

WDLP Action Point 7.13

WDC to identify timescales for bringing forward development at HW16 (North and South) and share with the Inspector.

Written response to the Inspector:

Whole site issues:

Local Plan adoption – site removed from the Green Belt – April 2019

Masterplan (SPD) for site – adopted by end of 2019

Completion of upgraded access road by mid-2019

Phase 1 (existing road replacement/improvement) programmed to commence in January 2019, with a construction period of 4.5 months Kier are appointed as construction managers, with Ridge as Project Managers. Funding allocated in Major Projects Capital programme ('MPCP'). Phase 2 extension to follow on, along with associated SUDS system - detailed design produced and planning application about to be submitted. Works include utilities trench/ducting to enable mains services to be brought to edge of Southside land.

North Side (incl. West Wycombe Estate and Carington Land)

Estimated completion for acquisition of adjoining land – March 2019 latest.

In principle agreement with both adjoining landowners to acquire land for the glider rigging area and a site that will enable a proposed new secondary vehicular entrance, via Old Horns Lane. Negotiations on land price underway. West Wycombe Estate 'triangle' (the rigging area) is surplus to the Estate's requirements and will be leased. Carington 'Triangle' is being acquired freehold, in conjunction with a nearby Council proposed development (Cabinet approval and MPCP funding exists for the Carington acquisition).

Estimated completion for Northside airfield changes – June 2020

Post Arup report, collaboration with the Gliding Club has enabled plans for their relocation to be refined. They do not need a full concrete runway - Northside can become an unlicensed airstrip, constructed using an appropriate grass reinforcement system (as used for the main runway's 'back runway') for the glider tugs' main take off and landing zone. Discussions are underway with the supplier/installer of the (plastic mesh) system. The Gliding Club, in association with the Airpark Manager, will be seeking CAA (Civil Aviation Authority) clearance for the resulting change in air traffic movements (Northside relocation enables the reversing of the existing fixed circuits, which will mean fixed wing aircraft using the southern circuit, as against the northern one, bringing substantial respite to residents of Frieth, Lane End and Sands. The CAA approval process involves submitting a safety plan for the changes.

Topography (a detailed survey has been undertaken) means that some levelling will be required at either end of the gliders' new operational area. As engineering works, these will require planning permission. Along with the proposed new Old Horns Lane vehicular access. The Airpark Manager is taking steps to relocate the occupiers of the existing Northside hangars. The cost of the works to create a new operational area for the gliders is estimated to be within the £1m capital allocation in the MPCP. Assuming all the necessary consents are obtained within the next six months, works will commence in Summer 2019. Allowing a further 3 months for the new area to be compacted and reinforced and then a Spring growing season (for the new grass to be rolled and cut), Northside will be operational in June 2020.

South side

Estimate for commencing development – July 2020

In parallel with the Council's commitment to the Northside relocation, the Council has been in discussions with a development partner for South side. A conditional agreement is at solicitors' stage. If the Local Plan is approved, the partner will submit a planning application in April 2019. Allowing 9 months for determination/planning agreements/JR, they will start enabling works will start (utilities and drainage connections) in February 2020, with construction commencing in July 2020.

21 September 2018

