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Case Officer	Keith Holland
Application No.	18/00657/FULPP
Date valid	6 September 2018
Expiry date of consultations	1 October 2018
Proposal	Construction of a new hangar for maintenance, repair and overhaul of aircraft and ancillary offices with associated works including aircraft apron, connection to taxiway, vehicle parking, new access roads and an amended access connecting to Trenchard Way, security fencing, gatehouse, drainage, remediation works and lighting together with associated landscaping.
Address	<b>Farnborough Airport, Farnborough Road, Farnborough</b>
Ward	St.Mark's
Applicant	Gulfstream Aerospace, Ltd.
Agent	Quod (James Guthrie)
Recommendation	<b>GRANT</b>

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## **Introduction**

This report considers the application for full planning permission for the construction of a new hangar for the maintenance, repair and overhaul (MRO) of aircraft and ancillary offices with associated works including aircraft apron, connection to taxiway, vehicle parking, new access roads and an amended access connecting to Trenchard Way, security fencing, gatehouse, drainage, remediation works and lighting together with associated landscaping on land at Farnborough Airport.

Full details of all these aspects have been submitted for consideration with this proposal, with the exception of the location, layout, design and appearance of the gatehouse. Any information shown concerning the gatehouse in this submission is indicative only. Details of the gatehouse will be submitted pursuant to a planning condition on any approval, and it is envisaged that this will be presented by TAG

Farnborough Airport, as those responsible for the security of the Airport, at a subsequent date.

The proposed MRO facility would be operated by Gulfstream Aerospace, Ltd., the world leader in designing, manufacturing, marketing and servicing business jet aircraft. Whilst the company's headquarters is in Savannah, Georgia, USA, it operates facilities on four continents and employs over 15,000 people worldwide.

Gulfstream currently has more than 225 aircraft based in Europe, and at present operates its MRO facility at Luton Airport. However, the company has the need for more modern facilities and greater capacity for its European service centre network, and Luton Airport is moving towards a more commercial focussed operation, rather than business aviation.

Farnborough Airport is exclusively dedicated to business aviation, offers amenities that complement the Gulfstream brand, and has the potential to accommodate the size of development required. Following an extensive site selection process by Gulfstream, working with UK Trade and Investment, which reviewed 10 locations, TAG Farnborough Airport was selected, subject to planning permission, following detailed discussions with Hampshire County Council and Rushmoor Borough Council.

## **DESCRIPTION**

### **The Site and Surroundings**

The application site covers some 8.9 hectares in the north-east corner of the Airport, and includes the site of an existing hangar known as "A" shed. Immediately west of the site and within the airport boundary, is the Airport Fire Station. To the south lie aprons, taxiways and the main runway for the Airport. East of the site is its junction with Trenchard Way, which will form the development's principal access point, whilst north of this access link is a vacant site (known as Plot E), which has an extant planning permission for office development. It is owned by TAG and forms part of Farnborough Business Park. Plot E is bounded to the north by Fowler Avenue.

The application site is not within or near a Conservation Area, but is close to a number of Listed, and Locally Listed, Buildings recognising their importance as aviation heritage assets. The impact of the proposed development upon these assets is assessed later in the report. A small part of the site (in the southwest corner) is covered by a Site of Importance for Nature Conservation designation (SINC).

### **History**

The wider airport site has a long established history as part of the former Defence Evaluation and Research Agency (DERA) and its forebears. In October 2000, outline planning permission was granted for the erection of new buildings and associated structures, installation of aerodrome and ancillary infrastructure works, formation of new vehicular access, and use of the aerodrome for business aviation and related uses. This was subject to a number of restrictions, including the total number of business aviation movements per year, and a limit on flying at weekends and on

Bank Holidays.

In March 2008, permission was granted on appeal to increase the number of movements at weekends and on Bank Holidays from 2,500 to 5,000 per annum. In February 2011, planning permission was granted on appeal to increase the total number of business aviation movements at the Airport from 28,000 per year to a maximum of 50,000 per year, and this remains the primary planning permission governing the business aviation operation at the Airport.

Until recently, this particular site subject to the application, lay partly within the Airport operational boundary and partly within Farnborough Business Park (part of Plot E), which has planning permission for offices. In July 2018, permission was granted for a change of use from business (Use Class B1) to Airport use, such that all the land within the current application boundary now benefits from the Airport use. This in turn gives certain permitted development rights, such as allowing the erection of fencing, hard surfacing and access roads for operational use. These are the enabling works that have been taking place on the site during the autumn of 2018, such as realigning the airport perimeter road around the edge of the application site.

Finally, in August 2018, the Council determined that prior approval was not required for the demolition of "A" Shed, the existing hangar on site constructed in black profiled steel sheeting.

## **The Proposal**

It is proposed to erect a new hangar comprising 21,357 sq.m. floorspace together with 796 sq.m. of external plant. The rectangular hangar would be used for the maintenance, repair and overhaul (MRO) of Gulfstream business aircraft, and measure some 234m. in length, 68.5 m. wide, with an arched roof rising to a maximum of 17.7m. high. Its clear span form is designed to minimise any interruptions or obstructions internally to maximise the flexibility of the hangar to accommodate aircraft. The drawings indicate that the hangar could accommodate up to 13 x Gulfstream G650 aircraft (the largest in their current fleet). The operations to be carried out in the hangar include scheduled maintenance and checks, visual inspections, major and minor repairs, and component replacement. The services offered by the facility would be prescribed routine front line maintenance and required repairs to maintain fleet operability. Aircraft that visit the facility normally would be those passing through Farnborough Airport as part of their normal scheduled routine.

As well as the MRO area, the building would also accommodate support services, such as storage of parts, workshops, staff welfare, plant rooms and ancillary offices. These would be arranged along the back (north) and side (east) of the hangar. The majority of plant spaces are within the building envelope to reduce degradation and minimise opportunities for bird roosting or nesting. Immediately to the west, attached to the hangar and shielded by a screen wall, would be an external plant area containing two sprinkler tanks and a pump house required for the hangar fire suppression system.

The hangar would be located to the north-west of the site, parallel to Fowler Avenue and Templer Avenue, the main distribution road in the Business Park. The south elevation of the building (facing the airport) would contain three bays, each made up

of four individual sliding doors that would open onto a large new apron. This in turn feeds on to a taxiway to the main runway. The east end of the south elevation would comprise a glazed element serving the ancillary offices.

The majority of the east elevation of the hangar would be full height glazing over three storeys with brise soleil. The north (rear) elevation would be predominantly grey profiled metal cladding with ground floor glazing to light a rear corridor running the full length of the ancillary offices in this part of the building. The west elevation would be exclusively grey profiled metal cladding, as would the screen wall around the external plant on this side of the building.

In keeping with the character of the wider Airport, the landscaping is proposed to be kept simple with turf and low growing ground cover shrubs around and within the car parking area and access road. Two new sections of security fence would be installed to protect the “airside” apron. The new fence would match the existing Airport security fence, which is a silver grey wire mesh, featuring a toe and finger proof mesh aperture.

Between the north and east elevations of the new building and the airport perimeter road, a total of 320 car parking spaces would be provided, including 18 suitable for people with disabilities and 16 spaces for electric vehicles (3 of which would have charging points). In addition, there would be 62 bicycle spaces and 14 motorcycle spaces. The car park would be landscaped with turf and low growing ground cover shrubs, similar to much of the rest of airport for operational reasons. Hard landscaping in the form of feature paving would be used to access and service the building.

The principal vehicular access would be via the existing “crash gate” access from Trenchard Way, which would be retained and modified. This lies some 150 metres south of the junction of Trenchard Way and Fowler Avenue. The entrance would then feed onto the airport perimeter road to link to the site. For security purposes, access would be controlled by barriers and a gatehouse to limit access to the airport. Whilst the precise location of the gatehouse has yet to be determined, the barrier will be set back a minimum of 35 metres from the junction, allowing up to 6 vehicles to queue back to Trenchard Way.

It is intended that the gatehouse would be similar in design to those already serving the airport at Ively Gate and Meadow Gate. However, the precise design, location and layout of the gatehouse is to be determined at a later date and this can be controlled by condition.

Deliveries of parts to the MRO hangar are expected to be no more than 10-15 per day using Transit and Luton vans, usually outside peak hours, with a single HGV visiting the site about once a month, when larger parts are needed. Service vehicles would enter the site from the Airport side, utilising the Ively Gate entrance and entering the service yard by the access to the north of the Fire Station. Recycling and waste servicing would be undertaken by TAG’s existing contractor allowing combined journeys and minimising the number of movements on the road network.

The proposed development is expected to accommodate some 260 employees on opening, rising to approximately 500 employees within 5 years, made up of 350 engineers and 150 office staff. The MRO hangar would operate 24 hours a day, 365

days a year, as they do at their current facility at Luton, with 12 hour shift patterns, 4 days on and 4 days off.

It is anticipated that once fully operational, the facility would handle 2,500 aircraft visits per year (potentially 5,000 movements in and out). A good number of these would be passing through Farnborough Airport on their normal routine. This number of flights can easily be accommodated within the current annual restriction on the number of business aviation movements (50,000 per year by 2019). The maintenance and servicing activity would be limited overnight (weekdays 22.00 and 07.00, and 20.00 and 08.00 at weekends and Bank Holidays) in line with existing conditions on other maintenance facilities at Farnborough Airport. All overnight operations would be limited to work within the hangar behind closed doors, and the towing of aircraft on the apron as they are realigned for the next day's activities.

Business aviation flying at the Airport is currently restricted to 07.00-22.00 hours on weekdays, and 08.00-20.00 hours on Saturdays, Sundays and Bank Holidays. There are no proposals in this application to change the times.

It is anticipated that there would be a series of illuminated signs associated with the new facility and these will be subject to a separate application for advertisement consent.

Back in July 2018, the applicant formally requested an opinion from Rushmoor Borough Council as to whether the proposed development would require an Environmental Impact Assessment (EIA). Having regard to the appropriate 2017 regulations, in August 2018 it was determined by Rushmoor that no EIA would be required to accompany the application. Despite this, the submitted application is accompanied by a considerable amount of supporting information including:

Planning Statement	Air Quality Assessment
Design and Access Statement	Flood Risk and Drainage Strategy
Transport Statement	Ground Investigation Reports
Draft Workplace Travel Plan	Built Heritage Statement
Ecological Appraisal	Archaeological Assessment
Reptile Survey	External Lighting Strategy
Noise Impact Assessment	Energy and Sustainability Statement
Information to support a Habitats Regulation Assessment	

## **CONSULTEE RESPONSES**

RBC Planning Policy team	On balance, whilst the proposal represents a departure from the development plan, the material considerations are deemed to be overriding, and no policy objection is raised.
RBC Conservation team	No objection
RBC Ecologist	No objection subject to a condition ensuring that the loss of a part of an area of acid grassland (within the SINCC) to the new apron is adequately mitigated.

RBC Employment and Skills	Offers support for the application which commits to engage with local colleges and employment schemes, and to ensure that local people benefit from the opportunities created by the construction and the future operation of the development.
RBC Head of Environmental Health	No objection with regard to air quality issues since the aviation movements associated with this proposal are within the current permitted levels. No objection on noise grounds subject to a condition requiring a noise management plan
HCC Highways Development Planning	No objection subject to planning conditions to secure a satisfactory Workplace Travel Plan and fees, a Construction Traffic Management Plan, adequate access arrangements and a setback of the gatehouse from Trenchard Way to allow for queuing traffic.
HCC Economic Development	Delighted to support the application for this purpose built facility.
HCC Planning	No response
HCC County Archaeologist	In the light of the lack of archaeological potential and the impacts created by modern development, would not wish to raise any archaeological issues in this instance.
Enterprise M3 LEP	No response
Environment Agency	No objections subject to planning conditions requiring a remediation strategy.
Thames Water	No response
Flood and Water Management HCC	Further information received, no objection.
Natural England	considers that the proposed development will not have significant adverse impacts on designated sites and has no objection.
Historic England	do not wish to offer any comments but suggest we seek the views of our specialist conservation and archaeology advisers.
TAG	Raise no objection and see no reason why an approval should not be granted.

National Air Traffic Safeguarding	The proposed development does not conflict with our safeguarding criteria. NATS has no safeguarding objection to the proposal.
Health and Safety Executive	HSC Planning Advice has confirmed that it does not have an interest in the development
Civil Aviation Authority	No response
Airports Policy Division Department for Transport	The proposal is consistent with the general thrust of Public Safety Zone policy.
Hampshire Fire & Rescue	Advises that the development should be in accordance with Approved Document B5 of the Building Regulations and Section 12 of the Hampshire Act 1983. Standard advisory comments are made in relation to access for high reach appliances, fire protection, testing of fire safety systems, water supplies and the use of timber framed buildings.
Scottish & Southern Energy	No response
Southern Gas Network	No response
Farnborough International Ltd.	No response
Farnborough Air Sciences Trust	No response

### **Neighbours notified**

All occupants of Farnborough Business Park and The Gloster PH.

In June 2018, agents for the applicant presented the proposed development to the Farnborough Airport Consultative Committee, and members of the FACC have also recently been sent a brochure explaining the proposal, as have Members of Rushmoor Borough Council.

The application has been formally advertised as a departure from the current development plan, and this matter is addressed in the following section on Policy issues

### **Neighbours comments**

Initially, the owners of Farnborough Business Park lodged a holding objection to the application relating to the potential noise impacts on workers in the business park and the lack of acoustic information or mitigation. However, following the submission of further information by the applicant, the objection has been withdrawn. The occupiers of the business park are specifically mentioned in the proposed condition requiring a Noise Management Plan to ensure adequate protection.

## **Policy**

### **National policy background**

#### **National Planning Policy Framework (NPPF)**

The National Planning Policy Framework (NPPF, July 2018) sets out that the purpose of the planning system is to contribute to sustainable development. To achieve this, the planning system has three overarching objectives – economic, social and environmental – that are interdependent and need to be pursued in mutually supportive ways.

With regard to the economic objective (paragraph 8), this seeks, *“to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure.”*

Paragraph 80 states that, *“Planning policies and decisions should help create conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development.”*

Paragraph 104 notes that planning policies should, *“f) recognise the importance of maintaining a national network of general aviation airfields, and their need to adapt and change over time – taking into account their economic value in serving business, leisure, training and emergency service needs, and the Government’s General Aviation Strategy.”*

#### **Enterprise M3 Local Economic Partnership (M3 LEP)**

The Enterprise M3 LEP Strategic Economic Plan (SEP) (March 2014) maps the key economic assets of the LEP area, of which TAG Farnborough is considered to be one. The SEP also confirms that the LEP area has world-class sectors in ICT and digital media, pharmaceuticals, **aerospace** and defence and professional and business services. These four sectors are identified as priority sectors by the LEP.

Farnborough is identified as one of four growth towns in the LEP area (the others are Basingstoke, Guildford and Woking). The SEP states that these towns deliver one third of the jobs and GVA of the Enterprise M3 area, and this will continue to increase: *Ensuring their success is fundamental to the success of the whole area and the UK economy as a whole.*

### **Local policy background**

#### **Planning Policy Context**

The development plan as it relates to this proposal currently comprises the Rushmoor Core Strategy, 2011, and the saved policies in the Rushmoor Local Plan Review (2000). In addition, given that the Rushmoor Local Plan, Draft Submission, June 2017, is proceeding through its Examination, and has just been subject to Major Modifications consultation (which closed on 19<sup>th</sup> October 2018), significant weight can be afforded to this document in respect of the future planning policy in relation to the site the subject of the proposal.



### **Rushmoor Core Strategy (CS)**

The CS vision notes that Farnborough Airport will continue to be a business aviation facility of the highest quality, and Objective E of the Core Strategy seeks to encourage the continuation of business aviation flying at Farnborough Airport.

The site adjoins the Airport, and although it is within the ownership of TAG, does not fall wholly within the defined Airport operational boundary in the adopted development plan. Part is designated as a Key Employment Site in the Core Strategy, and Policy SS1 (the Spatial Strategy) and Policy CP8 of the Core Strategy are therefore applicable in determining the acceptability of the principle of the proposal.

A small part of the site (in the southwest corner), where an extended apron is proposed, is covered by a Site of Importance for Nature Conservation designation (SINC). Policy CP15 applies.

### **Rushmoor Local Plan Review (RLPR)**

Saved Policy FA3 applies regarding the redevelopment of the “main factory site” for employment use.

### **Draft Submission Rushmoor Local Plan, June 2017**

#### ***Policy SP4 – Farnborough Airport***

Within the defined Farnborough Airport Planning Policy Boundary (APPB), development is restricted to that supporting business aviation and associated Airport related uses. On the Policies Map accompanying the Draft Submission Local Plan, part of the site the subject of the proposal falls outside, but directly adjoining, the proposed Airport Planning Policy Boundary (within which Policy SP4 would apply).

#### ***Policy PC1 – Economic Growth and Investment***

Policy PC1 sets out an approach that seeks to enable growth and retention of existing businesses within the Borough through the protection and regeneration of Strategic Employment Sites for B-class uses, and support for the delivery of infrastructure to contribute to the improvement of skills and education. The policies in the draft Local Plan seek to protect the majority of these sites to ensure a portfolio of employment sites and premises to meet future needs.

### ***Local Plan Main Modifications Consultation September 2018***

Consultation on [Main Modifications](#) to the emerging Local Plan closed on 19<sup>th</sup> October 2018. With regard to proposed Modifications relevant to this proposal, Main Modification 135 proposes to modify the Airport Planning Policy Boundary (APPB) designation (associated with Policy SP4) to include land on the south side of Templar Avenue and Fowler Avenue, with commensurate modifications to Farnborough Business Park boundary (Policy PC4) and the associated Strategic Employment Site boundary (Policy PC2) to remove this land.

The rationale for this change reflects the grant of planning permission (subject to conditions) for the change of use of land from business (Use Class B1) to Airport operational land, as determined under planning application reference 18/00454/FULPP, which was considered by the Council’s Development Management Committee on 18<sup>th</sup> July 2018. This change of use was sought in order

to form part of a suitable site to accommodate a proposed future redevelopment to provide a new maintenance facility, repair and operations centre for the aircraft manufacturer, Gulfstream.

The effect of the grant of this planning permission is that preparatory infrastructure works, such as the realignment of the internal distributor road, can come forward as permitted development, and in fact, such works are under way. The consequence of the grant of planning permission is that the land subject to the current application now benefits from a planning consent to function as Airport operational land. The opportunity to update the Policies Map to reflect this change of use has therefore been taken as part of the Major Modifications process for the emerging Local Plan. The effect of this mapping amendment is that Policy SP4 applies to the land, bringing with it a presumption in favour of development relating to that supporting business aviation and associated Airport related uses.

## **Determining Issues**

The key determining issues in this planning application are:

- 1) The principle of the development
- 2) Design and appearance
- 3) Public Safety Zone
- 4) Highway, access and parking considerations
- 5) Noise Impact
- 6) Economic Development and Employment
- 7) Landscape and Visual Impacts
- 8) Biodiversity and Ecology
- 9) Drainage, flood risk and Surface Water
- 10) Energy and Sustainability issues
- 11) Air Quality
- 12) Heritage
- 13) Construction
- 14) Ground Contamination and Remediation

## **Commentary**

### **1. Principle of the development**

The adopted planning policy framework identifies part of the land the subject of the proposal as a Key Employment Site. Whilst the site does not wholly fall within the boundary of the Airport for the purpose of applying Policy SP6 of the Core Strategy, the land has a close physical relationship with the existing Airport activities, being within TAG's operational boundary, and wholly under the control of TAG in terms of land ownership.

The Key Employment Site designation is reflected in the Draft Submission Local Plan, through the identification of the site as a Strategic Employment Site, falling under the Farnborough Business Park policy designation. The emerging Local Plan is currently under Examination, and the Hearing Sessions took place in May 2018. Consultation on Main Modifications to the Plan ended on 19<sup>th</sup> October 2018, with the receipt of the Inspector's Report expected later in 2018.

As noted above, planning permission was granted in July 2018 for a change of use of the land the subject of the proposal from business (Use Class B1) to Airport operational land. This consent is reflected in the current modification consultation on the requisite amendment to the Policies Map. Whilst the Plan is yet to be adopted, due to its advanced stage of preparation, the policies therein are gaining significant weight in terms of being a material consideration in the determination of planning applications.

In seeking consent for the construction of the hangar, this builds on the principle of the existing consent for the use of land for aviation related use, and would enable the delivery of complementary aviation facilities on the TAG Farnborough Airport site. The current proposal will accommodate increased demand for aircraft storage and on-site aircraft servicing and maintenance to support the business aviation function of the site, and would enable the delivery of aviation related uses on land already within the Airport's ownership. The air traffic movements associated with the proposal would be accommodated well within the existing annual movement limit number, and would not result in any demonstrable change in demand in terms of permitted air traffic movements.

In the adopted development plan (Core Strategy), the land is partly designated as a KES, to which Policy CP8 applies. This directs major B-class employment development to locations such as Farnborough Business Park. However, weighing strongly in favour of the proposal are the economic benefits of the Airport to the local and regional economy (as demonstrated in the 2009 study of the Economic Impact of Business Aviation at Farnborough Airport), further recognised in the Enterprise M3 LEP's Strategic Economic Plan. Significant weight can therefore be afforded to the economic benefits of the use of the site for an aircraft Maintenance, Repair and Overhaul (MRO) facility, reflecting the grant of planning permission 18/00454/FULPP in July 2018 for the use of the land for aviation related use, and the resultant main modification to reflect this in the APPB designation.

Moreover, the policy framework does support the introduction of new non B-class uses on Key Employment Sites where they would support, or not be detrimental to, the function and operation of the site. Where possible, non B-class uses should generate employment themselves. The grant of this application would result in the delivery of an aircraft maintenance operation, bringing with it around 500 direct jobs, as well as more indirect employment to the local area through associated supply chains. The types of activity to be undertaken in the MRO are storage and maintenance activities, which in themselves replicate the types of activity that would be accommodated in traditional B-class premises in any event.

Whilst some of the land the subject of the proposal is part of Plot E of the business park, the effect of planning permission 18/00454/FULPP has changed the use of this land to part of the Airport's operational area. However, a significant proportion of Plot E remains, with the potential for the delivery of some B-class employment use along the Fowler Avenue frontage. Moreover, the introduction of the MRO facility in this location will bring with it the capacity for a multiplier effect in terms of the significant economic benefits arising from the presence of Europe's premier business aviation airport in Farnborough. These benefits would outweigh notably the minimal impact on the supply of land for traditional B-class uses in this location.

Business aviation movements associated with the proposed MRO hangar can easily

be accommodated within the current restrictions on flying at Farnborough Airport.

### ***Policy Conclusions***

The proposed change of use from B-class use to Airport use represents a departure from the development plan. The issue to be determined is whether overriding material considerations exist that warrant this departure, such that the proposal is considered to be acceptable in land use planning terms. Whilst technically the proposal does not reflect the policy in the adopted development plan, the advanced stage in the preparation of the Rushmoor Local Plan, including the proposed mapping modification, and the grant of consent for the use of the land for Airport related uses, weigh heavily in favour of the proposal.

Moreover, significant economic benefits would arise from its grant in terms of direct, indirect and induced economic benefits, not only in terms of direct employment, but also in the supply chain. The NPPF attaches great weight to a strong economy as one of the overarching objectives of sustainable development, and requires local authorities to take into account both local businesses and wider opportunities for development. The economic significance of the Airport, and the associated aerospace industry, to the economic health of not only Rushmoor, but the wider Enterprise M3 LEP area, and in turn, the national economy, is recognised in the LEP's Strategic Economic Plan. All these factors add significant weight to the economic benefits of the delivery of this MRO facility, and these are to be weighed in the balance against the loss of a small part of a KES from the supply of land for traditional B-class uses. On balance, whilst the proposal represents a departure from the development plan, the material considerations are deemed to be overriding, and no policy objection is raised.

## **2. Design and Appearance**

The design of the new hangar with its simple, clean, modern lines reflects the approach taken on many of the other airport buildings. Whilst by its very nature, the building is large, it sits well within the vast openness of the airport to the south and similarly relates well to modern buildings on the neighbouring Farnborough Business Park to the north.

The limited palette of materials proposed for the external surfaces of the building comprising profiled metal cladding, pressed and painted steel gutter fascias and flashings, aluminium louvres and brise soleil, and an aluminium standing seam arched roof helps create a high quality design that respects and compliments the character and appearance of the area.

## **3. Public Safety Zone**

The gatehouse to serve the new development and an initial section of the principal vehicular access road would be sited within the existing Public Safety Zone. It is noted that the design and location of the gatehouse for the facility in the current planning application is indicative, and is to be subject to later determination through the submission of details pursuant to a planning condition. The supporting information that accompanies the application suggests that there will be a limited

amount of activity at the gatehouse, restricted to only one member of staff (or maybe two at shift change), and it therefore concludes that its location in the PSZ is not considered to be an issue. Whilst the precise location of the gatehouse is not to be determined as part of this planning application, careful consideration will need to be given to this issue in finalising the details of the gatehouse, and the wording of conditions to restrict its use. Government advice on development within Public Safety Zones is given in the DfT Circular 01/2010, Control of Development in Airport Public Safety Zones.

Paragraph 1 of the Circular notes that, *“The basic policy objective governing the restriction on development near civil airports is that there should be no increase in the number of people living, working or congregating in Public Safety Zones and that, over time, the number should be reduced as circumstances allow.”*

Paragraph 11 notes the circumstances where development may be permissible within Public Safety Zones, as exceptions to the general presumption. Relevant to the proposed gatehouse, criterion (vi) refers to, ***“development of a kind likely to introduce very few or no people on to a site on a regular basis. Examples might include unmanned structures, engineering operations, buildings housing plant or machinery, agricultural buildings and operations, buildings and structures in domestic curtilage incidental to dwellinghouse use, and buildings for storage purposes ancillary to existing industrial development;”***

Paragraph 5.35 of the of the planning statement that supports the application notes that, *“The principal vehicular access to the proposed MRO Hangar will be via the existing ‘crash gate’ access from Trenchard Way, which will be retained and modified. For security purposes, the access will be controlled by barriers with a manned gatehouse to limit access to the airfield, with the barrier set back a minimum of 35 metres...from Trenchard Way. This will allow up to c. 6 vehicles to be queued at the barrier before the major arm of the junction is impacted upon. Whilst this is unlikely to happen, the 35m gives sufficient queue length to be assured that vehicles will not block Trenchard Way. The gatehouse will be designed and manned similar to the existing gatehouses at Ively Road and Meadow Gate Avenue, and will be managed by TAG.”*

To be quite clear on this issue, and as suggested by the Circular where clarity is needed, the proposed development has been referred to the Airports Policy Division (now Aviation Strategy and Consumers Division) at the Department for Transport. They confirm that the proposal is consistent with the general thrust of PSZ policy, and do not raise any objection. A series of planning conditions are proposed to be applied to clarify the location and design of the gatehouse.

#### **4. Highways, Access and Parking**

##### ***Sustainable Transport Accessibility***

Hampshire County Council (HCC) as the highway authority have commented that connections to the site by cycle and by foot are of a good standard and are considered acceptable. Whilst the closest bus stops to the site on the business park are some 600m. away and are only served by a shuttle service, HCC notes that there are bus stops on the A325 and at Boundary Road served by a good level of public service. They consider the site to be accessible by sustainable modes.

### ***Highway Safety***

HCC, as highway authority, has undertaken an independent assessment of accidents in the vicinity of the site, and concluded that given the forecast traffic generation and distribution, they do not believe that accident patterns will be exacerbated by the proposal.

### ***Access Arrangements***

Staff access to the development, which will form the majority of the trips, would be taken by modifying an existing gated access point from Trenchard Way, which is a private road and not a public highway. Nevertheless, HCC have made some detailed comments with regard to visibility splays, which the applicants have accepted.

HCC acknowledge that there would be a set back of the gatehouse from the junction to allow stacking capacity for queuing vehicles waiting to access the site, and suggest that the set back is secured through a planning condition. An additional condition is required to ensure a satisfactory form of access.

### ***Parking and Internal Layout***

HCC have reviewed the proposals against the Council's adopted Car Parking Standards. Since the proposed use does not easily fall within a set use class (regarded as sui generis), there is no directly attributable standard. A comparison with Class B1 (b) and (c) use (research & development and light industrial) indicates that for this level of floorspace a **maximum** of 478 spaces would be required.

The proposed number of parking spaces is 320. However, despite the significant difference, HCC believes that the Transport Statement accompanying the application presents information to justify this number would be acceptable. The operation would be run on shift patterns which demonstrate that the peak staff level on site at any one time would be 300, and this for only short periods when shifts change. Furthermore, they consider this to be a worst case scenario, as it assumes every member of staff will drive a private vehicle, and does not account for sickness or annual leave. In this regard, HCC as the highway authority do not raise an objection to the proposed level of parking.

HCC have made some suggested minor amendments with regard to the car park layout but are generally content with the approach, and the applicants have confirmed that it will be designed in accordance with the Council's adopted Car Parking SPD.

### ***Trip Generation and Development Impact***

HCC comments that with regard to trip generation to and from the site, it is forecast that due to the working times and shift patterns, staff will arrive before the AM peak and leave either before or after the PM peak hour. However, it is noted that shift patterns may change such that the site could generate substantially more trips during peak hours.

As a result, HCC requested a "sensitivity test" of traffic impact be prepared assuming that staff may travel in peak hours, and this has been submitted and considered. This models the impact on Meadow Gate Roundabout (junction of Elles Road / Templer Avenue / Meadow Gate Avenue / Arrow Road on the A327). Whilst there would be increased traffic on the junction under this scenario, HCC conclude that given the proposed development will operate on a shift basis and is unlikely to

generate the level of peak hour trips put forward in the sensitivity test, and given that Templar Avenue is a private road, the highway authority do not consider that any mitigation is required at this junction.

### **Travel Plan**

A draft Workplace Travel Plan was submitted with the application, which HCC have commented upon and made some suggested amendments to be accommodated in the final version. The final Travel Plan can be secured through a planning condition.

### **Highways Conclusion**

HCC, as the highway authority, raise no objection to the proposal from a highways and transportation perspective, subject to planning conditions to secure delivery of a Workplace Travel Plan, the submission of Construction Traffic Management Plan, satisfactory visibility splays and an adequate setback of the entry barrier from the access point.

## **5. Noise Impact**

The originally submitted planning application was accompanied by a Noise Impact Assessment (NIA) (document reference: 18-0494.02 issue 1), conducted in accordance with the NPPF guidance. It utilises a noise survey at the existing Gulfstream operation at Luton to establish source levels for operations that would form part of the new development and a second survey at the proposed site. Subsequent analysis allows the determination of the noise environment for the proposed development, and compares the results with adopted criteria.

Rushmoor's Environmental Health team have carefully considered the information submitted and have sought further clarification on a number of issues, which led to further submissions of the NIA and a separate Noise Statement. Further information had been sought with respect to operations in the Hangar and on the apron, particularly the use of ground power units (GPUs) and auxiliary power units (APUs), and with regard to the possible impact of operational noise on the existing offices at Farnborough Business Park.

Environmental Health comment that:

*"The resubmitted Noise Impact Assessment (Doc Ref: 18-0494-02 issue 3) has assessed noise from operations at the proposed facility. It has measured the noisiest activities that currently take place at the existing Gulfstream site at Luton Airport, assessed the existing noise environment around the application site, and then considered what the likely impact would be if these noisy activities took place during the quietest day and night-time periods. The assessment has taken place at the nearest noise sensitive receptors on Farnborough Road and Pinehurst Avenue. The report therefore considers a worse-case noise scenario with no mitigation measures in place.*

*The noisiest activities likely to take place on site would be the use of ground power units (GPUs), auxiliary power units (APUs) and the ground running of aircraft for testing purposes.*

*The existing Section 106 Legal Agreement (covering the whole business aviation operation at Farnborough Airport) prohibits the running of APUs between 22:30 and 06::30. It further stipulates that engine ground running/testing is to be avoided as far*

*as reasonably practical and can only take place between 08:00 and 20:00 Monday to Friday. Ground runs can only take place on Saturday, Sunday and Bank Holidays between 09:00 and 20:00 but only if there is an essential operational or safety reason. In addition, whilst the proposed facility will operate 24 hours a day, 7 days a week, Gulfstream have committed to ensuring that any maintenance and servicing activity between 20:00 and 07:00 on weekdays and 20:00 and 08:00 on weekends and Bank Holidays will not generate noise likely to impact on nearby sensitive uses. This is in line with the Council's emerging Local Plan policy. As a result, the noisiest activities identified will not take place during the night. During this period, the bulk of work will be contained within the Hanger and only electrical power units will be in use. The Noise Impact Assessment confirms that there would be no impact from night-time activities (between the hours of 22:00 to 07:00), and Environmental Health can accept this conclusion.*

*With regards daytime noise (07:00 – 22:00 hours), without any mitigation in place, the noise levels at the nearest residential premises on Farnborough Road could be considered intrusive in outside amenity space. This conclusion needs to be considered within the context of the application site being an operational airport and there already being periods of significant noise during the airport's operational hours. The level of noise identified within the report will be less noticeable during regular daytime hours when the airport is busier and where the ambient noise environment at the nearest residential properties will be louder due to existing road traffic noise.*

*With regard to the potential noise impact on the neighbouring Business Park, provided noisy operations take place on the apron such that the Hanger acts as a barrier, then noise levels at the façade of the nearest offices will be no more than would be expected from passing road traffic. Given the level of acoustic insulation these buildings should already be provided with to protect against existing airport noise, noise from the development should have no adverse impact on the internal noise environment of these offices.*

*To mitigate the potential adverse impacts of the development, the Noise Assessment makes a number of recommendations. The application is also accompanied by a Noise Statement from Gulfstream, in which they commit to implementing noise control measures to minimise disturbance as far as is practicable, and which would form the basis of an operational Noise Management Plan. This Plan will be a live document, so can be adapted to address any particular concerns that may arise throughout the lifetime of the development."*

Therefore, with regard to noise impact, Environmental Health conclude:

*".....that provided noise mitigation measures are implemented as proposed, there would be little risk of noise adversely impacting on neighbouring sites. To this end, it may be considered prudent to apply a condition, should the Council be minded to grant consent, requiring the submission of a Noise Management Plan, in accordance with the submitted Noise Statement. A draft should be submitted and agreed with the Council prior to occupation of the site. This will be a live document that will be reviewed, in conjunction with the Council, after one year of operations commencing, and as required thereafter should noise issues arise. The plan should include a noise monitoring strategy to ensure the effectiveness of measures implemented and an appropriate process for the proper investigation of any noise complaints received."*

Originally a holding objection had been submitted by the owners of Farnborough



Business Park relating to the potential noise impacts on workers in the business park and the lack of acoustic information or mitigation. However, following submission of more detailed information and assurances, and the inclusion of a planning condition to ensure a Noise Management Plan, this objection has since been withdrawn.

## **6. Economic Development and Employment**

The Airport Policy Framework (APF) (2013) states that the Government wants to see the best use made of existing airport capacity. However, it does recognise that the development of airports can have negative as well as positive local impacts, including noise levels. It therefore expects proposals for expansion to be judged on their individual merits, taking careful account of all relevant considerations, particularly economic and environmental impacts. It should be noted that the proposal does not seek any increase in the already permitted maximum number of business aviation movements (50,000 by 2019 allowed on appeal) and that the impact of aircraft noise on the local area was thoroughly assessed at that time.

Significant economic benefits would arise from this proposal in terms of direct, indirect and induced economic benefits, not only in terms of direct employment, but also through the multiplier effect in the supply chain, utilising local businesses, suppliers, and traders. Whilst it is expected that a number of specialist engineers are likely to relocate from Gulfstream's existing facility at Luton, there would be a need to recruit a significant number of local technicians, support and office staff. The proposed development is expected to generate about 500 direct job opportunities once fully operational.

TAG has already established close links with local colleges, and Gulfstream has indicated a commitment to build on this, hoping to collaborate with the colleges to enrol local technical apprentices to train up aviation technicians for the future. Gulfstream has also committed to engaging with Rushmoor Employment Skills Zone (RESZ) to help maximise the opportunity to employ local people in both the construction and operational stages of the development. RESZ looks to provide employment and training support for people in Rushmoor, helping them to access job and personal development opportunities.

The proposed development is strongly supported by the Economic Development team at Hampshire County Council. They comment that HCC continues to support the delivery of this project, in partnership with Rushmoor Borough Council and Enterprise M3 Local Economic Partnership, and expect this investment to create significant economic benefits to Farnborough and the wider economy, not only through direct employment opportunities but within Gulfstream's supply chain companies. They add that Gulfstream's investment in Farnborough will benefit local tax payers, bring attractive employment opportunities to the area and generate additional business rates from the new facility, helping to underpin the delivery of local services by RBC and HCC.

HCC further states: *“ Both Gulfstream and its employees will bring spending power into the Borough, utilising local services, generating further economic benefit as they earn and spend their wages in the local community. In the wider context of foreign direct investment, this project represents a significant achievement. Gulfstream is a globally recognised premium brand, at the leading edge of aircraft design and manufacture. Gulfstream's relocation raises the profile and enhances the credibility*

*of Farnborough as a business location, in turn assisting the attraction of new inward investment into the Borough.”*

Rushmoor's Skills and Employment Officer comments that the Skills and Employment Plan submitted with the application makes a strong commitment to engage with local colleges and employment schemes to maximise opportunities created by construction and new business in the borough for local people, and is pleased to support the application.

## **7. Landscape and Visual Impact**

The landscaping approach for the development, whilst not extensive, is appropriate for its location on an operational airport and is consistent with the open environment generally. The design of the hangar complements the other suite of recent airport buildings, highlighting clean modern lines with silver/grey cladding.

Policies in the emerging Local Plan seek to preserve the natural environment and general amenity by ensuring development does not give rise to or would be subject to unacceptable levels of pollution, including light pollution (Policy DE10). The applicants state that all lighting units would be carefully located and angled so that light distribution is on the carriageway / apron surface and light trespass beyond the intended area is restricted.

The Environmental Health team has considered the External Lighting Strategy submitted with the application and is satisfied that the lighting installations associated with the development would comply with the Institute of Lighting Engineers guidance for the reduction of obtrusive light, and does not consider that a planning condition is required with respect to this aspect.

## **8. Biodiversity and Ecology**

Natural England raise no objection to the proposed development. Based on the submitted plans, they consider that it would not have significant adverse impacts on local designated sites: Bourley and Long Valley Site of Special Scientific Interest (SSSI), which is part of the Thames Basin Heaths Special Protection Area (SPA); Eelmoor Marsh SSSI, which is also part of the Thames Basin Heaths SPA; and Basingstoke Canal SSSI.

There is no proposal to increase business aviation movements at the Airport, over and above that already permitted, as a result of this proposal, such that it is concluded it would not have an adverse impact on the SPA or the SINC locally. Lighting levels and its possible impact upon the SINC has also been assessed, and bearing in mind the current situation and use as an airport, the proposal is unlikely to have a heavy impact.

The loss of a small part of the acidic grassland SINC which extends across much of the Airport is recognised, and a planning condition added to ensure adequate mitigation through a process of biodiversity offsetting, to create additional replacement habitat elsewhere.

## **9. Drainage, Flood Risk and Surface Water**

The Flood Risk Assessment and Drainage Strategy submitted with the application confirms that the site is within Flood Zone 1 which is considered suitable for all forms of development and would be at low risk from all sources of flooding. It is proposed that the existing means of surface water disposal be retained for the Apron area, along with appropriate sustainable drainage approaches where practical for other areas.

The reports conclude that, provided an appropriate surface water drainage strategy is employed, the development would be suitable in the location proposed, would be at low risk from all potential sources of flooding, would not place additional persons at risk of flooding and would offer a safe means of access and egress, and would not increase flood risk elsewhere through the loss of floodplain storage or impedance of flood flow. As a consequence, the proposals meet the flood risk requirements of the NPPF.

HCC flood and water management team were, on request, supplied by the applicants' consultants with additional information and drawings setting out maintenance regimes of the entire surface water drainage systems including individual SuDS features. They confirm that the submissions address their concerns, and consequently that they raise no objection to the proposal.

## **10. Energy and Sustainability Issues**

Policies in the Rushmoor Core Strategy and the emerging Local Plan require development proposals to incorporate sustainable construction standards and techniques, and for all major developments to demonstrate they will be completed in accordance with the 'BREEAM' standard of "Very Good". The application is accompanied by an Energy and Sustainability Statement, which concludes that the proposed development would comply with national, regional and local policies on sustainability.

Consultants acting for Gulfstream have undertaken a BREEAM Pre-assessment to demonstrate that the proposed development would meet a BREEAM rating of "Very Good" and exceed compliance with the 2013 Building Regulations Part L in terms of energy and CO2 reduction. They anticipate that through the use of energy efficiency measures and low carbon technologies, an energy saving of 11%, when compared to the notional building, can be achieved. The applicants claim that the proposal would be amongst the most advanced and sustainable hangar developments in Europe and would set a standard in the UK.

## **11. Air Quality**

A detailed Air Quality Assessment has assessed the potential impact of the construction and operational phases of the development. The air quality impacts during the construction period are predicted, in the assessment, to be not significant, and during the operational phase, predicted to be negligible or not significant. Having regard to the location and nature of works to be undertaken, the assessment concludes that the impacts from dust emission would not be significant provided appropriate control measures are put in place. Environmental Health agree with this conclusion and suggests this is addressed within a Construction Method Statement,

which can be conditioned.

It is considered that the predicted number of road vehicle movements on the road network associated with the proposed development would be relatively small and will therefore result in a negligible increase in road vehicle emissions.

The Environmental Health team has also reviewed the submitted information around business aviation movements associated with the proposed development. The airport already has planning permission for up to 50,000 movements per annum by 2019, allowed on appeal in 2011, and currently operates at around 29,000 movements each year. The estimated amount of aviation movements per annum arising directly from this proposal once fully operational would be approximately 5,000 per year, which is still well within the permitted restrictions on flying at Farnborough.

Detailed air quality modelling was undertaken as part of the planning application increase movements to 50,000 per annum, and this included an assessment of the potential impact on air quality and odour from these additional aircraft movements. The submitted Air Quality Assessment has reviewed the reports produced in 2009, in light of more recent ambient pollution levels and changes in relevant datasets. The report concludes that the impacts of aircraft exhaust emissions arising from the operational phase of the development would not be significant on local air quality and odour. The Environmental Health team has no objection as the potential increase in movements would be within the current permitted levels.

## **12. Heritage**

The application is supported by a Built Heritage Statement and an Archaeological Assessment. The Heritage Statement identifies that whilst there are no built heritage assets on the site, there are a number sited nearby. These include Building G1 (Trenchard House), Building G29 (Black Shed), the Portable Airship Hangar (formerly Buildings R51 and Q65), which are all Grade II Listed Buildings; and The Swan Inn, which is locally listed. The report concludes that whilst there would be some inter-visibility with two of the designated built heritage assets, the proposed development's positioning, layout, shape, height and attractive aerodynamic design and its contribution to the continuing use of the airport for aeronautical activities in line with its historic use, result in there being no harm caused.

Historic England have responded to consultation by stating they do not wish to offer any comments on the application and suggest the views of specialist conservation and archaeological advisers are sought.

The County Archaeologist refers to the Archaeological Assessment submitted with the application and concurs with the conclusions that the site can be considered to have a generally low to negligible potential for all periods of past human activity pre-dating the 20<sup>th</sup> century; is unlikely to have a below ground archaeological impact; and that no further below ground archaeological mitigation measures are necessary. The County Archaeologist does not wish to raise any issues in this instance.

The Council's Conservation Officer acknowledges that the Built Heritage Statement assess the impact of the proposal on the setting of a number of heritage assets close to the site and concludes that there is no harmful impact. The site use as an airport

along with the existing buildings creates an environment that can accommodate a building of this size, and the design and materials proposed to be used are in keeping with other structures on the airport. The visual impact of the structure is not evidenced to harm the setting of the nearby heritage assets, and therefore no objection is raised.

### **13. Construction**

Assuming that planning permission is granted, construction on site is anticipated to commence in April 2019, with the new MRO hangar being operational by June 2020, just ahead of the next Airshow. Whilst the Design and Access Statement submitted with the application contains indicative comment, there is no definitive construction methodology for the proposed development as yet since this would be provided by the successful tendering contractor.

There are a number of general comments made concerning the construction; that all works would be undertaken in accordance with best practice; that all contractors facilities would be provided on the site; and all deliveries, general construction traffic and waste removals including spoil would utilise the Trenchard Way access point. It is anticipated that there would be a concrete batching plant on-site for the duration of the reinstatement of the apron and the construction of the ground slab of the building. Any hazardous spoil that may be encountered would be moved to a certified location for disposal.

### **14. Ground Contamination and Remediation**

The Phase 2 Ground Investigation report submitted with the application details the results of an intrusive investigation of the site. The report identifies a low risk from ground contamination but it is recognised that asbestos may be encountered on site during construction so a watching brief needs to be maintained throughout both demolition and construction. Environmental Health agree with the report findings that no gas protection measures are considered necessary.

Unsurprisingly some ground contamination was discovered, and the presence of elevated metal concentrations is thought to be associated with the local geology. The Environmental Health team consider it not unexpected given the historical use of this and neighbouring sites, and agree with the report that it would be prudent to undertake additional testing to quantify and deal with risks. Appropriate planning conditions can cover this.

It is recommended that the use of barrier pipes be used for potable water supplies, due to the presence of petroleum hydrocarbons.

The Environment Agency have also been consulted and after reading the Ground Investigation report submitted with the application states that they have enough confidence that it will be possible to manage the risk to controlled waters by this development. They consider that the proposed development would be acceptable if planning conditions are included requiring the submission of a remediation strategy.

## Conclusion

The proposed development to erect a new MRO facility for Gulfstream at Farnborough Airport is technically a departure from the present development plan due to part of the site being allocated as part of Farnborough Business Park in the Rushmoor Core Strategy. However, planning permission has already been granted in July 2018 for the change of use of that part of the site to form part of the operational Airport. That application (18/00454/FULPP) was advertised as a departure from the development plan and attracted no objection or comment in that regard. Modifications have already been proposed to the emerging Local Plan to reflect this. Once the new Local Plan is adopted (anticipated to be early 2019), the proposal would be in complete conformity with the Development Plan. The material considerations in this case, in particular the significant economic benefits that would arise, carry great weight, are deemed to be overriding, and consequently no policy objection is raised. The proposal accords with the Government's planning policies as set out in the National Planning Policy Framework.

Following a thorough examination of all the issues raised by the proposed development, it is considered that, subject to appropriate conditions, it would make a valuable contribution to the economic viability of the Borough, would enhance the visual appearance of the area, and would not cause any adverse impacts on neighbouring occupiers or on highway safety.

## Full Recommendation

It is recommended that planning permission be **GRANTED** subject to the following conditions and informatives:

### Conditions and Reasons

1. The development hereby permitted shall be begun before the expiration of 3 years from the date of this permission.

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

2. Notwithstanding any indication which may have been given in the application, or in the absence of such information, no construction works shall start on site until details of a method statement for demolition and construction works (including works to the hangar apron) have been submitted to and approved in writing by the Local Planning Authority. The development shall then be carried out in accordance with the approved method statement. \*

Reason - To secure a satisfactory development.

3. No development shall commence until a remediation strategy to deal with the risks associated with contamination of the site has been submitted to, and approved in writing by the Local Planning Authority. This strategy will include the following components: \*

- (i) The results of the site investigation and detailed risk assessment

referred to in the Phase 1 and 2 report and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.

- (ii) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (1) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action. Any changes to these components require the written consent of the Local Planning Authority. The scheme shall be implemented as approved.

Reason – To prevent deterioration of water quality within the Windlesham Formation, which is a Secondary A aquifer, during development.

- 4. If, during development, contamination not previously identified is found to be present at the site then no further development (unless agreed in writing with the Local Planning Authority) shall be carried out until remediation strategy detailing how this contamination will be dealt with has been submitted to and approved in writing by the Local Planning Authority. The remediation strategy shall be implemented as approved.

Reason – To prevent a deterioration in water quality within the Windlesham Formation, which is a Secondary A aquifer, during development

- 5. The development hereby permitted shall not be occupied until the car parking facilities have been provided and marked out in accordance with the approved plans. The parking area shall thereafter be retained solely for parking purposes, and made available to the occupiers and visitors to the premises unless otherwise first agreed in writing by the Local Planning Authority. \*

Reason - To ensure that provision for vehicle parking clear of the highway is available for users of and visitors to the development in the interests of highway safety.

- 6. Construction or demolition work of any sort within the area covered by the application shall only take place between the hours of 0800-1800 Monday to Friday and 0800-1300 on Saturdays. No works at all shall take place on Sundays and Public Holidays unless otherwise first agreed in writing by the Local Planning Authority. Any pile driving shall be restricted to 0800-1800 Monday to Friday only, unless otherwise first agreed in writing unless agreed in writing by the Local Planning Authority.

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

- 7. A Construction Traffic Management Plan shall be submitted to and approved by the Local Planning Authority in writing before development commences. This should include construction traffic routes, parking and turning provision to

be made on site, measures to prevent mud from being deposited on the highway and a programme for construction. The agreed details shall be fully implemented before the development is commenced. \*

Reason – In the interests of highway safety.

8. Prior to first occupation or use of the development hereby approved, a fully detailed landscaping and planting scheme (to include where appropriate both landscape planting and ecological enhancement) shall be first submitted to and approved in writing by the Local Planning Authority (also see condition 17).

Reason: To ensure the development makes an adequate contribution to visual amenity and habitat creation.

9. All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding season following the occupation of the buildings or the practical completion of the development, whichever is the sooner, and any plants which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless otherwise first agreed in writing by the Local Planning Authority.

Reason - In the interests of amenity and to help achieve a satisfactory standard of landscaping.

10. Notwithstanding any information given on the approved drawings, the security gatehouse at the entrance to the site from Trenchard Way shall be constructed in accordance with full details of its precise location, size, design, appearance and external materials, which shall be submitted to and agreed in writing by the Local Planning Authority before any work on it commences. The structure shall be thereafter retained in accordance with the details so approved \*

Reason – The gatehouse will be within a Public Safety Zone, and the Local Planning Authority will need to take account of advice and guidance given in Department for Transport Circular 01/2010: Control of Development in Airport Public Safety Zones.

11. Prior to occupation of the site, the access road from Trenchard Way shall be constructed as shown in principle in drawing no. 184040/A/03, including adequate visibility splays in accordance with the appropriate design standards. \*

Reason: In the interests of highway safety.

12. The barrier associated with the security gatehouse hereby approved shall be set back a minimum of 35m from Trenchard Way to allow an appropriate stacking capacity for queuing vehicles waiting to access the site.

Reason - To accord with the terms of the application and in the interests of



highway safety.

13. Prior to occupation of the development hereby approved, a travel plan co-ordinator shall be appointed to monitor travel to and from the facility based on an agreed process and a travel plan, details of which shall be first submitted to, and approved in writing by the Local Planning Authority. The requirements and obligations contained within the Travel Plan shall be implemented and complied with as approved.

Reason : In the interests of preventing undue reliance on use of the private car.

14. No permanent storage of parts, materials, plant or equipment shall take place other than within the hangar or inside the screen wall of the external plant area.

Reason – In the interests of the visual amenities of the area and to safeguard the operation of the service yard.

15. No activity outside the proposed hanger during the hours of 22:00 to 07:00 Monday to Friday and 20:00 to 08:00 hours on weekends and on Bank Holidays, shall involve the running of aircraft engines, the use of an aircraft's auxiliary power unit, the use of ground power units and the use of air tools for the purposes of metal forming, unless otherwise first agreed in writing with the Local Planning Authority

Reason – To safeguard the amenities of neighbouring occupiers and minimise the impacts of the development.

16. Prior to occupation of the site, a Noise Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The Noise Management Plan shall identify the type and location of operational and other activities likely to cause disturbance to nearby sensitive receptors, including occupants of the Farnborough Business Park, and set out means to minimise noise arising from these activities. It shall set out a process for the recording and investigation of complaints received pertaining to noise and how such complaints will be dealt with. It shall include a strategy for monitoring noise to ensure the effectiveness of measures implemented and identify a process for regular review of the Plan. The Noise Management Plan shall be adhered to throughout the lifetime of the development. \*

Reason – To protect the amenities of neighbouring occupiers.

17. Within 6 months of the date of this permission, a Habitat Mitigation Plan to address the loss of habitat (SINC) to additional apron shall be submitted to and approved by the Local Planning Authority in writing.

The scheme of mitigation shall include habitat creation, management and monitoring methodology for wildflower habitats to be created around the car park; and additional habitat creation, management and monitoring methodology for acid grassland/heathland to be provided.

The scheme of mitigation shall be carried out strictly in accordance with the details and timescale so approved.

Reason - To provide mitigation for neutral and acidic grassland lost to development on the Site of Nature Conservation Interest (SINC) and for biodiversity gain, in accordance with Policy CP15 of the Rushmoor Core Strategy 2011.

18. The permission hereby granted shall be carried out in accordance with the following approved drawings and documents - Drawing numbers:  
1224-00-GA-904-000002 v3; 1224-XX-GA-200-000106 v2;  
1224-00-GA-200-000101 v3; 1224-XX-GA-200-000107 v2;  
1224-XX-GA-200-000102 v3; 1224-XX-SE-200-000108 v2;  
1224-RF-GA-200-000103 v2; 1224-XX-SE-200-000109 v2;  
1224-XX-SE-200-000104 v2; 1224-XX-GA-200-000110 v2;  
1224-XX-SE-200-000105 v2; 1224-00-GA-200-000111 v2  
and 184040/A/03, together with the document 'Ownership and Adoption of Drainage Systems' dated 17/10/2018.

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

### **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: Whilst the proposal is technically a departure from the current development plan, the material planning considerations in support of the development are deemed to be overriding. It would make a valuable contribution to the economic viability of the Borough, would enhance the visual appearance of the area, and would not cause any adverse impacts on neighbouring occupiers or on highway safety. 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. INFORMATIVE - This permission is subject to a planning obligation under Section 106 of the Town and Country Planning Act 1990 (as amended).

4. INFORMATIVE - Your attention is specifically drawn to the conditions above marked \*. These condition(s) require the submission of details, information, drawings etc. to the Local Planning Authority BEFORE ANY WORKS START ON THE SITE or, require works to be carried out BEFORE THE COMMENCEMENT OF THE USE OR FIRST OCCUPATION OF ANY BUILDING. Failure to observe these requirements will result in a contravention of the terms of the permission and the Council may take enforcement action to secure compliance.
5. INFORMATIVE - No materials produced as a result of site preparation, clearance, or development should be burnt on site. Please contact the Head of Environmental Health Services at Rushmoor Borough Council for advice.
6. INFORMATIVE - The applicant is recommended to achieve maximum energy efficiency and reduction of Carbon Dioxide emissions by: a. ensuring the design and materials to be used in the construction of the building are consistent with these aims; and using renewable energy sources for the production of electricity and heat using efficient and technologically advanced equipment.
7. INFORMATIVE – If the proposals include works to an ordinary watercourse, under the Land Drainage Act 1991, as amended by the Flood and Water Management Act 2010, prior consent from the Lead Local Flood Authority is required. This consent is required as a separate permission to planning. The Lead Local Flood Authority is Hampshire County Council, Ell Court West, 1<sup>st</sup>. Floor, Winchester, Hampshire, S)23 8UJ (swm.consultee@hants.gov.uk).
8. INFORMATIVE – The applicant is advised that during the demolition and construction phases of the development measures should be employed to contain and minimise dust emissions, to prevent their escape from the development site onto adjoining properties. For further information please contact the Head of Environmental Health on 01252-398398.
9. INFORMATIVE - The applicant is advised to follow good practice in the demolition of the existing buildings on site. Good practice includes the re-use of all material arising from demolition as part of the redevelopment wherever this is practicable.
10. INFORMATIVE - The applicant is advised to ensure that all waste soil raisings removed from the site during the redevelopment works will be disposed of to a suitable landfill site and under a duty of care.
11. INFORMATIVE – If the proposals include works to an ordinary watercourse under the Land Drainage Act 1991, as amended by the Flood and Water Management Act 2010, prior consent from the Lead Local Flood Authority is required. **This consent is required as a separate permission to planning.**

Information on ordinary watercourse consenting can be found at the following link: <http://www3.hants.gov.uk/flooding/hampshireflooding/watercourses.htm>

It is strongly recommended that this information is reviewed before Land Drainage consent application is made.

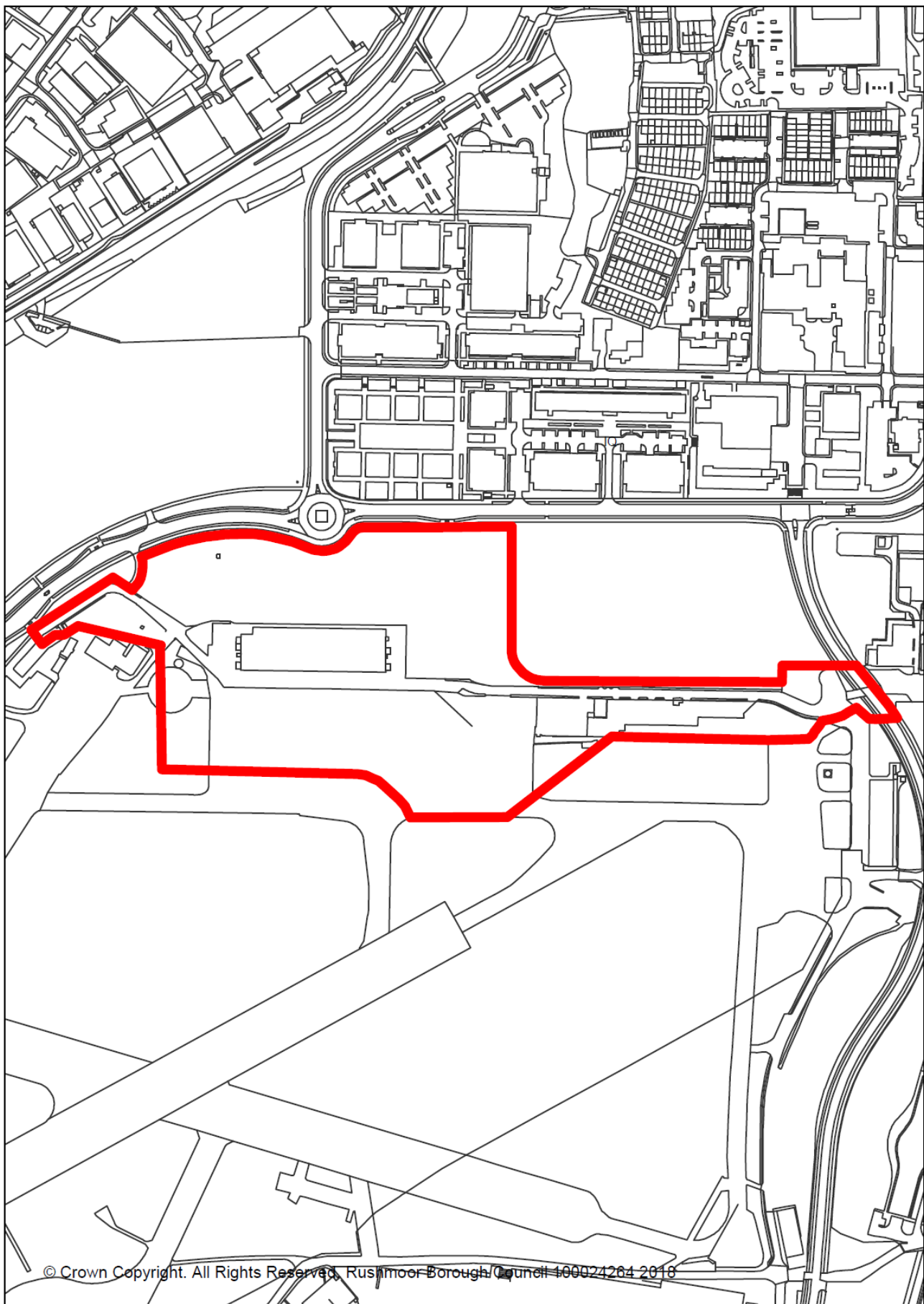
12. **INFORMATIVE** – It is important to ensure that the long term maintenance and responsibility for Sustainable Drainage Systems is agreed between the Local Planning Authority and the applicant before planning permission is granted. This should involve discussions with those adopting and /or maintaining the proposed systems, which could include the Highway Authority, Planning Authority, Parish Councils, Water Companies and private management companies.

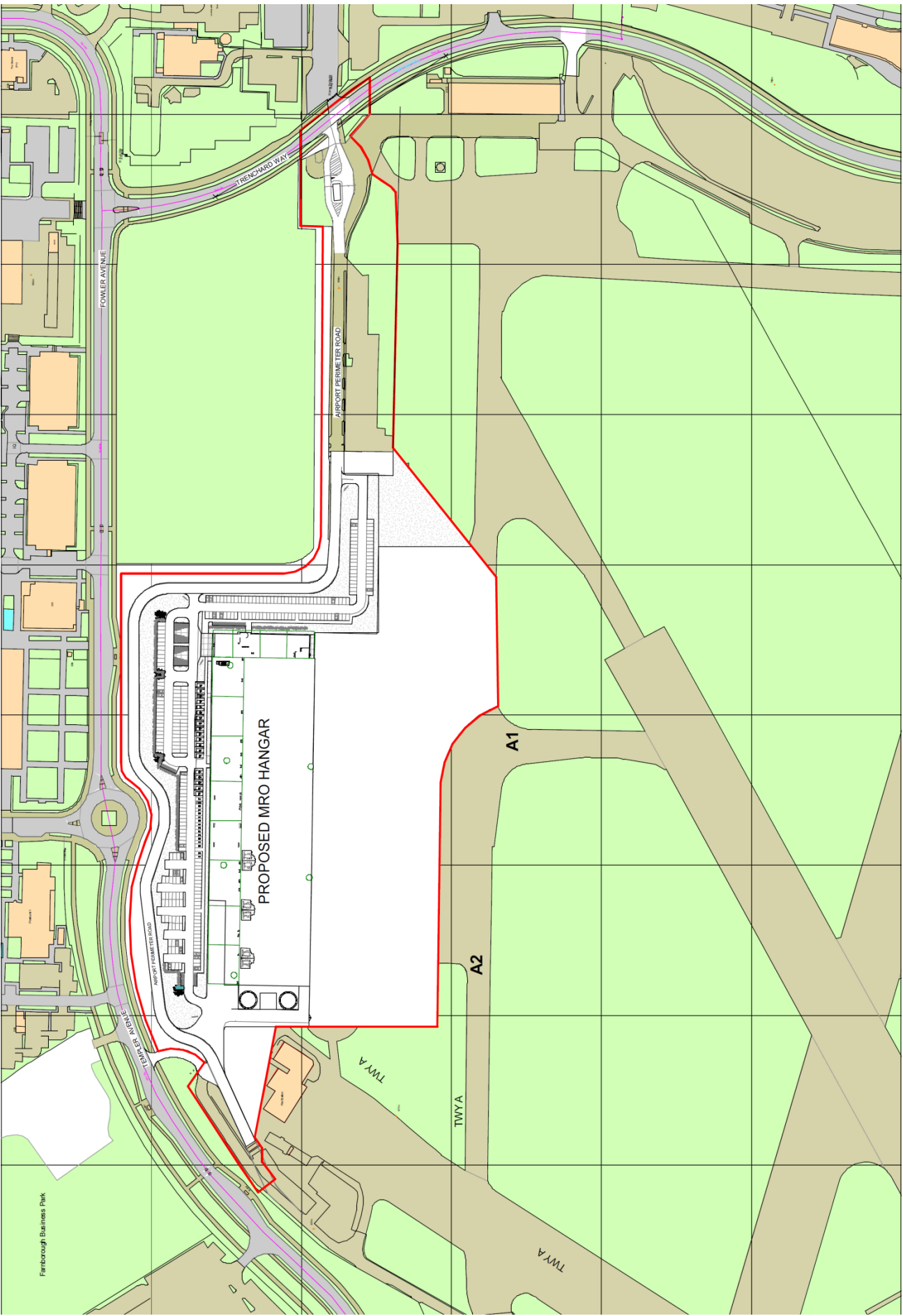
For SuDS systems to be adopted by Hampshire Highways, it is recommended that you visit the website at:

<https://www.hants.gov.uk/transport/developers/constructionstandards>

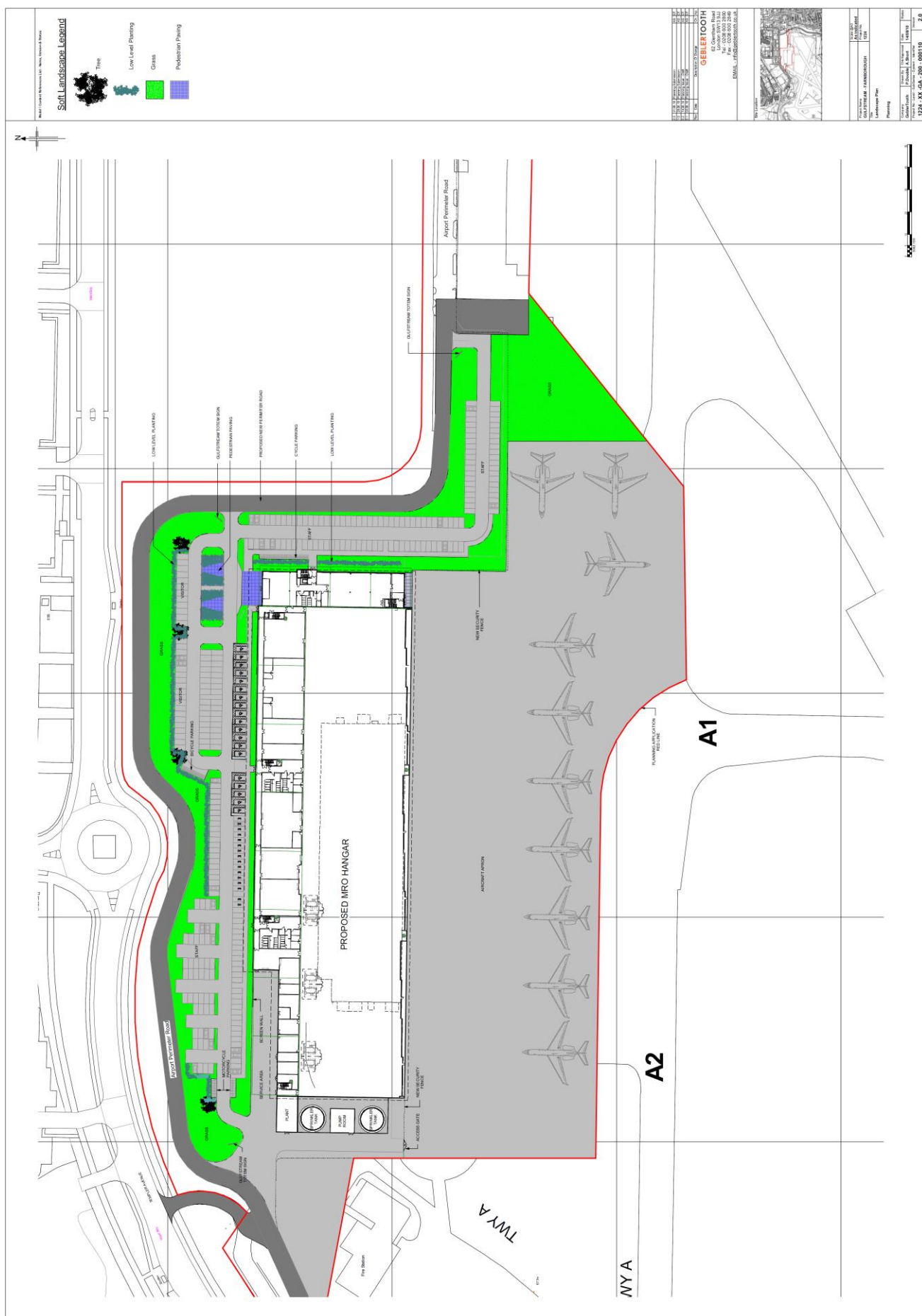
for guidance on which drainage features would be suitable for adoption.

Where the proposals are connecting to an existing drainage system it is likely that the authorities responsible for maintaining those systems will have their own design requirements. These requirements will need to be reviewed and agreed as part of any surface water drainage scheme.





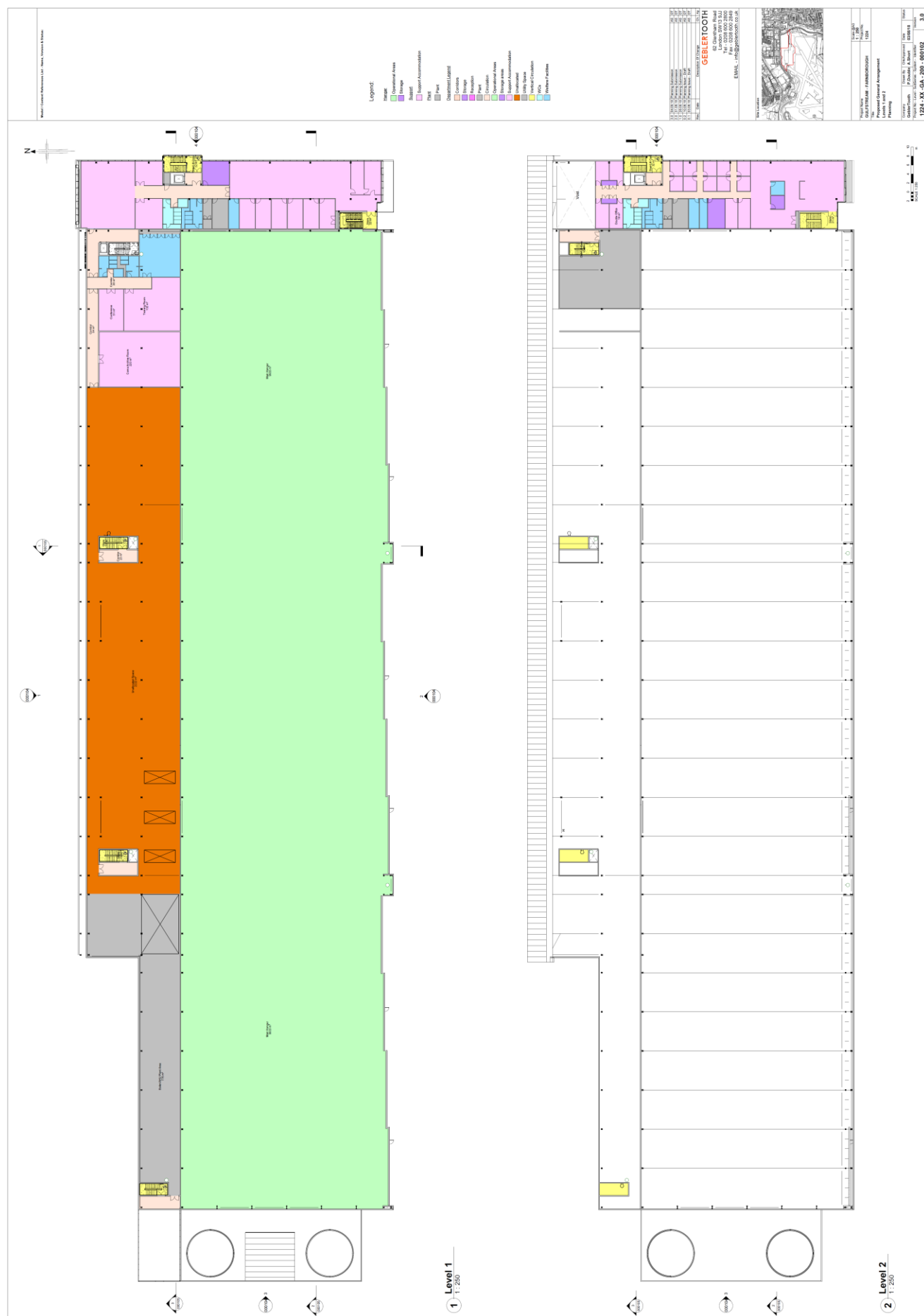


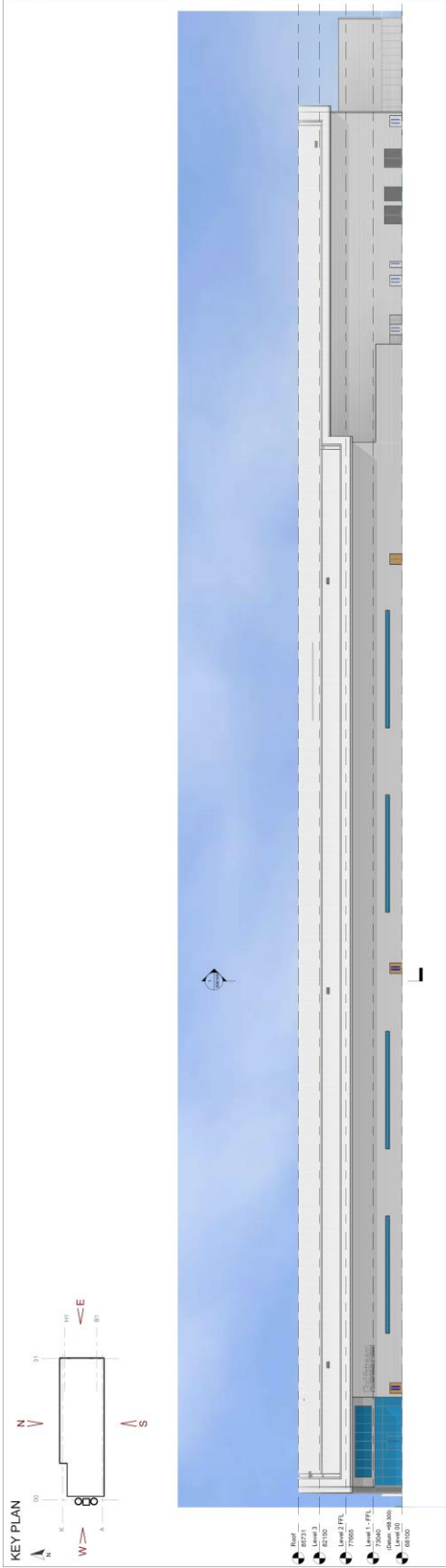
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Client	Landscape Plan	Drawn by	140918
Project No.	1224	Project No.	1224
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Project No.	1224	Project No.	1224





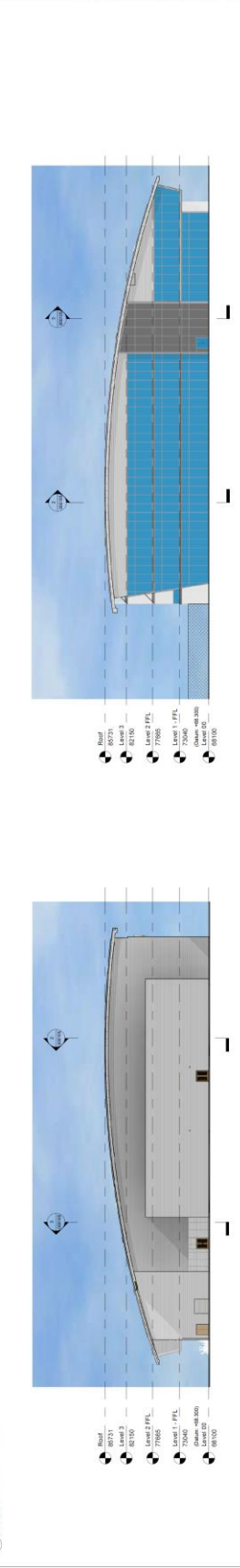




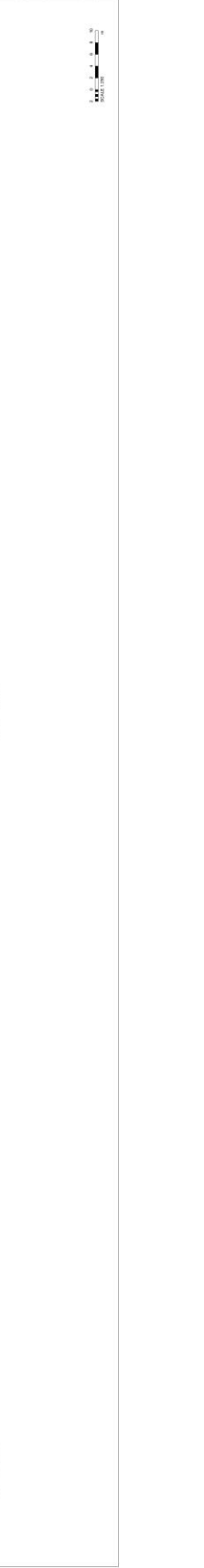
**1 Elevation 1 - North**  
1:250



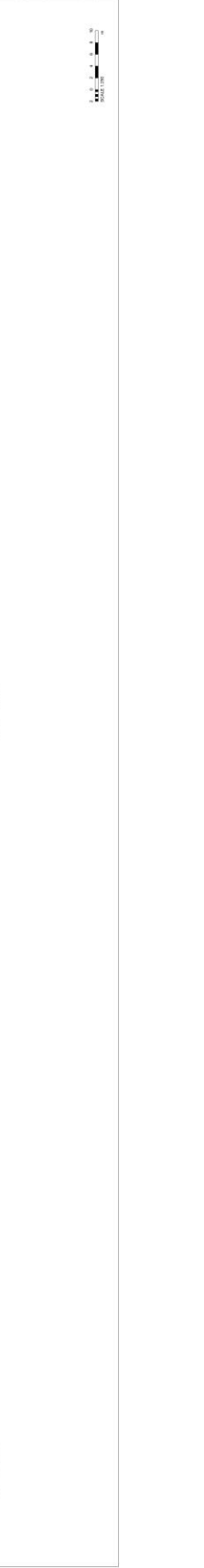
**2 Elevation 2 - South**  
1:250



**3 Elevation 3 - West**  
1:250



**4 Elevation 4 - East**  
1:250









1 - North View



2 - South East Street View



3 - North East High Level View



4 - North East Street View

