

Rushmoor Local Plan

2nd July 2015

Louise Piper

Planning Policy & Conservation
Manager

Richard Ward

Environment & Airport Monitoring
Officer

Today's presentation

- What is the “Development Plan” for Rushmoor and why is it important?
- What is new since the adoption of the Core Strategy in 2011?
- Draft policies relating to Farnborough Airport
- What happens next?
- Questions

The Development Plan for Rushmoor

- Planning policies used to help determine decisions on planning applications
- In relation to the Airport, the “Development Plan” comprises:
 - “Saved” policies from the Rushmoor Local Plan Review 2000
 - Rushmoor Core Strategy adopted in 2011
- But we must also have regard to national policy

What is new since adoption of the Core Strategy?

- National Planning Policy Framework (2012)
- Aviation Policy Framework (2013)
- National Planning Practice Guidance (2014)
- Enterprise M3 LEP aspirations for economic growth (Strategic Economic Plan: Farnborough is identified as a “growth town”)
- No Regional Plan – now have the “Duty to Co-operate” on cross boundary strategic planning issues

New Local Plan

- So back to a whole Local Plan for Rushmoor, which will contain
 1. Strategic Policies
 2. Detailed “Development Management” Policies
 3. Site allocations
 4. Cover the period 2032
- Refresh the Policies in Core Strategy
- Plus additional policies; 74 in total
- Draft stage; preferred approach and options – can comment on any of these



Timetable

| Stage | Date |
|--|---|
| Consultation on a Preferred Approach or draft Plan | June 8 th to July 20 th |
| Publication of a Pre-Submission Plan for comments | Jan/Feb 2016 |
| Submission to SoS | April 2016 |
| Examination | July 2016 |
| Adoption | Dec 2016 |



Background Evidence

- Strategic Housing Market Assessment (across HMA)
- Employment Land Review (across FEA)
- Retail, Leisure and Town Centres Study
- Town centre master planning
- Open Space, Sport and Recreation Study and PPS
- Farnborough Airport studies (noise x2, safety x2, economic impact, odour)
- Strategic Housing Land Availability Assessment
- Strategic Flood Risk Assessment
- Gypsy and Traveller Accommodation Assessment
- Infrastructure Plan
- **Still to do:** Viability Study

What does the draft Plan cover?

- **Vision: what will Rushmoor be like in 2032?**

“Farnborough Airport is a business aviation facility of the highest quality. Partnership working has secured the safe operation of the Airport, and minimised environmental impacts, including noise. The continuation of the biennial Farnborough International Airshow and year-round use of the exhibition space has furthered Farnborough’s reputation as a world class aerospace centre and major visitor attraction, securing benefits for the local economy”

- **Objectives – help measure success**

“To support the continuation of business aviation flying and the biennial Airshow at Farnborough Airport”

Policy SP6 of the Core Strategy

Policy SP6 - Farnborough Airport

Within the operational area of Farnborough Airport, development will be restricted to that supporting business aviation and associated airport related uses.

In respect of business aviation movements, permission has been granted for up to a maximum of 50,000 annual Air Traffic Movements, of which no more than 8,900 are at weekends and Bank Holidays. Proposals to change the pattern, nature or number of movements will only be permitted provided that the following criteria are met:

- a. That the need for a change in business aviation movements at Farnborough is demonstrated;
- b. That the aircraft noise impact is no higher than an agreed baseline level (to be established in the Farnborough Airport Area Action Plan);
- c. That the 1:10,000 per annum annual risk contour at either end of runway 06/24 does not extend to areas where people live, work or congregate, or beyond the area at the eastern end of the runway where saved Policy FA1 of the Rushmoor Local Plan Review, 1996 - 2011, (or its successor in the Farnborough Airport Area Action Plan) applies;
- d. That the consequences of any change does not change the maximum extent of the 1:100,000 per annum annual risk contour;
- e. That any material increase in air pollution or odour is adequately mitigated;
- f. In respect of any change to the number of movements, that economic benefits to the local and wider economy can be demonstrated;
- g. That flying at the most sensitive times of the day and week is limited to respect the amenities of residents in and adjoining Rushmoor Borough;
- h. That there is no adverse impact on international, national and local nature conservation designations;
- i. That impacts of any changes on surface water runoff are adequately managed;
- j. That the proposal is consistent with the Farnborough Airport Area Action Plan.

Farnborough Airport

- Strategic Airport policy supports business aviation & Airport related uses within APPB
- Recognises the consented position of up to 50,000 annual Air Traffic Movements (ATMs), of which no more than 8,900 are at weekends and Bank Holidays
- Requires proposals to change the pattern, nature and number of movements to satisfy eight criteria
- Where necessary, these criteria are supported by detailed policies in the Plan (and are the policies that would have been included in the Farnborough Airport Area Action Plan)

Farnborough Airport

- **Type of flying**
 - Continuation of business aviation
 - No bulk freight, scheduled passenger services, inclusive tour charter flying, increase in recreational flying above the lawful use or transition to a full range of flying facilities
- **Noise, & Flying at Weekends & Bank Holidays**
 - Smarter policy to enable noise baseline to be refreshed
 - Any change to pattern, nature or number of ATMs would need to result in a reduction in the noise budget
 - Maintain differentiation between weekdays & weekends/Bank Holidays

Farnborough Airport

- **Hours of operation** – continuation of existing, plus quiet maintenance activities
- **Aircraft weight** – consequential effect on noise & safety, so continuation of existing position with restrictions on heavier aircraft
- **Safety** – makes sure the position is no worse than currently consented

Farnborough Airport

- Other issues covered in strategic Airport policy
 - Demonstrate need for change
 - Material increase in air pollution and odour is adequately mitigated
 - No adverse impact on international, national and local nature conservation designations
 - Impacts on surface water runoff are adequately managed
 - In respect of the number of movements, that economic benefits to the local and wider economy can be demonstrated

Next Steps

- Consultation closes 5pm on 20th July
- Documentation on-line and in paper copy
- Town centre exhibitions
- Drop in sessions at Council offices
- Come and talk to the Planning Policy Team
- Everything available at www.rushmoor.gov.uk/newlocalplan
- Further opportunity to comment in early 2016

Any questions?

