

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.	23/00292/FULPP
Date Valid	14th April 2023
Expiry date of consultations	12th May 2023
Proposal	Erection of a detached two storey building for use as a private terminal and lounge with associated offices, screening room, and flights observations, along with associated parking.
Address	Farnborough Airport Farnborough Road Farnborough
Ward	St Mark's
Applicant	Farnborough Airport
Agent	Mr Colm Doherty (Farnborough Airport)
Recommendation	Grant

Description

The application site is located to the north of the Farnborough Airport estate to the west of the Flight Safety Building and to the south-west of the Meadowgate entrance to the Airport and an office building at 1 Meadowgate Avenue. The site is within the defined Farnborough Airport Planning Policy Boundary (APPB), as defined within the Rushmoor Local Plan (adopted in February 2019) and the operational planning permission for the airport.

The proposal is for the erection of a two-storey private terminal building, comprising lounge facilities with passenger screening and support accommodation on the ground floor and office accommodation on the first floor (2,098 square metres of floorspace), with associated parking. The terminal's primary access for customers is via the Meadowgate entrance. The proposal does not alter the permitted flight numbers or patterns and its operation would fall within the defined operation of Farnborough Airport to provide business aviation, functioning as a private terminal for a carrier as part of its and customer offer.

The proposed building has a 'wing shape' with car parking to its front, side and rear. Changes are also proposed to internal roads to allow a new one-way drop off, with a bypass connecting into the existing road network.

Consultee Responses

HCC Highways Development Planning	No Objection. The supporting information advises that this development will not increase the permitted number of flights and therefore the number of vehicular movements is unlikely to be significantly different to the existing. This is also confirmed by a recent planning application for Offices. There are no proposals to amend the access points within the highway.
Ecologist Officer	<p>The following document presents current existing ecological value of the development site as low; 'Farnborough Airport – application supporting statement: Operator passenger lounge / offices', undated and no author stated. However, I note that the applicant has provided no supporting ecological information in relation to this current application.</p> <p>However, this document offers no impact avoidance, mitigation or compensation measures in relation to potential adverse impacts on existing ecological value of the development site. The document references ecological mitigation measures provided in compensation for adverse ecological impacts arising from previous application as required by Condition 6 of application reference 21/00902/FULPP. The following document was submitted in discharge of Condition 6; 'Habitat Gain Plan, Biodiversity Net Gain enhancement areas', dated February 2023, author WSP. seeks to achieve the requirements set out in Condition 6 of permission. Current proposals would not conflict with the implementation of previous ecological impact mitigation and compensation measures as outlined within previously agreed documentation pursuant to permission 21/00902/FULPP. I am minded to accept in principle the argument presented, that impact mitigation and compensation agreed pursuant to application 21/00902/FULPP represented an over-provision and therefore has headroom sufficient to accommodate loss of ecological value of habitats impact by the current application. However, in absence of supporting ecological survey information for the current development location, the applicant has not substantiated that this location does indeed have low ecological value which is compensated for by the over-provision.</p> <p>I therefore request that supporting information is provided to the Council in relation to the ecological value of the current application footprint. On receipt of this information, I will be in a position to consider if the argument of overprovision of ecological compensation for 21/00902/FULPP can be accepted.</p>
Environmental Health	No objection, subject to conditions for construction hours, sound insulation (plant), and unforeseen contamination.
Environment Agency	No comments.
Lead Local Flood	Additional information requested.

Authorities

RBC Planning Policy	There are no Planning Policy objections to the proposal in question. However, as noted, there are some questions regarding staff parking. Moreover, if planning permission is granted, the Airport planning permission (ref. 20/00871/REVPP) includes a number of pre-commencement conditions which must be satisfied before development within the operational airport area can take place, as well as a condition limiting site preparation, clearance and construction works to certain hours.
South East Water	No comments
Thames Water	No comments
Farnborough Airport	No Objection.
Hampshire Fire & Rescue Service	Comments received regarding fire safety and water supplies. <i>[Officer Note: Such advice is not material to the determination of this planning application, but should be noted by the applicants.]</i>
Civil Aviation Authority	No comments
Designing Out Crime Officer	No comments

Neighbours Notified

In addition to posting a site notice and press advertisement, 79 individual letters of notification were sent to the following addresses;

102 Reading Road, Farnborough; Southwood Country Park Café; 2; 4; 25 Templer Avenue (Part A Ground Floor East; Ground Floor West; Third floor East Wing; First Floor West Wing; First floor); 10 (first floor, ground floor), 11; 12; 13; 14; Eelmoor Road; Unit 1; 2; 3; 4, 5, 6, 7; 8; 9; 10; 11; 12, 13; 14, 15; 16 Farnborough Business center ; 1; 2 Pinehurst Road (Ground Floor East; Ground Floor West; First Floor; Second and Third Floors); 1 Meadow Gate Avenue; HM Revenue and Customs Farnborough; 1; 2; '3; 4; 5; 6; 7; 8; 9; 10; 11; 12; 13;14; 15; 16; 17; 18; 19; 20; 21; 22; 23; 24; 25 (second floor; Part B Ground Floor East); 26; 27 Kempton Court; Southwood depot, Ively Road; Southwood Country Park Field Center; Terminal Building Farnborough Airport; Flight Safety building Farnborough Airport; 5 Brook Gardens; Gulfstream Aerospace; TAG Farnborough Airport; Costa Drive Through Meadow Gate Avenue; 14 Star Hill Drive Churt; 17 Camus Close Church Cookham Fleet.

Neighbour Comments

5 Objections have been received from:- Blackwater Valley Friends of the Earth; and the occupiers of 17 Camus Close, Church Crookham, Fleet; 14 Star Hill Drive Churt; 6 Sycamores, and 4 Charteris House. The following grounds of objection are raised:-

- Scheme is not compatible with Rushmoor or the UK's greenhouse gas emissions/CO2 targets as the proposal will increase private jet flights. [*Officer Note: This proposal does not include increasing the maximum number of air traffic movements as granted under permission 20/00871/REVPP.*]
- The application is within an area of heightened risk, and to that extent FAL should be required to provide occupancy projections for the proposed terminal.
- The Council has a responsibility to protect the public. [*Officer Note: It is assumed that the 'area of heightened' risk relates to the Public Safety Zone (PSZ) at either end of the runway at Farnborough Airport. The application site lies outside of the PSZ, the area of which was revised in 2021 following the Department for Transport's¹ updated policy in this regard.*]
- There are already a substantial number of complaints following the airspace changes sponsored by Farnborough Airport Ltd. There is a post implementation review (PIR) to assess the impacts, and the airport has not yet reached capacity. The application should be deferred until the results of the PIR is known. [*Officer Note: This planning application does not alter flight numbers, patterns, or airspace changes and therefore the changes to the airspace are not material to this application.*]

Policy and Determining Issues

The relevant policies for the determination of this application are:- SP4 (Farnborough Airport); SP4.1 (Type of flying); SP4.2 (Noise, and Flying at Weekends and Bank Holidays); SP4.3 (Hours of Operation); SP4.4 (Safety); IN2 (Transport); DE1 (Design in the Built Environment); NE4 (Biodiversity); NE5 (Countryside); Policy (NE8 Sustainable Drainage Systems); NE9 (Surface Water Flooding at Farnborough Airport); DE10 (Pollution) of the Local Plan. The Council's adopted "Car and Cycle Parking Supplementary Planning Document is also relevant.

The pertinent matters for determination are:- the principle of development, design and appearance, Impact upon the surrounding amenities, Ecology, highways impacts and surface water flooding.

Commentary

1. Principle of development -

The first consideration is whether the proposal would fall within the limits of the operating permission for business aviation at the site. Planning permission was granted in October 2000 and most recently updated and amended in July 2021 (20/00871/REVPP) ². This permission (hereafter known as the 'the base permission') imposes a number of controls:-³⁴

² (ref. 99/00658/OUT) This permission has been subsequently varied, the latest – 20/00871/REVPP ,

⁴ Business aviation is defined as flying activities and operations that are dedicated to the needs of companies, individuals and organisations which require a premium-priced service for a high-degree of mobility, a high standard of service and flexibility, and privacy in aviation services. Business aviation excludes such activity in connection with the Airshow, bulk

- A maximum number of business aviation air traffic movements, including the proportion at weekends and bank holidays;
- Hours of operation;
- Noise controls and monitoring, including the establishment of a noise budget;
- Safety controls, including the establishment of third-party risk contours;
- Controls over aircraft weight; and
- Air-quality monitoring.

Relevant to such controls are the following Local Plan policies:- SP4 (Farnborough Airport); SP4.1 (Type of flying); SP4.2 (Noise, and Flying at Weekends and Bank Holidays); SP4.3 (Hours of Operation); and SP4.4 (Safety).

Whilst the proposal is for a private terminal, it would function to provide bespoke facilities to be used exclusively by customers and staff of Farnborough Airport. The proposal does not propose a change in the pattern, nature and/or number of business aviation movements at the Airport. The proposal would be required to operate within the limits of the operating permission.

The proposal is considered to be compliant with Policy SP4 of the Local Plan, and there is no conflict with Policies SP4.1, SP4.2 or SP4.4.

The proposal site is also located within the designated countryside. Policy NE5 requires developments to be sustainable for the proposed use; preserve the character and appearance of the countryside; and not result in the harmful physical or visual coalescence between neighbouring settlements. The proposal is sustainably located for its use as a private terminal within the airport grounds. It is located towards existing buildings, and would not harmfully erode the character of the countryside as a result, and would not result in the coalescence of neighbouring settlements.

The proposal would not conflict with policy NE5 in that regard.

2. Design and appearance -

Policy DE1 (Design in the Built Environment) requires new development 'to make a positive contribution towards improving the quality of the built environment'. Amongst other things, it requires proposals to 'include high-quality design that respects the character and appearance of the local area', 'to use materials sympathetic to local character' and 'to include a level of architectural detail that gives the building visual interest for views both near and far'.

The proposed building is of high quality design and modern aesthetic, comprising a 'wing shape', with curved corners, clad in double glazing and aluminium. Such forms and detailing complement the design and style of the existing building of the Airport Estate.

The proposal would not conflict with Policy DE1 in this regard.

3. Impact upon surrounding amenities -

The building would be located around 150m away from the closest residential occupiers and at such distance it would not result in harm by way of any visual impact or loss of daylight and

freight services and 'inclusive tour' charter flying. No training or recreational flying (other than recreational flying by the DERA flying club or essential familiarisation training and flying checks by aviation crew) shall take place.

sunlight. Noise could occur from plant and vehicles moving around the site. However, given the distance and conditions for acoustic screens for plant, that the proposal would not result in harm to residential amenities in that regard.

4. Ecology -

Policy NE4 of the Local Plan requires proposals to not result in a net loss of Biodiversity. In addition to this, whilst not yet in force, the Council has an expectation that all major developments attempt to achieve a 10% net gain in biodiversity, in anticipation of the statutory requirement shortly to be introduced by the Environment Act.

The application site is within an area of low ecological value. The applicant has provided no supporting ecological information in relation to this current application, but does make reference to ecological mitigation measures provided in compensation for adverse ecological impacts arising from previous application as required by Condition 6 of application reference 21/00902/FULPP. The current proposals would not conflict with the implementation of previous ecological impact mitigation and compensation measures as outlined within previously agreed documentation pursuant to permission 21/00902/FULPP.

The applicants have presented the argument that the impact mitigation and compensation agreed pursuant to application 21/00902/FULPP represented an over-provision and therefore has headroom sufficient to accommodate effects on ecological value of habitats by the current application.

Whilst the Council's Ecology Officer has requested further information prior to determination, it is acknowledged that the site has low ecological value and therefore that across the Airport as a whole, a net gain of 10% for this and the 21/00902/FULPP can be achieved. It is considered reasonable in this instance to require this additional information by way of a condition.

5. Highways impacts -

The proposal would utilise the Meadowgate entrance into the site. This is an existing and alternative entrance into the site, and Hampshire Highways raise no objection to the proposals in this regard.

Policy IN2 (Transport) of the Local Plan requires new development to provide appropriate parking provision in accordance with the Council's 'Car and Cycle Parking Standards' supplementary planning document (SPD, adopted in November 2017). The proposal is for a *sui generis* use, and the SPD requires parking for such uses to be determined on a case-by-case basis. However, Principle 3 of the SPD states that it must be demonstrated to the satisfaction of the Council that 'the functional parking needs of the development can be accommodated on or close to the site without prejudicing highway safety or other planning objectives'.

The proposal would provide 19 parking spaces largely for owners and visitors, and given that many of the visitors are unlikely to drive, this is considered acceptable.

It is considered unlikely that the proposal would result in parking stress to the surrounding streets given the parking provision within the airport. As a result, it is not considered that the proposal would result in a conflict with Policy IN2 of the Local Plan or the Rushmoor Car and Cycle SPD.

6. Surface water flooding -

Policy NE9 (Surface Water Flooding at Farnborough Airport) of the Local Plan requires all development proposals within the Farnborough Airport Planning Policy Boundary to 'incorporate a site-specific flood risk assessment with measures to ensure that pollutants are contained that ensures a greenfield discharge rate or better is achieved in order to not further exacerbate surface water flooding problems downstream'.

A Sustainable Drainage Systems Strategy has been submitted with the application which provides details of the proposed sustainable drainage systems (SuDS) to be used. Hampshire County Council as Lead Flood Authority has been consulted on the proposals, but a final response has not yet been received.

The Strategy concludes that the proposed attenuation would lead to a reduction in surface water discharge rates for all rainfall events up to the 1-in-100-year plus 40% climate change event, which would comply with the requirements of Policy NE8 and 9.

Conclusions –

The proposed development is considered acceptable in principle, not result in harm to the character of the area, not result in surface water flooding risk, and not result in harm to residential amenity. It would also not result in harm to highway safety, and would provide a 10% net gain in biodiversity. The proposals are thereby considered acceptable having regard to Policies SP4 (Farnborough Airport); SP4.1 (Type of flying); SP4.2 (Noise, and Flying at Weekends and Bank Holidays) ; SP4.3 (Hours of Operation); SP4.4 (Safety); IN2 (Transport); DE1 (Design in the Built Environment); NE4 (Biodiversity); NE5 (Countryside); Policy (NE8 Sustainable Drainage Systems); NE9 (Surface Water Flooding at Farnborough Airport); DE10 (Pollution) of the Local Plan as well as the Rushmoor Car and Cycle parking 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:
1500-GTA-ZZ-GF-PL-A-000001 Rev P02
1500-GTA-ZZ-GF-PL-A-000002 Rev P02
1500-GTA-ZZ-GF-PL-A-000003 Rev P02
1500-GTA-ZZ-GF-PL-A-000004 Rev P02
1500-GTA-ZZ-GF-PL-A-000005 Rev P02
1500-GTA-ZZ-XX-PL-A-000001 Rev P02
1500-GTA-ZZ-02-PL-A-000001 Rev P02
1500-GTA-ZZ-00-PL-A-000001 Rev P02
1500-GTA-ZZ-XX-PL-A-000002 Rev P02
1500-GTA-ZZ-XX-PL-A-000001 Rev P02

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

3. Prior to the commencement of the development hereby permitted, additional information to demonstrate the achievement of a 10% biodiversity net gain shall be submitted to and approved in writing by the LPA. This shall include the submission of an ecological survey of the site and a revised ecological management plan taking into account that approved under 21/00902/FULPP and this approval.

Reason -To ensure the development makes an adequate contribution to visual amenity and does not result in the net loss of Biodiversity.

4. Construction or demolition work of any sort within the area covered by the application shall only take place between the hours of 0800-1800 on Monday to Fridays and 0800-1300 on Saturdays. No work at all shall take place on Sundays and Bank or Statutory Holidays.

Reason - To protect the amenities of neighbouring residential properties and to prevent adverse impact on traffic and parking conditions in the vicinity.

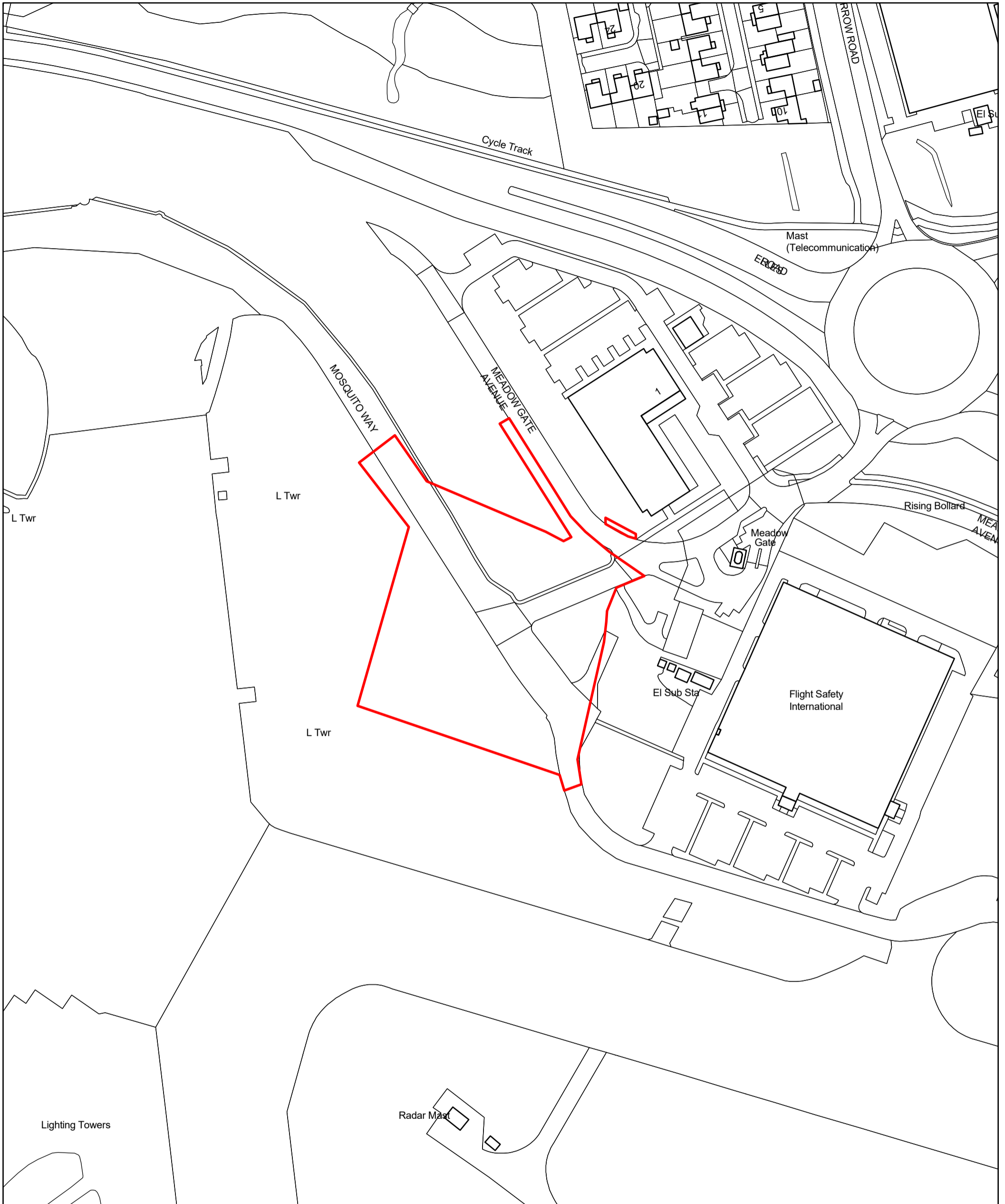
5. All plant and machinery shall be enclosed with soundproofing materials and mounted in a way which will minimise transmission of structure-borne sound in accordance with a scheme to be first submitted to and approved in writing by the Local Planning Authority.

Reason - To protect the amenity of neighbouring occupiers.*


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 – The applicant is advised that any development taking place within the Airport operational boundary is also subject to conditions attached to the operational permission 20/00871/REVPP dated 5th July 2021.

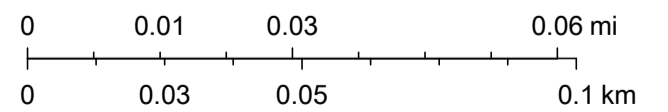
ArcGIS Web Map

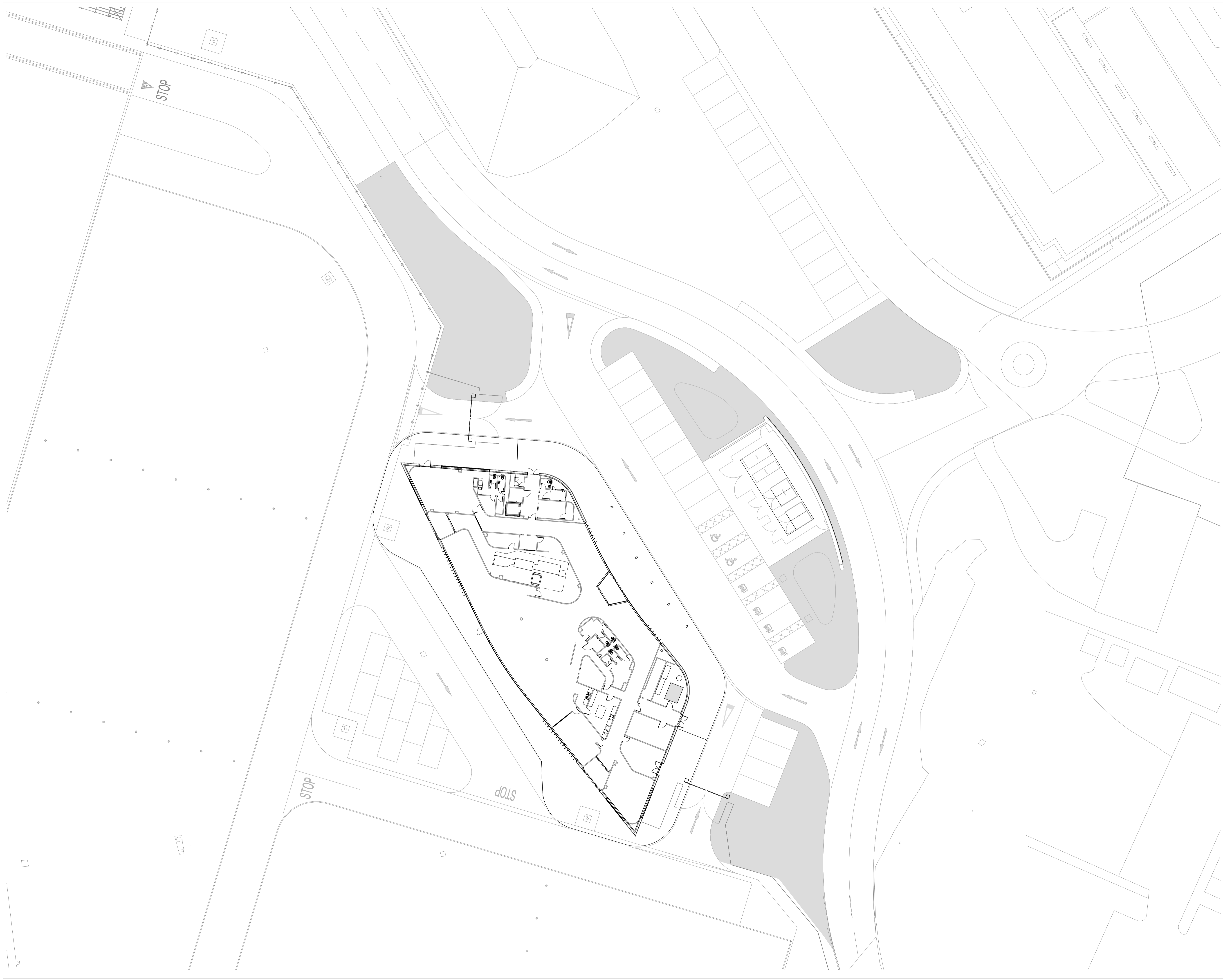


May 31, 2023

 Planning Application

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- 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 edmc and british standards.
 5. 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.
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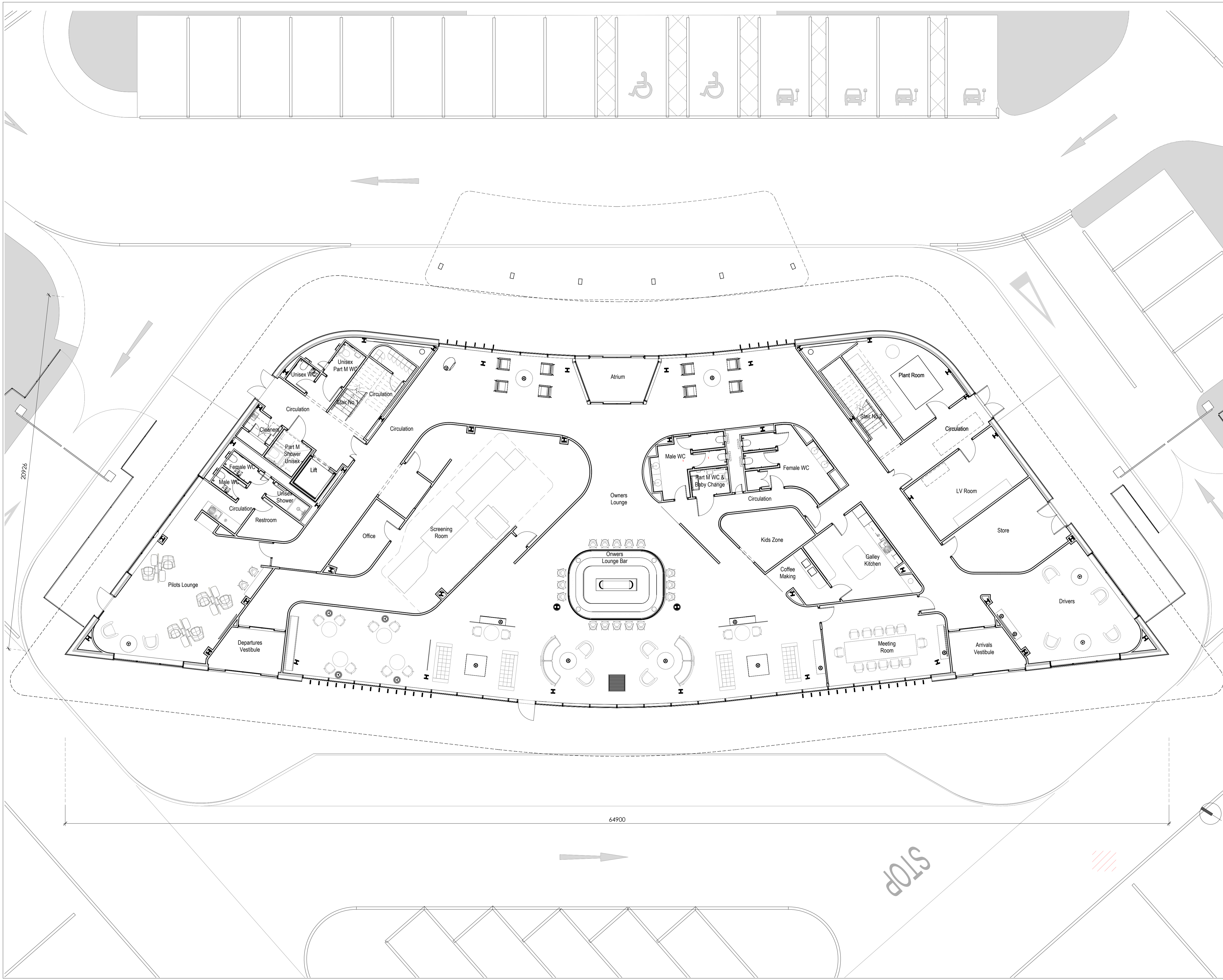
Rev	Date	Description Of Change	Ch.	Ap.
P02	22/03/23	Planning Application	BS	AS
P01	01/03/23	Revision	BS	AS

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Key Plan

Project Name	Scale @A1		
1500 Flexjet Lounge	1 : 250		
Suitability	GTA Project No.		
Tender Issue	1500		
Title			
PROJECT VARSITY FAB FLEXJET LOUNGE Planning Application. Site			
Company	Drawn By	Chk/Approved	Date
GeblerTooth	BS	BS / AS	22/003/2023
Code-Originator-System/Volume-Level-Doc.-Discipline-Identifier			Revision
1500-GTA-ZZ-GF-PL-A-000005			P02



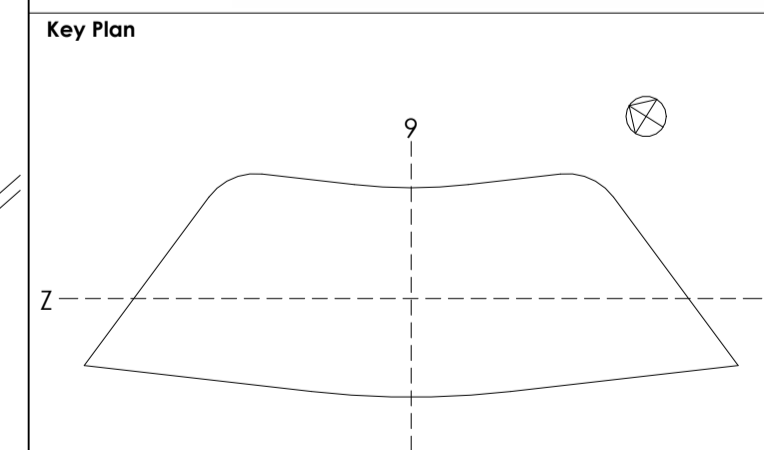
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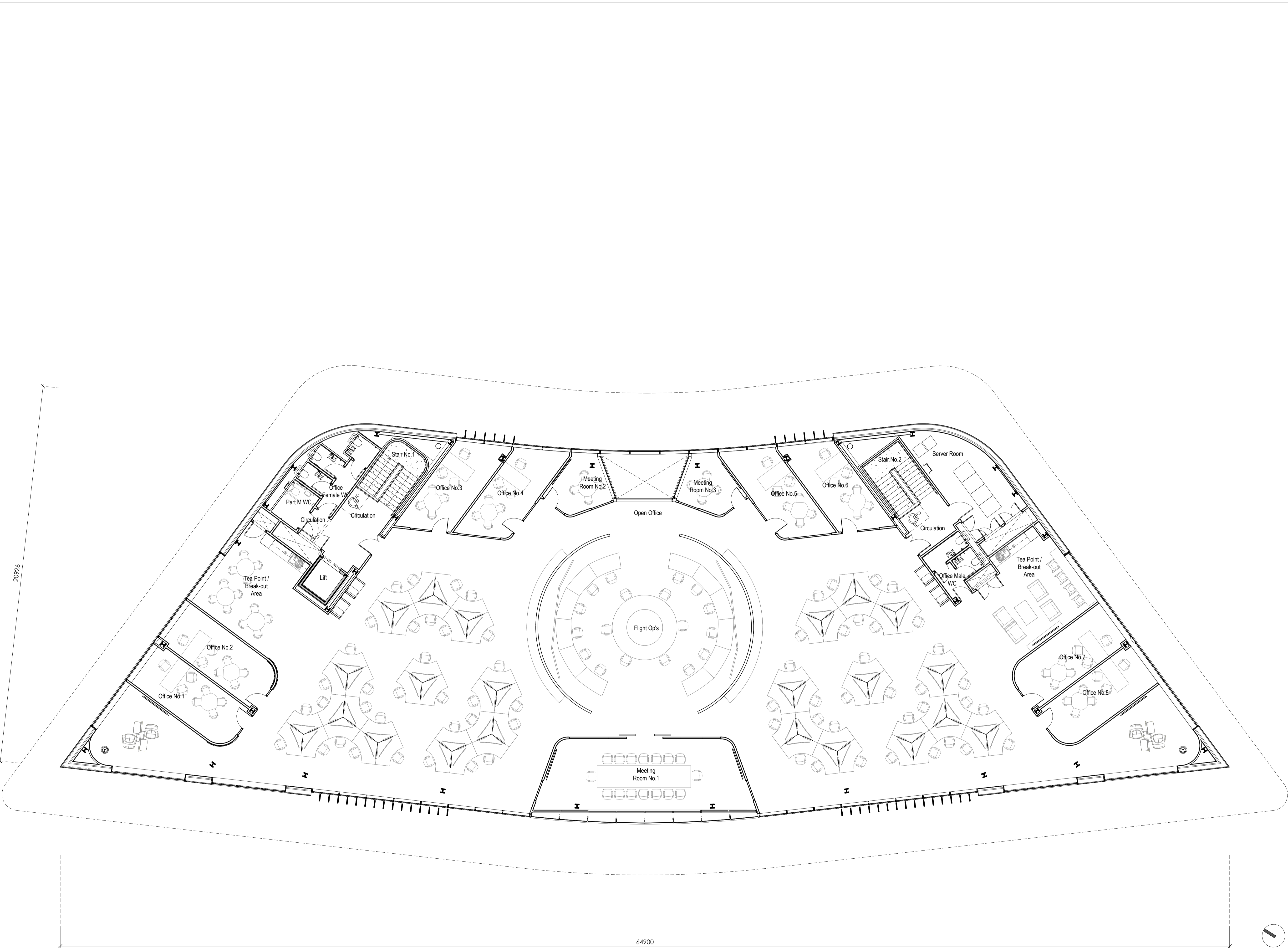
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FARNBOROUGH AIRPORT

FLEXJET



Project Name	1500 Flexjet Lounge	Scale @A1	As Indicated
Suitability	Tender Issue	GTA Project No.	1500
Title			
PROJECT VARSITY FAB FLEXJET LOUNGE Planning Application. Ground Floor			
Company	Drawn By	Chk/Approved	Date
GeblerTooth	BS	BS / AS	22/03/2023
Code-Originator-System-Volume-Level-Doc.-Discipline-Identifier			Revision
1500-GTA-ZZ-00-PL-A-000001			P02



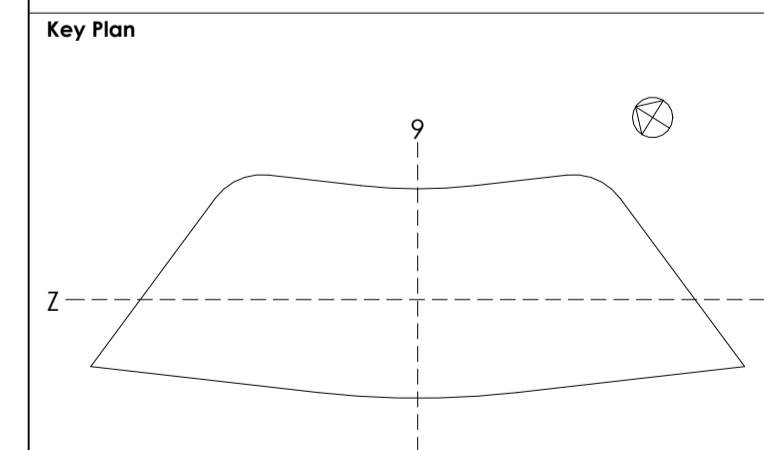
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P01	01/03/23	Revision	BS	AS

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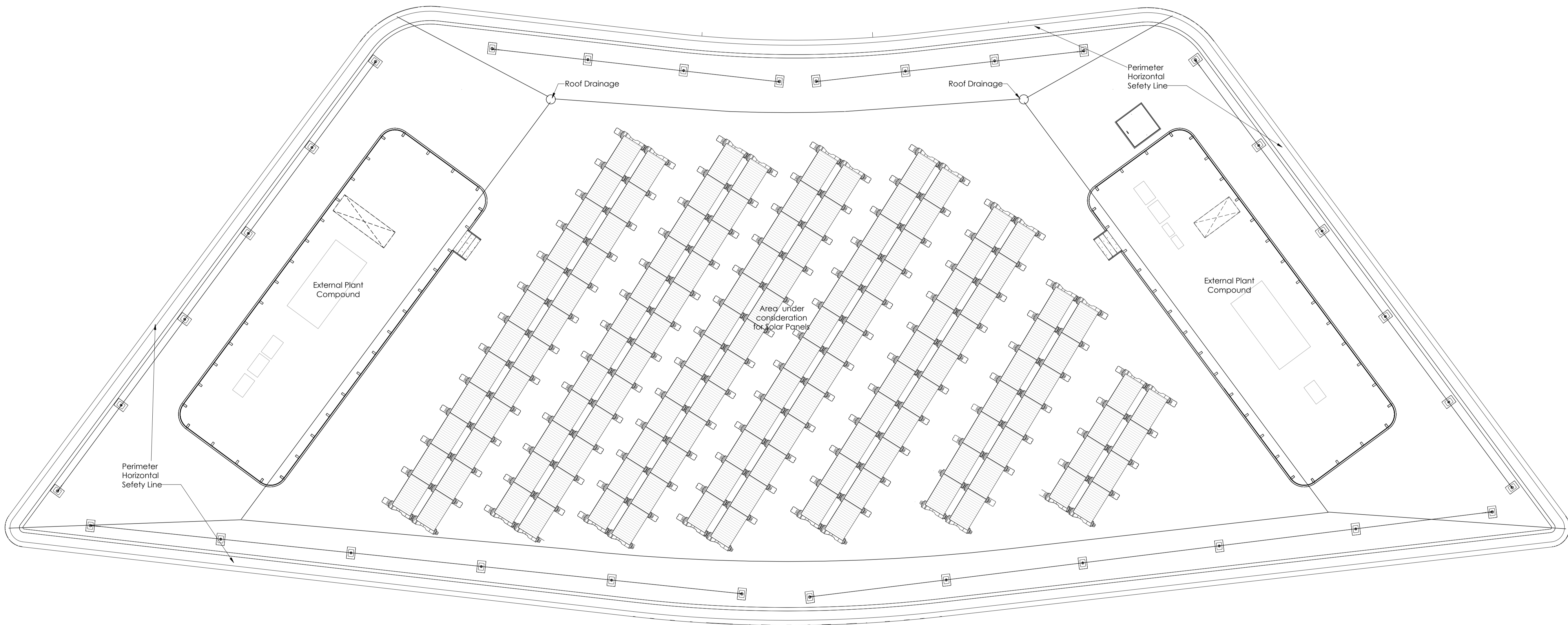


Project Name	Scale @A1
1500 Flexjet Lounge	As indicated
Suitability	GTA Project No.
Tender Issue	1500

Title
**PROJECT VARSITY FAB
 FLEXJET LOUNGE
 Planning Application. First Floor**

Company	Drawn By	Chk/Approved	Date
GeblerTooth	BS	BS / AS	22/03/2023

Code-Originator-System-Volume-Level-Doc.-Discipline-Identifier	Revision
1500-GTA-ZZ-01-PL-A-000001	P02



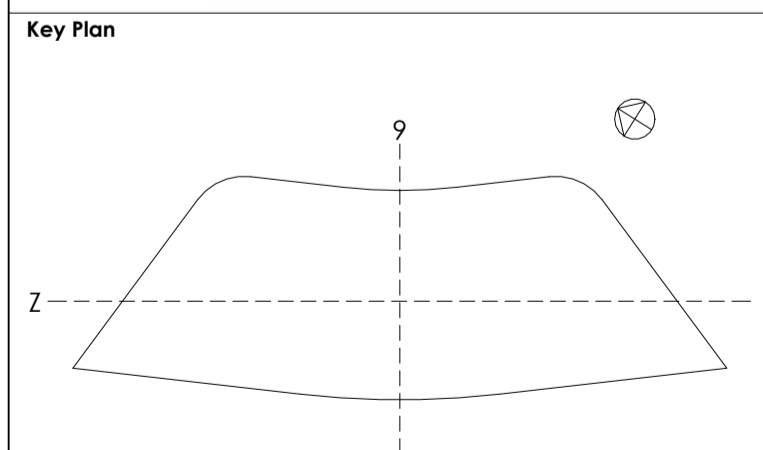
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FLEXJET



Project Name	Scale @A1
1500 Flexjet Lounge	As indicated
Suitability	GTA Project No.
Tender Issue	1500

**PROJECT VARSITY FAB
 FLEXJET LOUNGE
 Planning Application. Roof**

Company	Drawn By	Chk/Approved	Date
Geblertooth	BS	BS / AS	22/03/2023

Code-Originator-System-Volume-Level-Doc.-Discipline-Identifier	Revision
1500-GTA-ZZ-02-PL-A-000001	P02

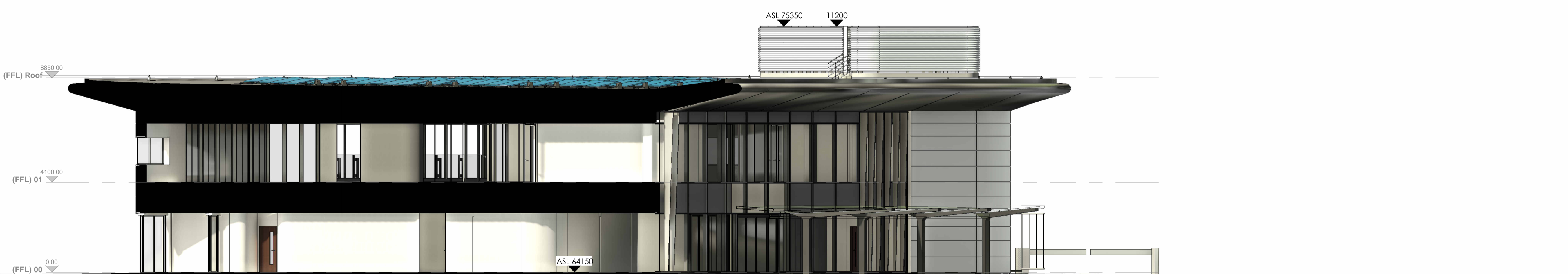
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1 Section A
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2 Section B
1:100



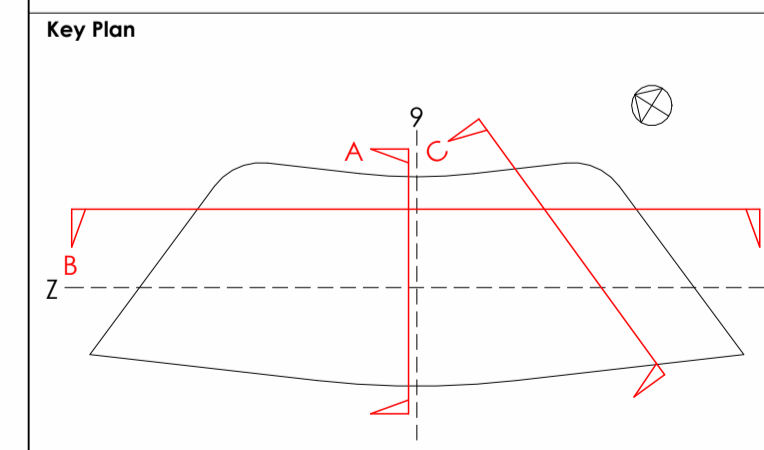
3 Section C
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Company	Geblertooth	Drawn By	BS / AS
Chk/Approved	BS / AS	Date	22/03/2023
Code-Originator-System-Volume-Level-Doc.-Discipline-Identifier			Revision
1500-GTA-ZZ-XX-PL-A-000002			P02