

Appendix 2 - Summary of relevant National and Local Policy Provisions

1 POLICY NBE1 OF THE HART LOCAL PLAN

- 1.1 Paragraph 222: *There are a number of facilities in the countryside such as educational and training institutions, Ministry of Defence facilities, and Blackbushe Airport, where there could be a need for new development for operational reasons. Any such proposals should be located, designed and mitigated in a way that minimises their impact on the countryside, for example by siting new buildings within the existing built envelope.*

2 Policy YDFNP13 of the Yateley, Darby Green, and Frogmore Neighbourhood Plan

- 2.1 *The continued use of Blackbushe Airport for aviation uses is supported. Changes of use and new development for aviation uses will be supported where they can demonstrate:*

- (a) *No unacceptable adverse impact on the local community by way of noise, visual amenity, traffic generation, odours or air pollution; and*
- (b) *No unacceptable adverse impact on sites of ecological value, having regard to their status.*

To reduce traffic impacts and support sustainable development all development proposals which are likely to have significant transport implications should be supported by a travel plan to seek, as far as possible, that movements by private car are minimised.

3 National Planning Policy Framework

- 3.1 Paragraph 110: *Planning policies should... 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.*

4 General Aviation Strategy, Department for Transport (2015)¹

- 4.1 Page 30: *Existing GA airfields also find it difficult to gain planning consent to develop their existing facilities. Aviation is a sector where technology changes very quickly and in order to survive businesses must adapt to reflect this progress, such as by improving hanger facilities or creating all-weather runways. Improvements to infrastructure at airfields are increasingly vital to their ability to survive.*

5 General Aviation Road Map, Department for Transport (2021)²

- 5.1 Page 2: *Airfields are crucial to ensuring that the impact of innovation across the Aviation sector is fully realised, and it is key that we protect, enhance and innovate GA infrastructure.*

6 Flightpath to the Future, Department for Transport (2022)³

- 6.1 Page 42: *General Aviation is also an essential aspect of realising benefits for the UK, as it represents the grassroots and an entry point into the sector. It has an essential role to play in delivering local benefits and supporting a wide range of goals. This includes improved domestic and international connectivity, innovation, decarbonisation, and skills; as well as providing a number of social and heritage benefits to local communities.*
- 6.2 Page 44: *Airport expansion has a key role to play in realising benefits for the UK through boosting our global connectivity and levelling up. We continue to be supportive of airport growth where it is justified, and our existing policy frameworks for airport planning provide*

¹ <https://www.gov.uk/government/publications/general-aviation-strategy>

² <https://www.gov.uk/government/publications/general-aviation-roadmap>

³ <https://www.gov.uk/government/publications/flightpath-to-the-future-a-strategic-framework-for-the-aviation-sector>
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a robust and balanced framework for airports to grow sustainably within our strict environmental criteria.

- 6.3 *Page 42: Aviation plays an important role in many of our local communities. It is essential for the jobs and economic activity it directly supports, as well as supporting other parts of the economy, including business and tourism, and attracting inward investment.*