

Statement of Consultation - Appendix 20

Deliverability of the Air Park

1. Introduction

- 1.1. This note responds to the issue of the deliverability of Wycombe Air Park raised in representations at the Regulation 19 stage of the Local Plan. In particular it focuses on deliverability and the quantum of development that can be accommodated on the Air Park.
- 1.2. The local plan identifies two areas of land within the Air Park for employment development, area 1 to the north which includes intensification of the existing developed area and area 2 which is a triangle of land at the southern end of the Air Park.

2. Deliverability

- 2.1. In October 2016 the Council agreed a new lease for Wycombe Airpark with Airways Aero Associations, there are two leases, one for the existing operational area of the airpark, which is a 50 year lease with a break clause after 30 years. The second lease is for the area of land to the south of the airpark and identified for employment development in the new local plan, this lease has a 12 month rolling break clause that allows the Council to take control of land with a 12 month notice period.
- 2.2. The Council have instructed contractors to improve the access road that serves Wycombe Air Park and the land to the south of the Air Park identified as employment land, and this work will complete within the next 6 months. The Council has also commissioned ground investigations for the whole of the south land and in particular on the area of former land fill in the southern most corner of this site in anticipation of development of this site.

3. How much employment development can be accommodated on the Air Park?

- 3.1. The Wycombe Commercial Assessment (2016) considers the suitability of the Air Park to accommodate new employment floorspace, assessing the two areas shown on shown on figure 1.

Figure 1 Wycombe Airpark Development Areas

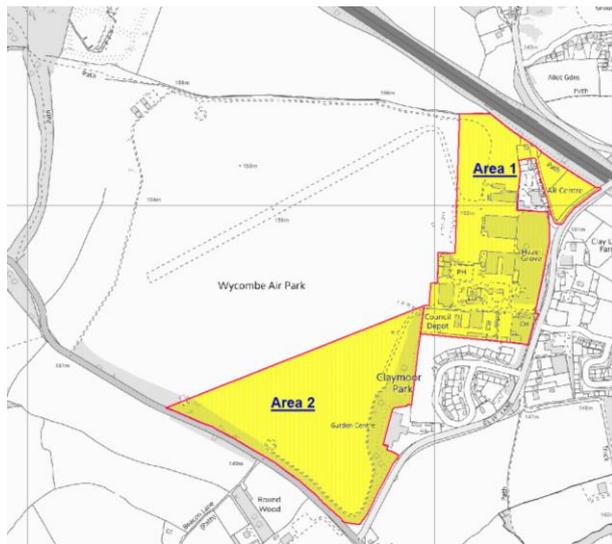
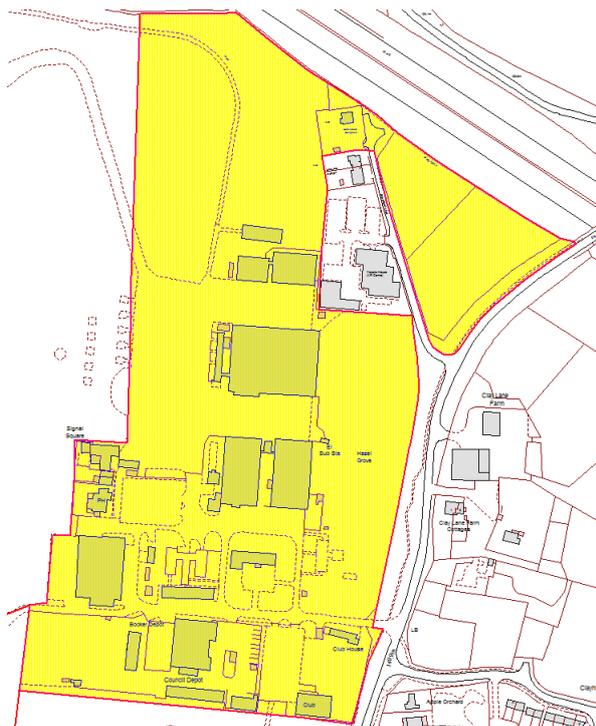


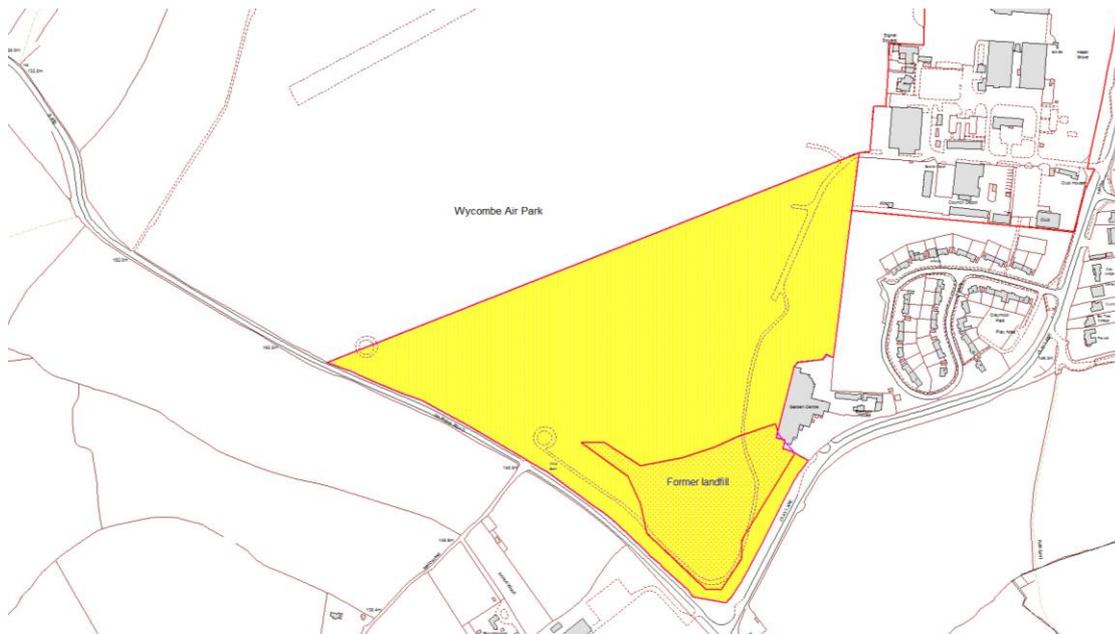
Figure 2 Area 1



3.2. Area 1 is a 13 ha site that currently contains a mix of hangars, light industrial units and some undeveloped land. The Commercial Sites report (Boyer, 2016) looked at the following three areas within this site to assess the amount of employment land that could be delivered and concluded that between 5,600 and 7,000 sq.m. of development could be delivered subject to access improvements. Subsequent to this assessment a further area of land has been included in the area which fronts onto Clay Lane. In light of this the

Council estimates that this area could provide approximately 8,000 sq m of new industrial floorspace. The amount of floorspace is based on standard plot development ratios as set out in the Commercial Sites report (Boyer, 2016). The amount of land that could be developed is approximately 6ha, which is more than sufficient to accommodate 8,000 sq.m.

Figure 3 Area 2

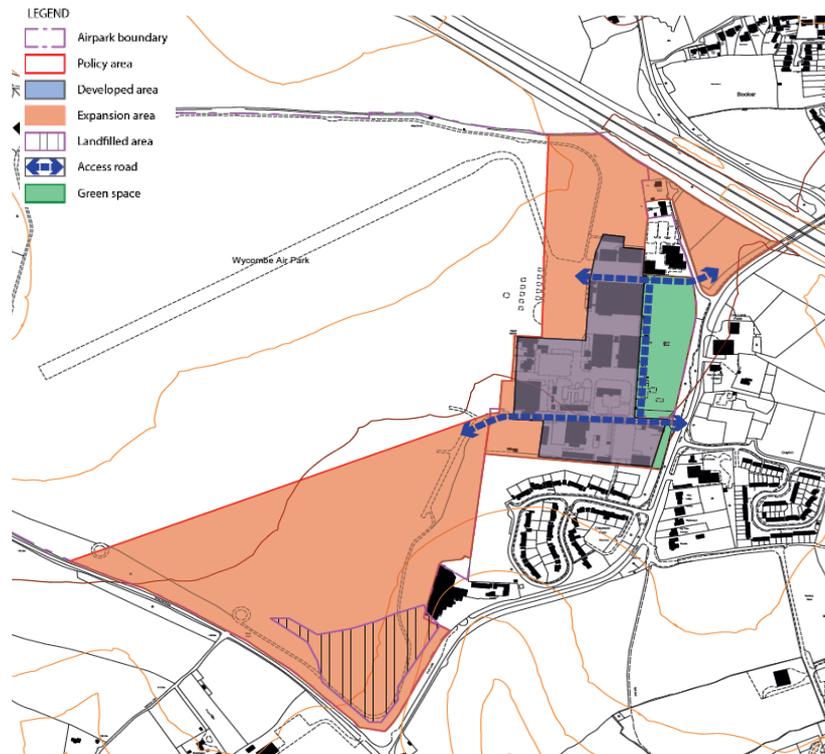


- 3.3. Area 2 is a 15.5 ha site that is currently undeveloped and is at the southern end of the air park. The commercial sites report assessed that based on the existing access arrangements this site could support approx. 10,000 sq.m. of lower density open storage and warehouse type development. Should access be improved to the expansion area, Boyer consider that the potential would be increased to 12,000 sq.m. to 20,000 sq.m. (3-5 ha) of more intensive industrial/ warehouse development in the longer term (para. 8.33) from a market perspective.
- 3.4. There are limits on the amount of this site can be developed due to land in the southern “tip” of the area being a historic land fill site. At this point in time this is excluded from the developable area resulting in a reduction of 3.4 hectares (including ‘isolated’ site margins) leaving a developable area of 12.1 hectares (the HELAA incorrectly identifies the developable area as being 10.5 ha). The Council has commissioned further work to assess this area. In addition there is a north south runway grass runway that is used when wind conditions vary from the overall norm of being south westerly.
- 3.5. The Council has assumed a more conservative estimate for this area assuming a it can accommodate a mix of B1c/B2/B8 floorspace up to 18,600 sq.m. This could be accommodated on up to 5ha of land. Thus whilst there

are some limitations on the capacity of this area there is more than sufficient land to accommodate the floorspace anticipated in the Plan.

- 3.6. The Housing and Economic Land Availability Assessment (HELAA) shows the route of the access being proposed by the Council and is shown below.

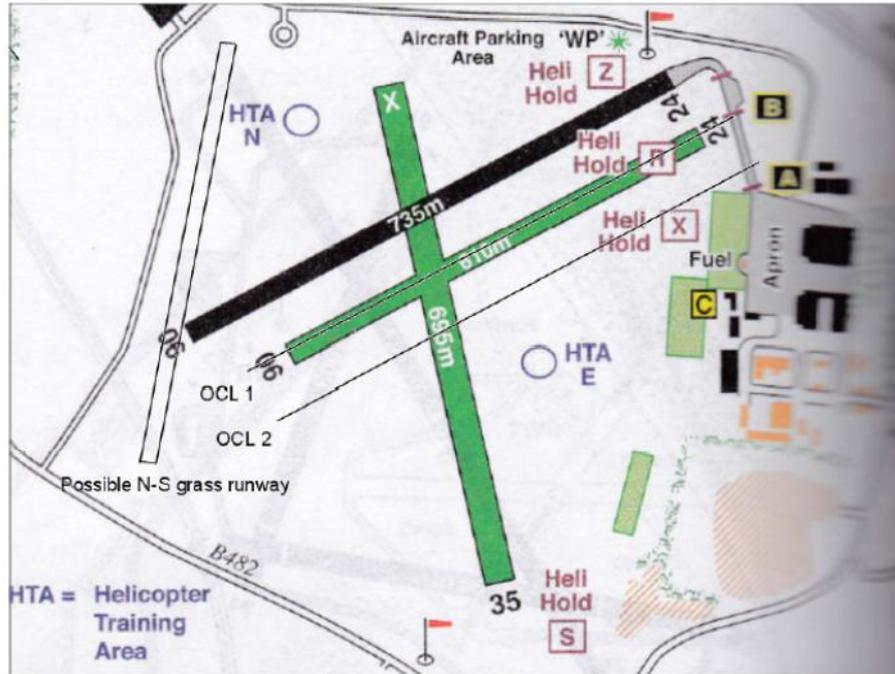
Figure 4 illustrative layout



- 3.7. The Alan Stratford & Associates (ASA) report on the Operational impacts of redevelopment of the SE corner of Wycombe Air Park (April 2015) concludes that from an aviation safety perspective the southern part of the airfield could be redeveloped. The report considered that given that the site lies directly adjacent to an airfield any development needs to be low-rise for reasons of aviation safety.
- 3.8. The report also shows that applying the “obstacle clearance limitation areas” to the east–west runways the expansion area would not be affected.

Figure 5 Wycombe Air Park Development Options Obstacle Clearance Criteria

WYCOMBE AIR PARK DEVELOPMENT OPTIONS
OBSTACLE CLEARANCE CRITERIA



OCL 1 - Obstacle Clearance Limitation from 06/24 hard runway (= 54m from 06/24 centreline)

OCL 2 - Obstacle Clearance Limitation from 06/24 grass runway/glider grid/landing area (= 70m from southern edge of 06/24 grass runway)

- 3.9. Figure 5 shows that based on an assessment of the runways any fencing that is constructed as part of the development of this area should not breach a parallel line 70 m from the southern edge of the grass runway. The boundary of Area 2 is in excess of 250m from southern edge of the grass runway and as such is not affected by this element of the obstacle clearance criteria.
- 3.10. The ASA report also identifies that in relation to building heights that *“provided any buildings are located in the southern part of the development and are not excessively high”* then there would be no infringement in terms of the approach of aircraft. The Boyer report further recommends that lower rise buildings associated with open storage uses would be the most appropriate either for a single large occupier or a few large to mid-size occupiers.
- 3.11. The ASA report also identifies that the north south runway can be relocated or shortened to enable development to occur in this area (this is shown in figure 5).
- 3.12. In June 2017 Wycombe Air Park Consultation Document, Changes to the Way Aircraft Approach the Aerodrome 1st March 2017 – 7th June 2017, Booker Aviation. The purpose of the document was to consult on the

introduction of a new Global Navigation Satellite System (GNSS) procedure at Wycombe Air Park.

- 3.13. These GNSS procedures provide satellite guidance to runway 24 (the hard runway on the site which runs SW - NE) increasing safety in reduced visibility weather conditions, but have a minimal effect on the path that aircraft on the proposed approach will follow compared with aircraft using the current visual procedures. As such it is not particularly relevant to the amount of floorspace that can be accommodated on the Air Park.