

Farnborough Aerodrome Consultative Committee

Rushmoor Plan Update

8 March 2012

Rushmoor Plan Update

- The “Core Strategy” and the Airport
- Future work programme for the Rushmoor Plan
- Introducing “Delivering Development”
- Timetable for its preparation
- Identifying key issues
- What’s next?

What do we have already?

- “Core Strategy” adopted in October 2011
- It is a planning document that sets the broad context for future of the Borough until 2027
- What, where and how much?
- Provides hook for preparation of more detailed policies

What do we have already?

- Core Strategy went through extensive consultation
- Culminated in Examination of objections by an independent Inspector
- Some of those present today gave evidence
- Inspector’s Report endorsed the Core Strategy
- Core Strategy adopted late 2011
- So what does the Core Strategy say about the Airport (note this is not up for debate!)?

Core Strategy - Vision

“Farnborough Airport will continue to be a business aviation facility of the highest quality. Partnership working will secure the safe operation of the Airport, and minimise environmental impacts, including noise.”

Core Strategy Objectives

To encourage the continuation of business aviation flying at Farnborough Airport

Core Strategy – Policy SP6

Policy SP6 – Farnborough Airport

- Within the operational area, development restricted to that supporting business aviation and associated airport related uses
- Recognition that permission has been granted for up to 50,000 annual business ATMs, of which no more than 8,900 are at weekends and Bank Holidays

Policy SP6 Overview

- Proposals to change the pattern, nature of number of movements will only be permitted if they meet certain criteria:
 - That the need for change is demonstrated
 - That the noise impact is no greater than an agreed baseline level
 - That the 1:10,000 per annum annual risk contour does not extend to where people live, work or congregate (as per the RLPR)

Policy SP6 Overview

- That there is no change to the maximum extent of the 1:100,000 per annum annual risk contour
- That any material increase in air pollution or odour is adequately mitigated
- When changing the number of movements, that the economic benefits to the local and wider economy can be demonstrated
- That flying at the most sensitive times of the day and week is limited

Policy SP6 Overview

- That there is no adverse impact on nature conservation designations
- That impacts of any changes on surface water runoff are adequately managed
- That the proposal is consistent with the Farnborough Airport Area Action Plan (or its successor)
- See www.rushmoor.gov.uk/corestrategy for full version of Policy SP6

What next?

- Core Strategy policy framework is a given
- Effectively “Rushmoor Plan Part 1”
- Now need to prepare “Rushmoor Plan Part 2”
- Agreed a new work programme in Dec 2011
- Consolidating all remaining documents into a single “Delivering Development” document – effectively “Rushmoor Plan Part 2”
- What about the Farnborough Airport Area Action Plan?

Delivering Development

- Emerging Government guidance advises preparation of a single “local plan”
- Delivering Development document is most efficient way to cover the remaining detailed issues, including those relating to the Airport
- Provide opportunity to revisit the work done on the Airport in the Area Action Plan
- Take account of the TAG appeal decision
- Does not dilute the importance of getting a detailed planning framework in place for Airport!

Delivering Development DPD

What will it cover?

All outstanding detailed policy issues – including:

site allocations town centre boundaries

primary and secondary shopping areas

policies relating to Farnborough Airport

function of key employment sites gypsies, travellers and travelling showpeople

open space standards and other development management policies

Delivering Development DPD Key dates

Commencement - January 2012

Preferred Approach consultation - March
– April 2013

Draft Submission Consultation – Feb –
March 2014

Submission to SoS – July 2014

Adoption - March 2015

What happens next?

- Just started work on the document
- This year will focus on *issues* gathering and initial *engagement*
- Looking at *how* we will consult
- Looking at *who* we will consult
- Identifying the key issues that the document should cover; and
- Possible ways to deal with the issues

Scoping the issues

- Currently scoping the issues to be covered in the document
- In respect of scoping the Airport related issues, we have the “Preferred Approach” version of the Farnborough Airport Area Action Plan
- We have the Inspector’s Report into the TAG appeal
- We know of the forthcoming draft national aviation strategy

Key issues

- We have identified some key issues for the Delivering Development document:
 - Noise
 - Safety
 - Air pollution and odour
 - Economic impact
 - Hours of operation
 - Type of flying
 - Flying at weekends and Bank Holidays
 - Aircraft weight
- Are these *key issues* right?

Next steps

- “Preferred Approach” consultation in Spring 2013
- Consultation database
 - email: plan@rushmoor.gov.uk
 - tel: 01252 398789
- Any questions?