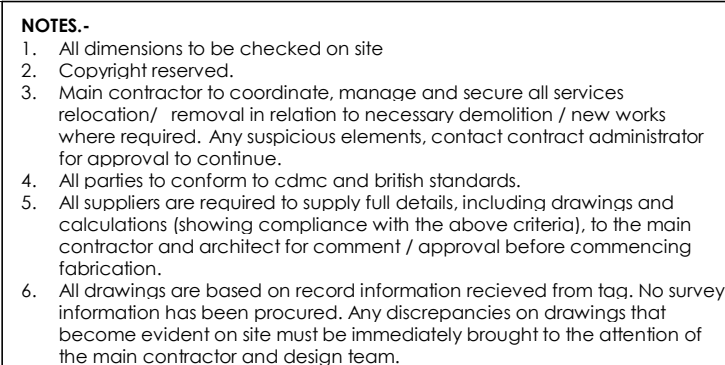
FARNBOROUGH AIRPORT



Project Name		Scale @A1	
Project Gloster		1 : 500	
Suitability		GTA Project No.	
Planning		1451	
Title			
HANGAR 3			
Proposed Elevations			
Company	Drawn By	Chk/Approved	Date
GeblerTooth	P.Double	A.Jacob	21/09/21
Code-Originator-System/Volume-Level-Doc.-Discipline-Identifier			Revision
1451-GTA-ZZ-XX-PL-A-0008			2.0

Document Uncontrolled When Printed

ISO A1
Landscape


$$GEA = 16,320 \text{ m}^2$$

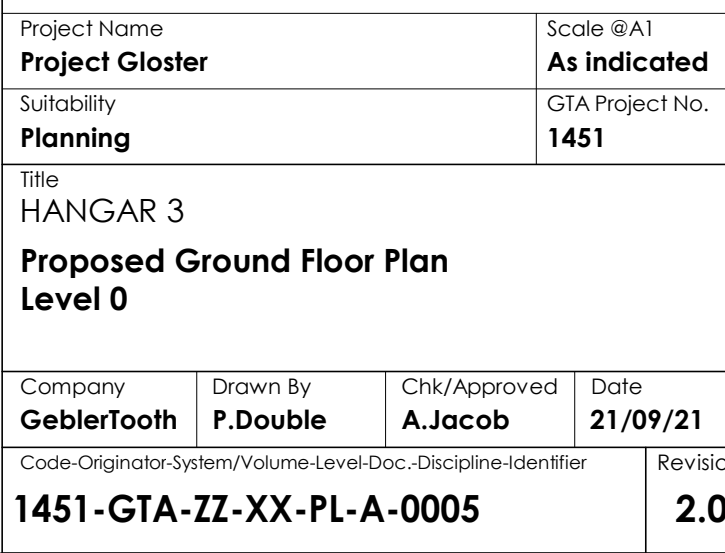
- Circulation
- Operational Areas
- Plant
- Storage
- Support Accommodation
- Vertical Circulation
- Welfare Facilities

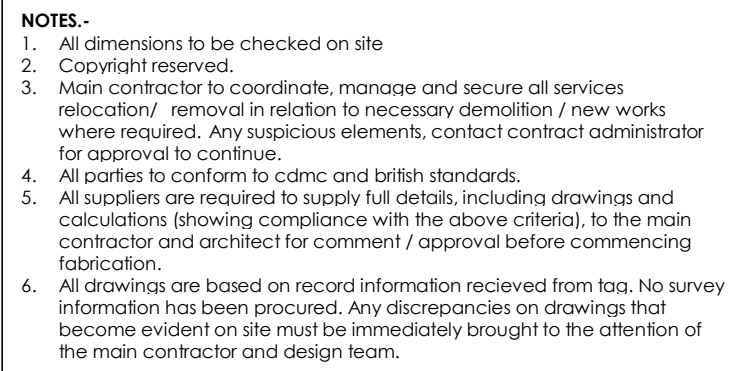


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Rev	Date	Description Of Change		Ch.	A








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Key Plan





Accomodation Schedule

-  Circulation
-  Operational Areas
-  Plant
-  Storage
-  Support Accommodation
-  Vertical Circulation
-  Welfare Facilities

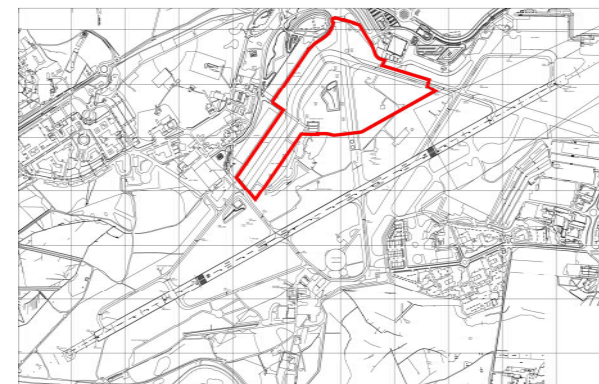
2.0	21.09.21	Planning Submission		
1.0	25.08.21	Pre App Planning Submission		
Rev	Date	Description Of Change	Ch.	Ap.

GEBLERTOOTH

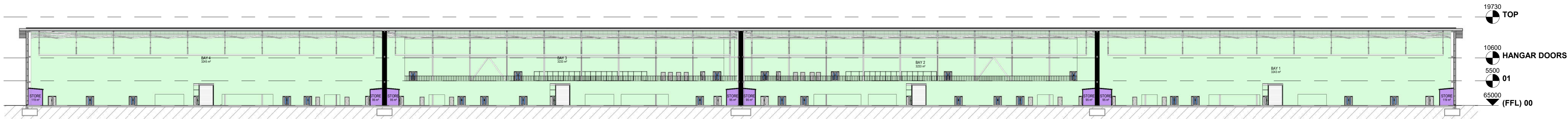
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FARNBOROUGH
AIRPORT

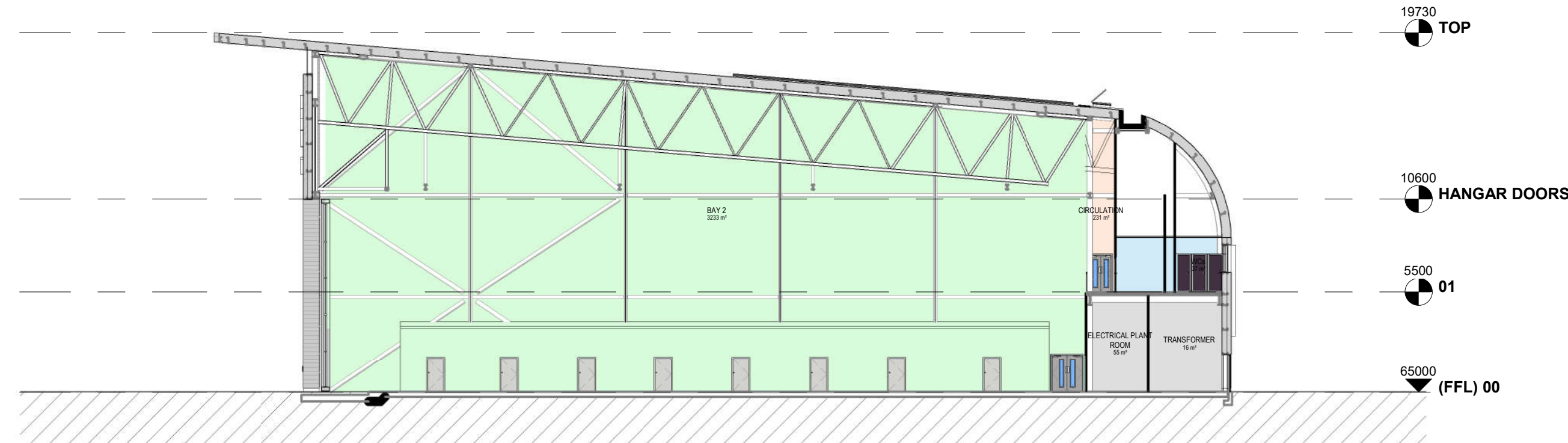
Key Plan



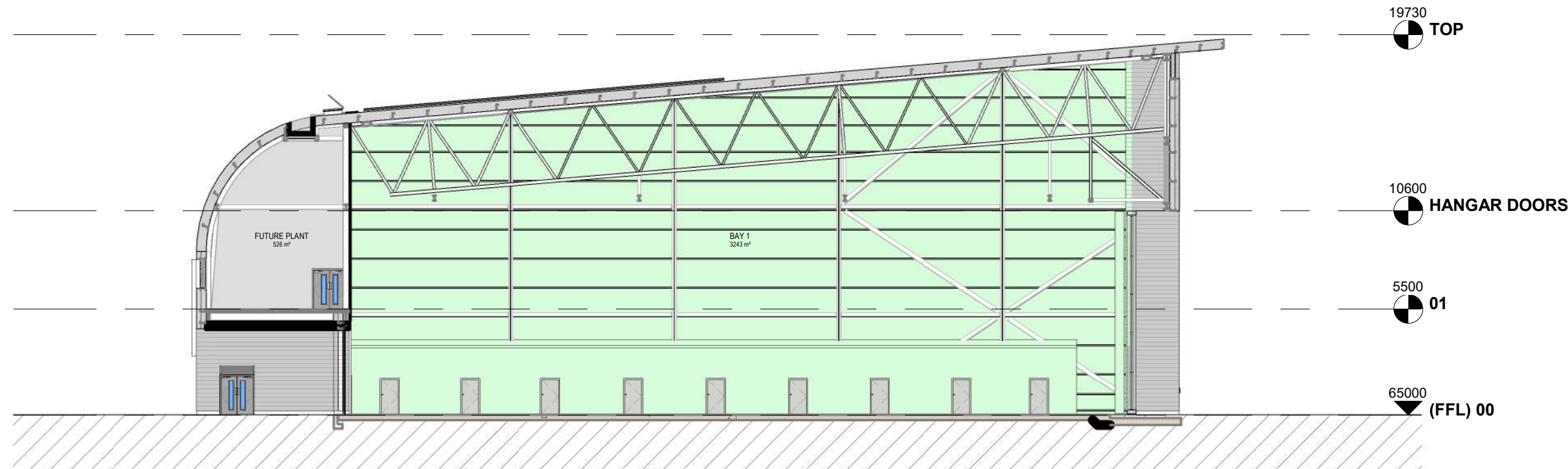
Project Name Project Gloster		Scale @A1 As Indicated	
Suitability Planning		GTA Project No. 1451	
Title HANGAR 3			
Proposed First Floor Plan			
Level 1			
Company Geebthroat	Drawn By P.Double	Chk/Approved A.Jacob	Date 21/09/21
Code-Original System/Volume-Level-Doc.-Discipline-Identifier 1451-GTA-ZZ-XX-PL-A-0006			Revision 2.0



1 Section AA
1:500



2 Section BB
1:250



3 Section CC
1:250

- NOTES -
- All dimensions to be checked on site
 - Copyright reserved.
 - Main contractor to coordinate, manage and secure all services relocation/ removal in relation to necessary demolition / new works where required. Any suspicious elements, contact contract administrator for approval to continue.
 - All parties to conform to cdmc and british standards.
 - All suppliers are required to supply full details, including drawings and calculations showing compliance with the above criteria, to the main contractor and architect for comment / approval before commencing fabrication.
 - All drawings are based on record information received from fga. No survey information has been procured. Any discrepancies on drawings that become evident on site must be immediately brought to the attention of the main contractor and design team.

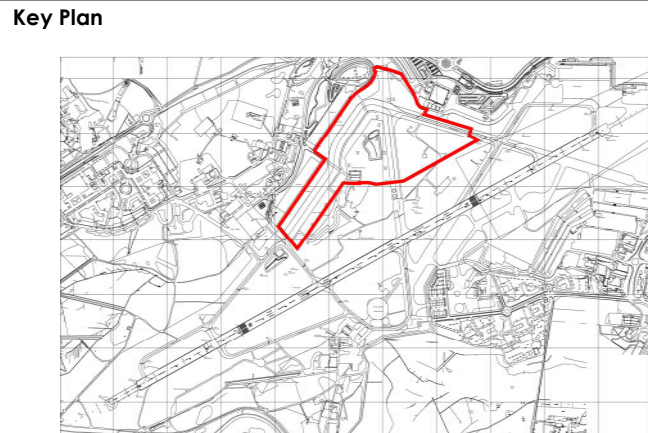
Accommodation Schedule

- Circulation
- Operational Areas
- Plant
- Storage
- Support Accommodation
- Vertical Circulation
- Welfare Facilities

Rev	Date	Description Of Change	Ch.	Ap.
2.0	21.09.21	Planning Submission		
1.0	25.08.21	Pre App Planning Submission		

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FARNBOROUGH AIRPORT



Project Name Project Gloster		Scale @A1 As indicated	
Suitability Planning		GTA Project No. 1451	
Title HANGAR 3			
Proposed Sections			
Company Geblertoorth	Drawn By P.Double	Chk/Approved A.Jacob	Date 21/09/21
Code-Originator-System/Volume-Level-Doc-Discipline-identifier 1451-GTA-ZZ-XX-PL-A-0009			Revision 2.0