

Rushmoor Local Plan

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Today's presentation

- What is the “Development Plan” for Rushmoor and why is it important?
- What are we working on at present?
- 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

New Rushmoor Local Plan

- One document (single) Local Plan, to cover the period 2014 - 2032
- Will supersede Core Strategy and “saved” policies on adoption
- Strategic and detailed (development management) policies



What stage have we reached?

- “Draft Submission” based on extensive consultation at earlier stages – e.g. Preferred Approach Plan in 2015
- Version of the Local Plan that is considered to be “sound”
- Formal stage of consultation, and any comments received will be considered by a Planning Inspector
- In considering comments, the Inspector will look at:
 - Does the Plan meet legal requirements?
 - Is it “sound”: positively prepared, justified, effective and consistent with national policy?
 - Does it meet the requirement of the Duty to Cooperate effectively with neighbouring authorities and statutory bodies?

Next steps

Stage	Date
Draft Submission Local Plan consultation	9 th June to 21 st July 2017
Submit the Local Plan to the Planning Inspectorate	November 2017
Local Plan Examination	Early 2018
Receipt of Inspector's Report	Summer 2018
Adoption	Autumn 2018

Responses to Preferred Approach Local Plan

- 25 different responses from 10 consultees to the Airport policies received
- Support for the preferred approach on most policy areas
- Concern regarding further increase in movements
- Policy on aircraft weight outdated
- Any change should bring about a reduction of all measures associated with that change
- Noise contours meaningless to residents – there should be a limit on individual aircraft noise levels

Policy SP4 – Farnborough Airport

Within Airport Planning Policy Boundary, development restricted to that supporting business aviation and associated Airport related uses



Policy SP4 – Farnborough Airport

Proposals to change the pattern, nature and/or number of business aviation movements will only be permitted provided that the following criteria are met:

- Demonstrate need for change
- Aircraft noise impact is less than the agreed baseline noise level
- No increase in the extent of annual third party risk contours
- Any 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

These criteria are supplemented by additional policies in the Plan where necessary

Policy SP4.1 - Type of Flying

Continuation as a business aviation operation

No:

- Bulk freight services
- Scheduled passenger services
- 'Inclusive tour' charter flying
- increase in recreational flying above that allowed by the lawful use; or
- transition to a full range of flying facilities

Policy SP4.2 - Noise, and Flying at Weekends and Bank Holidays

- Establishes a “noise contour budget” which is not to be exceeded based on an area of land specified within the 2010 legal agreement
- To be remodelled on receipt of any planning application to account for any changes in modelling software or operational procedures
- Outcome of each remodelling will become the new “agreed” noise contour budget

Proposals for change:

- will need to show a reduction in extent “agreed” noise contour budget
- Will also need to set an overall annual maximum movement limit
- Require maximum noise level for business aviation aircraft
- Maintain the differential movement limit between week days and weekends such that they will not exceed 18% of the overall total annual flight movement limit

Policy SP4.2 - Noise, and Flying at Weekends and Bank Holidays

- Smarter policy to enable noise baseline to be refreshed
- Any change to pattern, nature or number of movements would need to result in a reduction in the extent of the noise contour budget
- The benefits of improved technology are shared between the Airport and those living around the Airport
- Rather than a separate aircraft weight policy, allows implications of aircraft weight to be woven into the equation due to correlation between weight, noise, and safety
- Maintain the principle of providing additional protection at weekends and Bank Holidays

Policy SP4.3 - Hours of Operation

Permits civil business aviation movements between the hours of:

- 07:00 and 22:00 on weekdays; and
- 08:00 and 20:00 at weekends and bank holidays

Aircraft maintenance and servicing activity at the Airport with the potential to generate noise will not be permitted the between the hours of:

- 22:00 and 07:00 on weekdays; and
- 20:00 and 08:00 at weekends and Bank Holidays

Policy SP4.4 - Safety

Proposals to change the pattern, nature and/or number of business aviation movements will only be permitted provided that:

- The 1:10,000 per annum 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 defined by the Farnborough Airport Planning Policy Boundary as set out on the Policies Map
- The consequences of any change should not exceed the maximum extent of the 1:100,000 per annum annual risk contour

Next Steps

- Online consultation closes 11.59pm on 21st July
- Documentation on Council's website at www.rushmoor.gov.uk/newlocalplan
- Paper copies available at Council offices and Aldershot and Farnborough libraries

