



Have Your Say on the
FARNBOROUGH
AIRPORT AREA
as part of the **Rushmoor Plan**

**Key Sites Background
Document**

Farnborough Airport Area

Key sites background document

January 2009

Rushmoor Borough Council

Introduction

The Council is currently reviewing its planning policies relating to Farnborough Airport and the surrounding area. A consultation document and questionnaire has been produced entitled "Have Your Say on the Future of Farnborough Airport" (January 2009) seeking the views of residents and other stakeholders on issues regarding the airport and surrounding sites.

This consultation will feed into two new planning policy documents. The first of these is the Core Strategy which will set out the long term vision and planning framework for future development in the Borough up to 2026. The second is the Farnborough Airport Area Action Plan (FAAP) which will contain more detailed policies relating to the future of the airport and surrounding sites.

The proposed boundary of the FAAP is shown on Figure 1. This indicates a number of specific sites adjoining the airport that are proposed to be included within the AAP. This background document has been produced to support the consultation document and sets out some baseline information about the existing uses on the sites that have been identified. This document can be viewed online at www.rushmoor.gov.uk/farnboroughairport or at the Council offices and libraries. A second background document setting out some key facts on Farnborough Airport has also been prepared to support this consultation on Farnborough Airport. This can also be viewed at the same locations.

This document includes mapping data licensed from Ordnance Survey with the permission of the Controller of Her Majesty's Stationery Office.

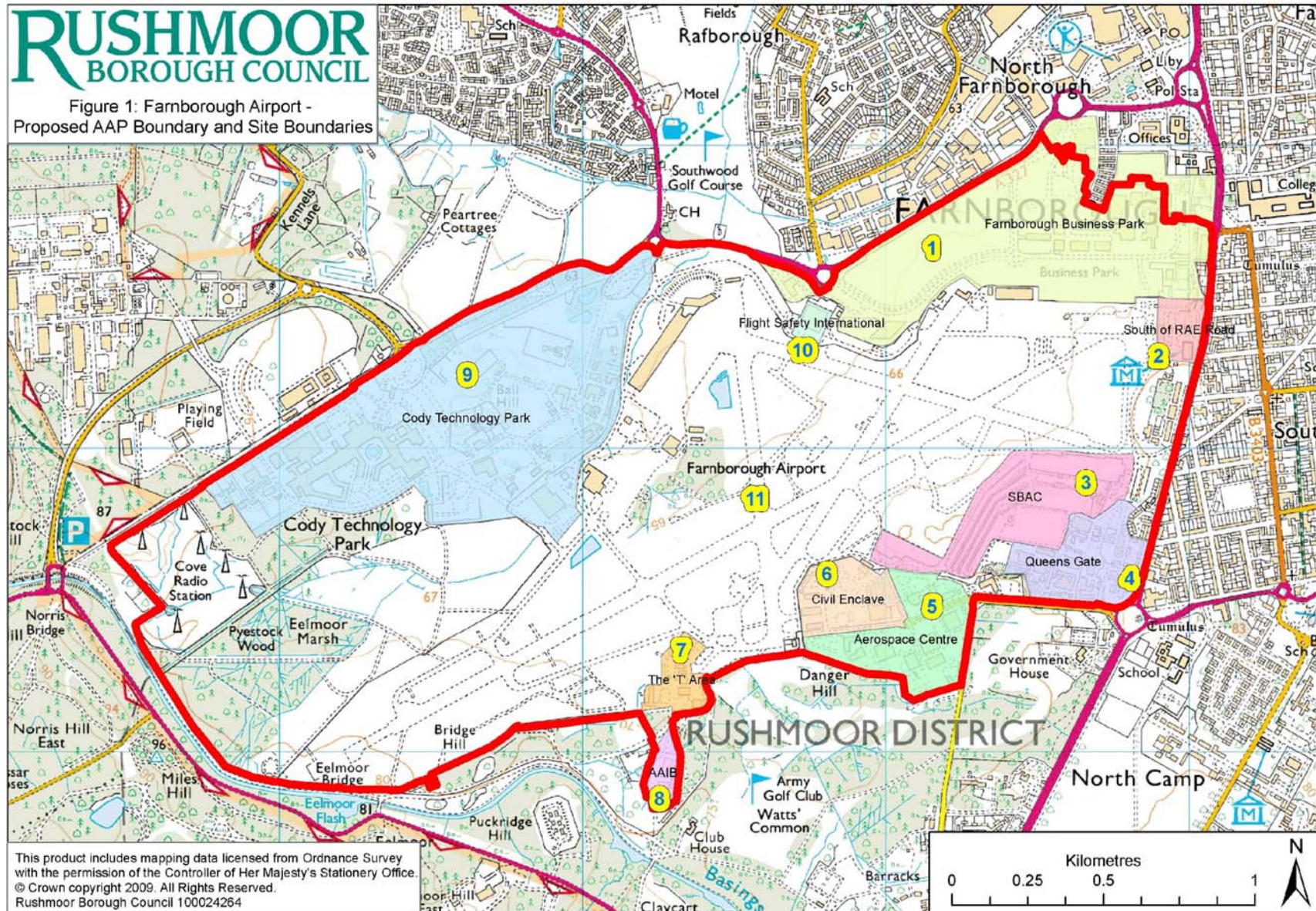
© Crown copyright 2009. All Rights Reserved.

Rushmoor Borough Council 100024264

Aerial photography from  Cities Revealed

RUSHMOOR BOROUGH COUNCIL

Figure 1: Farnborough Airport - Proposed AAP Boundary and Site Boundaries



Key Sites

Area 1 – Farnborough Business Park (also known as IQ Farnborough)

Site Description

Location

Farnborough Business Park occupies approximately 50.6 hectares adjoining the northern boundary of the airport.

To the north of the site are residential areas, council offices and the town centre. To the west of the site lies Farnborough Industrial Estate, existing residential areas and a golf course. To the east there are residential areas, the Farnborough College of Technology. South of this area is the airport itself.

Access is gained through Pinehurst Road, the main spine road through the site. Pinehurst road joins the A327, Elles Road/Meudon Avenue, to the north of the area, and Fowler Avenue to the south. O’Gorman Avenue horizontally dissects the eastern half of the site providing additional access to the business park from Farnborough Road, and the future southern access road.

Current Land Use

Farnborough Business Park occupies the site of the former Royal Aircraft Establishment (RAE) factory. The site is currently being re-developed by Slough Estates Group (SEGRO) and Redrow Homes Ltd to provide a mix of commercial and residential uses.

The site is allocated for employment development in the adopted Local Plan (Policy FA3) – at least 20 ha (70,000 sq m of floorspace) of the site is reserved for B1 uses, the policy also allows for other uses to achieve a greater diversity of activities.

The site has outline planning permission (99/00744/OUT) for “*development of up to 155,350m² of B1 floorspace with up to 6,000m² of ancillary development with parking, landscaping, access, distributor road and new junction at Elles Road and link road to Government House Road*”.

The majority of the site has been cleared to allow for re-development, however the historic core of the factory site which includes several listed buildings has been retained and will be incorporated within the new development.

Development is taking place on a phased basis, with the eastern plots currently subject to development or planning applications for development. New office buildings have been constructed immediately north of Fowler

Avenue, south of O’Gorman Avenue and east of Penhurst Road, to provide 8,459m² of office space and 6,268 space within the refurbished Q134 building to provide a variety of ancillary uses, including meeting rooms, conference suites and heritage centre, to create a central focus for the business park.

Permission has been granted for the development of 478 dwellings, on Phase 1a of the site, which includes the redevelopment of buildings Q153 (now completed) and R178 to two-bedroom apartments.

In October 2007 details were approved for the erection of 4 four storey office buildings, a multi-storey car park and a single storey building for retail (A3) purposes (07/00591/REM). These buildings, located immediately north of O’Gorman Avenue, will provide for 23,479m² office (B1) space and 223m² retail (A3) space.

North of this application site permission was granted in September 2007 for the erection of a hotel comprising 120 bedrooms, leisure club and conferencing facilities, pub and restaurant with associated access, parking and landscaping. This is currently under construction and will be completed by the spring.

Listed Buildings

The historic core of the site includes three listed buildings, the R133 transonic wind tunnel, R52 7x4 wind tunnel and Q121 24’ wind tunnel.

- The Grade I listed R133 was originally used as a variable density high speed wind tunnel from 1939-42. In 1951-56 it was modified to become a transonic wind tunnel. The existing original features, and the part that this building has played in aviation history, has led to its importance being formally listed. The wind tunnel was capable of measuring the effects on aircraft at speeds of Mach 0.8 to 1.2, at pressures from 1/10th to 3 atmospheres. This is uniquely important within a European context.
- The Grade II listed R52 of 1916 contained two 7’ wind tunnels, with a 5’ tunnel added in 1931 (the prototype for Q121). This wind tunnel was to lead cutting edge research and development in the aviation industry and is one of the worlds earliest surviving wind tunnels. The later construction of a 4’x3’ tunnel facilitated high precision testing. The work carried out within this building contributed to the efficiency of the British nuclear deterrent and the early work on narrow delta-winged aircraft which culminated in Concorde.
- The Grade I listed Q121 building, constructed in 1934-35, is the most complete and imposing example in the world after the full scale tunnel at Langley in the United States. The open-return design (which recycled air within the building instead of it flowing out of the building) followed from the G52 prototype.

These wind tunnels ranks along with the protected tunnels at Meudon (Paris, France), Johannistahl (Berlin, Germany) and Langley Field (Virginia, United States) as some of the most impressive monuments to 20th Century technology in the world.

SEGRO are undertaking the external renovation of the four buildings that contain the historic wind tunnels as part of an historic quarter within the Farnborough Business Park development. SEGRO and Farnborough Air Sciences Trust (FAST) are currently investigating possible commercial re-use of three of the five historic wind tunnels on the site.

The Secret Factory exhibition within The Hub provides an interpretation centre explaining the history of the factory site and the wind tunnel buildings.

Size: Approx. 50.58ha

Current Planning Policy

Local Plan Policy FA13

Major development proposals for Farnborough Aerodrome (other than those associated with the provision of facilities for business aviation operations) will be required to make provision for footpaths and cycleways with appropriate landscaping in accordance with adopted cycle plans. Provision will be made within the boundary of the development areas outside the operational aerodrome for the extension of the following strategic footpath/cycleway routes:

- (iii) From the main factory site to a) Farnborough Town Centre and b) the A325 via Pinehurst Passage.

Developers will be expected to provide on-site cycle parking.

Local Plan Policy FA7 (ii) allocates land for public open space adjacent to the main gate for parkland landscaping. This has been proposed in the approved hotel application adjacent to this area.

The Public Safety Zone (PSZ) that extends to the east of the runway includes a section of the southeast part of the site.

Site Plan / Aerial Photo



Transport

Rushmoor Borough Council's Public Transport Accessibility Level (PTAL) assessment classifies Farnborough Business Park as a zone 4 location with "very low" accessibility to public transport. This is due to the distance from bus stops and the lack of services after 6pm. The closest bus route is to the north of the site at Meudon Avenue, and a small part of Farnborough Road to the north east of the area.

Demand Responsive Transport (DRT) has been implemented by SEGRO due to the lack of public bus services, and is available to employees at the business park. DRT is a dedicated free bus service for business park tenants. The bus service operates to and from local stations each morning and evening and to the town centre at lunchtimes. The service has 6 pick up points within the business park to ensure that every employee is within 400m of a bus stop, and provides an "on-demand" service via intercom or mobile phone.

Farnborough Business Park is within walking and cycling distance of the town centre. In addition to this the business park includes shared footways and cycleways alongside the main spine roads. These are of a high quality and well lit when required, making the area more appealing to pedestrians and cyclists.

Area 2 – Land south of RAE Road

Site Description

Location

This area is located on the eastern boundary of the airport, adjacent to Farnborough Road. To the north is area 1, with area 3 to the south. West of this area there is the open land of the airport with the end of the runway approximately 640m west. Residential areas of Farnborough lie immediately east of this area.

The area comprises three buildings, two of which are listed, set in a predominantly open area of grassland and hardstanding, with a belt of trees/vegetation fronting onto Farnborough Road on the southern part of the site. The western boundary of the site faces onto the airfield.

The two listed buildings, the grade II* listed G1 Trenchard House and grade II listed G29 hangar 'The Black Sheds', are located on the northern part of the site. The building G50 on the southern part of the site is screened by a band of trees / vegetation fronting Farnborough Road to the east of the building. To the south of the site a new hotel 'The Aviator' has recently been completed.

Current Land Use

The listed hangar is used for storage. Trenchard House, also listed, is currently occupied by the Farnborough Air Sciences Trust museum. Trenchard House also houses the administrative offices of the Guild of Aviation Artists and Euro Aircraft Trading who specialise in aircraft sales and leasing. G50 is used by Farnborough International.

The part completed southern access road which runs between Farnborough Business Park/IQ Farnborough and Queens Gate, dissects this area.

Listed Buildings

The presence of two listed buildings adds a further constraint to this site.

- The G1 building, Trenchard House, is a Grade II* listed building which housed the headquarters of No.1 (Airship) Company of the Air battalion of Royal Engineers, 1911. This building marks a nationally important place in the development of military history in Britain.
- The 1912 Grade II listed G29 (Trenchard House) building, also known as "The Black Sheds", is the sole survivor of the extensive groups of hangars that were built before the First World War at Farnborough. The only other examples are at Larkhill (Wiltshire), Eastchurch (Kent) and the remarkable group at Montrose (Scotland). This hangar is typical of

its time with open-sided shed design and no lean to workshop annexes, which were later a standard element.

Size: Approx. 7.76ha

Planning policy

Local Plan Policy FA3.1

Planning permissions on land in the south east of the main factory site and part of the RAF Officers' Mess, which are under the approach flight path to the main runway, will be given only when the proposals conform to any height and land use restrictions applied by the CAA. Proposals will also have to be in accordance with other policies in the plan.

Local Plan Policy FA13 (ii)

Major development proposals for Farnborough Aerodrome (other than those associated with the provision of facilities for business aviation operations) will be required to make provision for footpaths and cycleways with appropriate landscaping in accordance with adopted cycle plans. Provision will be made within the boundary of the development areas outside the operational aerodrome for the extension of the following strategic footpath/cycleway routes:

- (ii) Beside the district distributor road and along the A325 corridor from Pinehurst
Passage southwards to the Basingstoke Canal

Developers will be expected to provide on-site cycle parking.

Public Safety Zone

The majority of the site lies within the Public Safety Zone. The DfT circular 1/2002 aims to reduce the number of people working, living or congregating within such areas wherever possible.

Plan / Aerial photo



Area 3 – Society of British Aerospace Companies (SBAC) / Farnborough International

Site Description

Location

Situated on the southeast boundary of the airport, this site adjoins the Queens' Gate site to the southeast. To the south of the western side of this site lies the Civil Enclave and Farnborough Aerospace Centre. The main runway of the airport extends to the west from its end north of the site.

This area falls outside the operational boundary of the airport, but as the venue for the biennial Farnborough Airshow it is closely associated with the airport. Comprising a significant area of hard surfacing the site has a terraced element rising up from the airfield level facing northwest towards the majority of the open airfield. There is a limited amount of soft landscaping evident within this area, with a limited number of built structures.

Current Land Use

This area is leased by Farnborough International Ltd. and is used to accommodate temporary buildings associated with the biennial Farnborough Airshow. An area to the west of this site was granted planning permission on the 1st March 2007 for the "erection of a 4,200m² semi-permanent building to hold trade exhibitions and other events" (07/00015/FUL). The building was completed for the 2008 airshow and now operates as an events venue called "Five".

Size: Approx. 15.61ha

Local Plan Policies

Local Plan Policy FA6 safeguards the site for a regional exhibition site capable of accommodating the exhibition hall and business chalet elements of the Farnborough air show and other occasional events. The policy supports the development of permanent exhibition halls and conference facilities, and a hotel, where this is compatible with the exhibition use.

Local Plan policy FA7(iii) allocates land in the vicinity of Maitland Road for open space.

Site Plan / Aerial Photo



Area 4 – Queens' Gate

Site Description

Location

This area is located to the south east of the airport. The eastern boundary of this area is Farnborough Road, with Government House Road to the south. North of the area is the SBAC site, residential areas to the east, and Farnborough Aerospace Centre to the west.

This area comprises limited soft landscaping, with some grass and tree growth to the south eastern boundary and an area to the east of the site. Some further tree growth is evident at sporadic intervals throughout the site, as is the grass coverage. There are a number of vacant buildings upon the site which were previously occupied by the MoD for office and warehousing uses.

Current Land Use

This area is predominantly vacant warehousing and office space, with a Qinetiq centrifuge building being one of the few remaining utilised. Student/YMCA accommodation is also located on the site.

In October 2007 outline planning permission was granted for the "redevelopment of site for residential, comprising 137 houses and 262 apartments and commercial buildings comprising B1 office use totalling 8,520m² and B8 (storage and distribution) totalling 945m² with associated access, parking and landscaping" (07/00545/OUTPP). Reserved matters for phase 1 (i.e. plots 1 to 81) were approved in November 2008 (08/00605/REMPP) and clearance work has commenced on site.

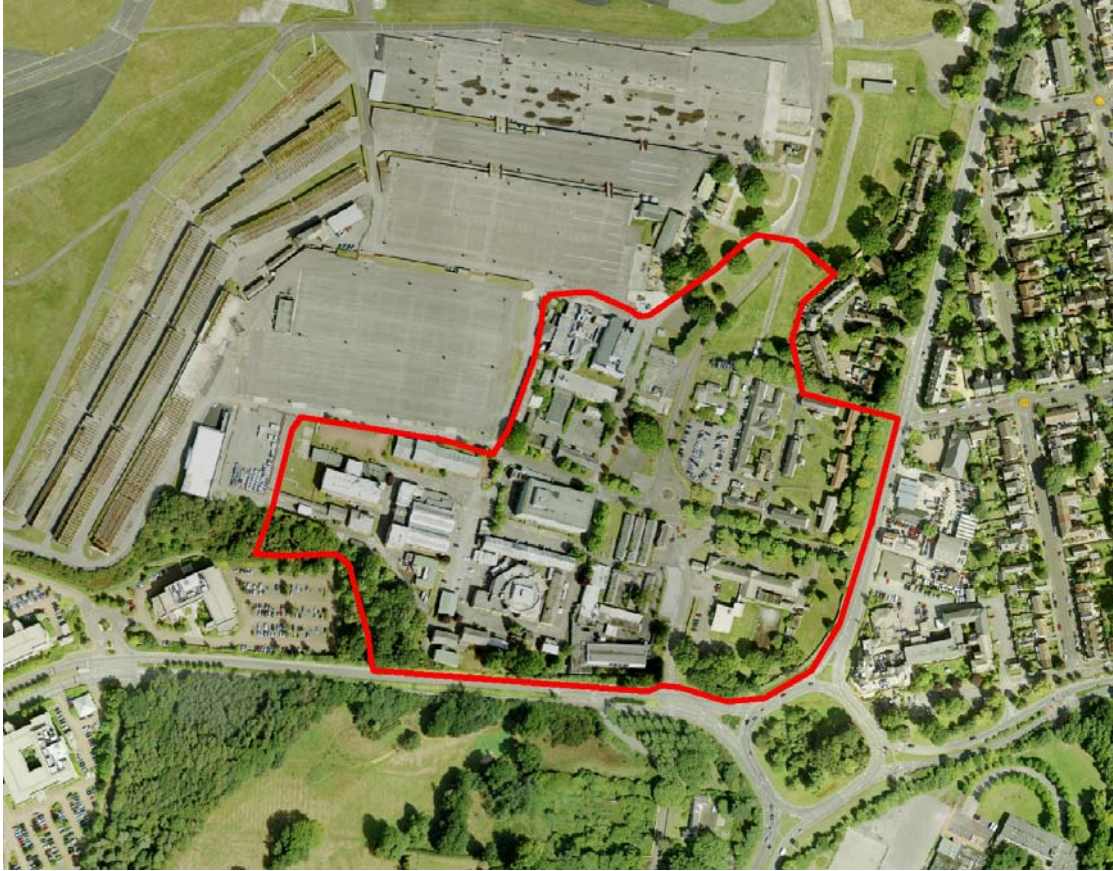
The southern access road will effectively split this area into two distinct sections.

Size: Approx. 10.07ha

Local Plan Policies

Local Plan Policy FA4 allocates the Queen's Gate site for a mix of employment and residential development. Residential use will be permitted if residents will not be unacceptably affected by aviation or Airshow related activities. An access route should be maintained through the site between Farnborough Aerodrome/SBAC site and Government House Road.

Site Plan/Aerial Photo



Area 5 – Farnborough Aerospace Centre

Site Description

Location

This area is located north and south of Aerospace Boulevard, south of the airfield. The eastern boundary is formed by Shoe Lane with the Civil Enclave area immediately to the north, the T2-area and AAIB area to the west and open countryside containing a golf course to the south.

This area contains a number of large buildings occupied by BAE systems. The majority of the site comprises buildings and hardstanding car parking. There is limited soft landscaping within the site concentrated around the south of the roundabout in the centre of the area. To the south of the area there is significant tree coverage which, although outside the area boundary, provides screening for the buildings within.

Current Land Use

Most of this area is occupied by BAE Systems.

Size: Approx. 11.80ha

Local Plan Policies

Within this defined employment area, Local Plan policy E3 allows for business, industrial and storage developments or redevelopment.

Site Plan/Aerial Photo



Area 6 – Civil Enclave

Site Description

Location

The area is located to the north of Aerospace Boulevard, surrounded to the south by 3-4 storey office buildings and associated parking. To the north and west lies the airfield and runways.

Pursuant to the planning permission (05/00426/OUT) the western area has been developed (Phase 1). The remainder of the site comprises hardstanding areas with limited soft landscaping. There remain a number of buildings to the east of the site which are of a temporary nature, the temporary permission for which has been renewed on 3 occasions.

Current Land Use

Phase 1 comprises a small courtyard of office and business units. There are a total of 15 offices spaces, and 20 hi-tech industrial units, all with their own dedicated car parking.

In January 2008 permission was granted for use of 0.9 ha of the site adjoining phase 1 for a driving/motorbike rider testing centre and became operational at the end of 2008.

The extant planning permission allows for the further development of the remainder of the site for B1 uses.

Size: Approx. 6.41ha

Local Plan Policies

Local Plan Policy FA2.5 supports the development of the site for business use (Class B1), as an extension to Farnborough Aerospace Business Park, when it would not conflict with the operation of the aerodrome or Airshow.

Site Plan/Aerial Photo



Area 7 – The “T” Area

Site Description

Location

This area is located to the south of the airfield and runways, immediately north of the AAIB area. Immediately east of the site lies a golf course with the Civil Enclave and Farnborough Aerospace Centre further east.

The “T” Area has been cleared of all the buildings which formerly occupied the site. As a consequence of this there remains a large area of hardstanding with limited soft landscaping. The area is surrounded by grassed areas to the east and west, with considerable tree growth to the south. Access is gained to this area from Devon Road and Berkshire Copse Road.

Current Land Use

A number of buildings used to occupy this area and these have now been demolished. The hardstandings are used during the airshow.

Size: Approx. 2.57ha

Local Plan Policies

Local Plan Policy FA5 permits employment use on a footprint basis only in the general area occupied by existing buildings on the site.

Site Plan/Aerial Photo



Area 8 – Air Accidents Investigation Branch

Site Description

Location

Located south of the “T” Area, the AAIB site is within relatively open countryside. To the west is Puckeridge Ammunition Depot, and Cove Brook runs northwest to southeast approximately 155metres south of the site.

The Air Accidents Investigation Branch (AAIB) occupies an area surrounded by mature trees. There are three large building occupying the site and associated car parking facilities. The AAIB area is accessed via Berkshire Copse Road which dissects the length of the site.

Current Land Use

The site is currently occupied by the Air Accidents Investigations Branch.

Size: Approx. 1.75ha

Local Plan Policies

Local Plan Policy FA5 permits employment use on a footprint basis only in the general area occupied by existing buildings on site.

Site Plan/Aerial Photo



Area 9 – Cody Technology Park/also known as QinetiQ

Site Description

Location

Located south of Ively Road and north of the airfield the eastern boundary of this area adjoins the operational boundary of the airport. To the north, within Hart DC, there is similar technology park uses with the “Pyestock” area to the north west.

Immediately east of the site are the new hangar and terminal buildings of Farnborough Airport. North of this is a golf course.

Cody Technology Park comprises the largest completed employment area adjacent to the airport. There are office, storage and hi-tech industrial and research facilities on this site. Immediately north of this area Ively Road defines the boundary between Rushmoor BC and Hart DC. Although considerably developed there remains areas of soft landscaping throughout and the Eelmoor Marsh SSSI adjoins the majority of the south-southwest boundary. Cody Technology Park is accessed via Ively Road, Range Road and Victor Way.

Current Land Use

The area is occupied by QinetiQ and the Defence Science and Technology Laboratory (dstl). QinetiQ is a British defence technology company, formed from the greater part of the former government agency DERA, when it was split up in June 2001. As a privatised company, QinetiQ is now one of the largest defence research organisations in the world.

The use of the area was regularised following the transfer to QinetiQ and an application for a certificate for lawful use was approved 12th January 2005 (04/01001/EDC). The area covered by this certificate is greater than that indicated on the map and includes part of the SSSI and a mostly undeveloped area.

Size: Approx. 40.78ha

Local Plan Policies

Local Plan Policy FA5

In the strategic gap and defined countryside, the Council will permit employment use on a footprint basis only in the general area occupied by existing buildings on the following sites:-

- (iv) Range Road; and
- (v) 'X'/Ball Hill Site.

Site Plan/Aerial Photo



Area 10 – Flight Safety International

Site Description

Location

This area is within the boundary of the airport east of the new terminal building and hangar. The main airport runway is to the south with Wessex Road providing access to the north, and the western area of Farnborough Business Park also adjoins this road.

This area contains a single large building owned by Flight Safety International. The surrounding land is grassed with areas of hardstanding and taxiways to the south.

Current Land Use

The building houses training facilities using aircraft simulators and contains 14 simulators, as well as classrooms and briefing/debriefing rooms.

Size: Approx. 1.33 ha

Local Plan Policies

The site is shown on the Proposals Map of the Local Plan as being within the 'Business aerodrome operation area' and subject to policy FA2.

Site Plan/Aerial Photo



Area 11 – TAG, Flying area and associated infrastructure

Site Description

Location

Farnborough airport lies to the south west of Farnborough between the town and Fleet. Aldershot lies to the south of the airport with the M3 running east to west to the north of the area.

The site is predominantly open in character, with an enclave of buildings to the north accessed from Ively Road. These include a recently constructed terminal building, hangar and control tower in addition to older hangars and other support buildings dating from when the site was used by the MoD.

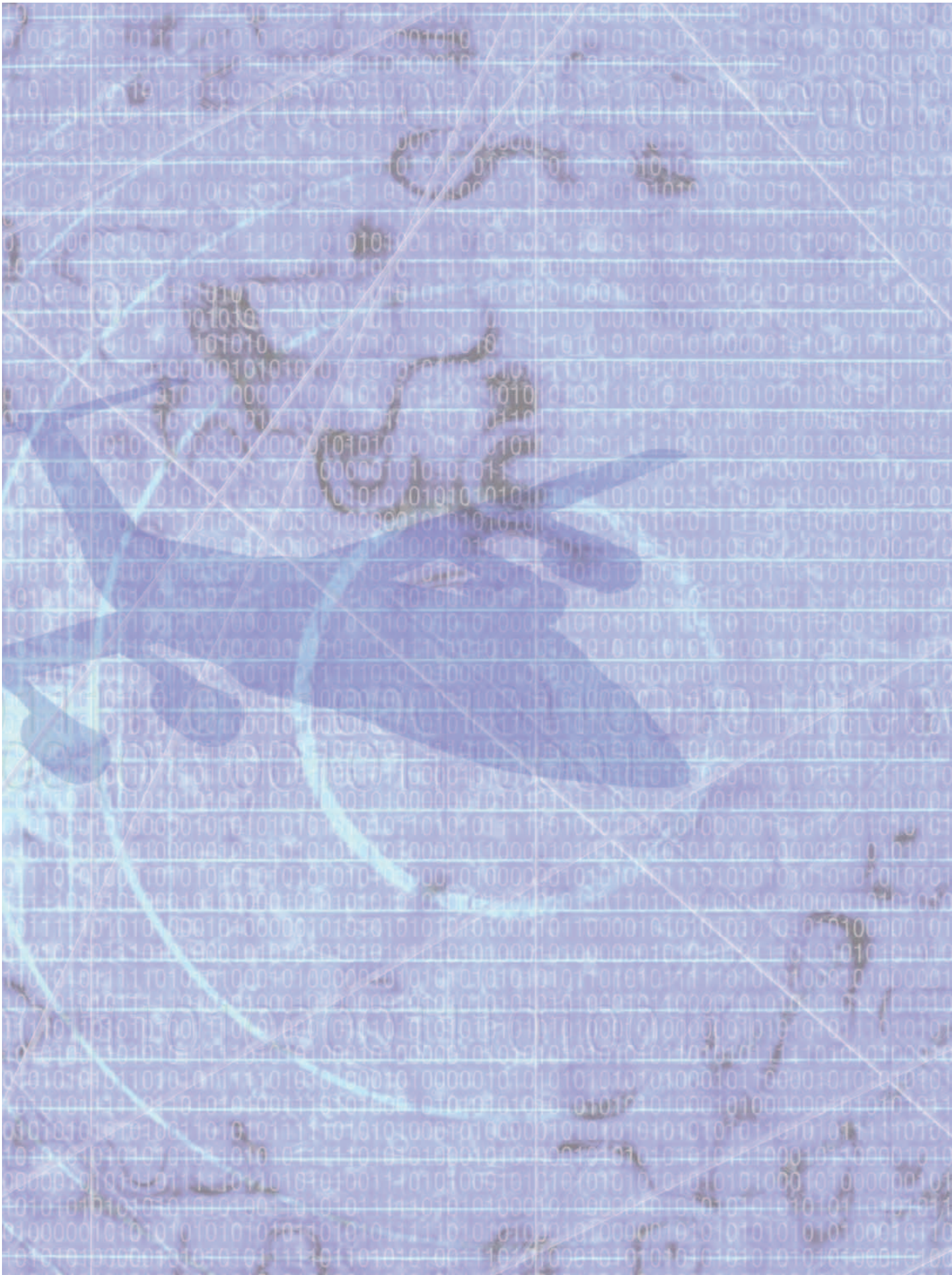
Current Land Use

The airport is operated by TAG Farnborough Airport Ltd. (TAG) for business aviation. The airport has a single principal runway (runway 06/24) running approximately south-west to north-east across the site. Take-offs and landings occur in either direction, dependent upon wind direction. Airport operations are subject to a number of conditions, including a restriction on the total number of movements permitted per year, and detailed policies set out in Chapter 11 of the Local Plan. Further detail is provided in an additional background document ‘**Farnborough Airport Key Facts**’ available on the Council's website at www.rushmoor.gov.uk/farnboroughairport.

Size: Approx. 220.0 ha

Site Plan/Aerial Photo





Council Offices, Farnborough Road, Farnborough, Hants, GU14 7JU

Tel: 01252 398 398 ■ email: customerservices@rushmoor.gov.uk ■ www.rushmoor.gov.uk

© Rushmoor Borough Council ■ Produced January 2009