

A NEW FUTURE FOR FAIROAKS AIRPORT?



WELCOME TO FAIROAKS AIRPORT



Unity Land is proposing an exciting and innovative re-development plan for Fair Oaks Airport. This important general aviation airport located in Surrey Heath Borough has been a major part of the general aviation network of UK airports for over 85 years. It is merely 15 minutes from Heathrow Airport by road, within easy reach of central London and most of the SE of England. Unity Land is seeking to upgrade and re-develop the airport and create a world class Centre of Aviation Excellence.

Unity Land LLP is proud to be promoting this development in accordance with its planning application to be submitted to Surrey Heath Borough Council.

We are seeking your views on our proposals via an online public consultation, having unfortunately had to cancel the public consultation as a result of government restrictions on Covid-19. The consultation is open for comments until midnight on Sunday 19th April,



Please go to the link at <https://www.unitylandllp.com> and participate in the online consultation. Your views are important to us.

SITE LOCATION FAIROAKS AIRPORT



The airport is operated by Fairoaks Operations Ltd under a Civil Aviation Authority (CAA) Ordinary Licence that allows flights for public transport of passengers, cargo, flying instruction and recreational flying as well as for business aviation purposes.

The airport has been in continuous use for pilot training, charter services, aircraft maintenance and general aviation since 1937. Many light aircraft and helicopters are based at and use Fairoaks, however the airport and its infrastructure have suffered from a lack of investment and maintenance for many years. The buildings and aviation ground infrastructure are in urgent need of upgrading in order to bring them up to modern aviation standards. Fairoaks is supported by local planning policy to continue in aviation use and to enhance its business aviation and employment role. This is the very purpose of the Unity Land proposals.

There is a small control tower providing air-ground radio services, an on-site fire and rescue service comprising two 4WD rescue vehicles, refuelling services, aircraft maintenance, hangars and a popular café with a viewing area which is open to the public. In addition, a number of office, light industrial, car and other mechanical repair services are located in its business park comprising tired and out of date buildings.

Key

1. Fairoaks Airport
2. McLaren Technology Centre
3. Chobham Business Centre
4. Chobham Common
5. Ottershaw Park

WHY RE-DEVELOP FAIROAKS AIRPORT?



Fairoaks Control Tower.



Existing apron and hangars.



Vacant single and two storey buildings.



Existing apron, hangars and side buildings.



Condition of taxiways.

Fairoaks is a fully operational general aviation airport, with a single runway 06/24 used by air taxi, charter, training and other types of light aircraft. The last major upgrade of the airport took place in 1979. Since then standards for airport design have required that all new or re-developed airport infrastructure complies with modern standards which improve the safety and efficiency of aircraft operations. A number of measures have been included in the Unity Land designs to improve safety and efficiency so that Airside, Fairoaks will be upgraded to modern airport design standards and in compliance with UK CAA, EASA and ICAO Regulations. These include:

- New safety zones and starter extensions at both ends of the existing runway 06/24 with the runway retained at 813m in length;
- Upgrading of ground infrastructure including of the runway, taxiways, aprons and airside operations;
- New state of the art centrally located Control Tower;
- New modern hangars and airport buildings;
- New buildings compliant with Obstacle Limitation Surfaces (OLS) requirements;
- Additional and more direct emergency vehicle routes;
- New strategically located airside Rescue and Fire Fighting Service (RFFS) facility.
- Dedicated access for emergency vehicles from the public highway via two crash gates;
- Compass Check Area provision away from the runway;
- Relocation of Fuel Farm away from parked aircraft and helicopters;
- New runway, taxiway and apron lighting;
- New navigation equipment as required;

Landside, the proposals include construction of high quality energy efficient buildings suitable for B1 office and research use by aviation related and technology innovation companies.

As is apparent from the adjacent photos, many existing buildings are in a poor state of maintenance and repair and the airport is in a tired run-down state urgently requiring substantial new investment in its facilities and infrastructure. Re-development as proposed by Unity Land will enable Fairoaks Airport to thrive once more and secure its long term future as a high quality general aviation airport.

WHAT ARE THE PROPOSALS?

Key

- Boundary
- ⋯ Existing Foot Path
- - Diverted Foot Path
- ⋯ Bridleway

1. Existing Airport Entrance Enhanced
2. New Landscaping
3. Car Parks with Electric Charging Points and Cycle Stores
4. New Administration Building
5. New High Quality Aviation Hangars with Offices
6. Control Tower
7. Helipads
8. New Fire Station
9. Runway 06/24
10. New Starter Extensions and RESA to Runway 06/24 & Turnarounds
11. New Fuel Farm
12. Upgraded Airport Ground Infrastructure
13. New Separate Emergency Access
14. Existing Compass Checkpoint
15. Existing Hangar Building
16. Diverted Footpath (Later Application)



FREQUENTLY ASKED QUESTIONS

What is being proposed?

Unity Land's proposals are to create a Centre for Aviation Excellence at Fairoaks Airport. In place of the existing run-down buildings which will be demolished, high quality energy efficient buildings are proposed, together with landscaped car parks with electric charging points, cycle stands and other ancillary development designed to modern standards. Maximum possible use will be made of solar gain, solar shading, daylight and natural ventilation.

The current site has buildings on it with a Gross Internal Area (GIA) of 23,000sqm over a footprint of c.15,000sqm. In accordance with Local Plan policy, the amount of development on the site is being increased by infilling the spaces between the existing buildings. This infilling could provide a total footprint of c.30,000sqm; since some of the existing accommodation on site is either two or three story, a total GIA of c.40,000sqm can be provided.

The buildings are proposed to be used for aviation and aviation related development, including hangars and other airport uses, as well as for offices and research and development. The proposed buildings will have a maximum height of 12.5m and will be no higher than existing buildings on site.

Away from the re-development of buildings on the site, the existing airside ground infrastructure will also be upgraded to comply with national and international standards and CAA, EASA and ICAO Regulations.. This will significantly improve the safety and efficiency of aircraft operations at the airport.

The result of carrying out the proposed re-development will be the total transformation of Fairoaks Airport's image from a run-down, tired aviation facility for general aviation to a world leader in its class. The aim will be to attract high quality operators, owners and customers with a particular focus on business aviation.

What does this mean in terms of the number of flights?

The number of flights taking place at Fairoaks Airport will not materially change as a result of Unity Land's proposals. The airport currently has planning permission for 120,000 fixed wing aircraft movements per year (A movement is a runway take-off or landing of any type of fixed wing aircraft). This excludes all helicopter movements.

Figures recently agreed by SHBC and FGVL showed that there were 59,000 fixed wing aircraft movements at Fairoaks in the financial year of 2017 to 2018. Unity Land's proposals do not seek to amend the airport's planning permission or change the airport's operational characteristics.

Planning Policy and the Green Belt

Unity Land's proposals are clearly supported by the provisions of the Development Plan as set out in the Surrey Heath Core Strategy. Policy M21 of the Core Strategy supports the use and re-development of Fairoaks Airport in particular for business aviation purposes.

To help facilitate this, part of the Fairoaks site is also designated as a Major Developed Site in the Green Belt, and Development Plan policy allows for its buildings to be demolished and the site to be re-developed. In addition, government guidance provided in the National Planning Policy Framework (NPPF) allows for the re-development of previously developed sites in the Green Belt. The NPPF Policy is more flexible than the Local Plan insofar as it is not exclusively limited to the extent of the Major Developed Site designation.

Land Ownership

As Unity Land LLP does not own or control Fairoaks Airport, it is actively seeking to acquire the site from the existing owners. The planning application is being submitted to demonstrate to local residents, the Council and the wider aviation industry that there is a very bright future for aviation at Fairoaks Airport which will bring about considerable economic and other benefits to the area. Currently, as Unity Land is not the operator of the airport, it cannot enjoy Permitted Development rights afforded to airport operators and must seek a planning permission to demonstrate the feasibility of its proposals. Further, an express planning permission obtained as a result of this application will ensure that the development is not only lawful but fully in accordance with planning policy.

Jobs and Economic Impact

Unity Land has commissioned ARUP to provide an economic assessment of the proposals and the benefits they will provide for job creation and the local and wider economy. Given the dilapidated state of the site including the business park, it is estimated that it currently only generates about 300 direct jobs and supports 90 indirect jobs, even though it generated many more in the past. In terms of Gross Value Added (GVA) generated by current activities, this is estimated to be in the region of £40 million (£34 million direct and £6 million indirect). In comparison, Unity Land's proposals will generate a very significant uplift in the economic benefits provided by the airport and generate over 900 direct jobs and support for some further 280 indirectly, creating a potential total of over 1,200 jobs.

In terms of GVA, the direct impact of Unity Land's proposals will be in the region of £135 million and result in an indirect impact of an additional £20 million, contributing a total of £155 million to the local economy.

When Fairoaks was operating in its heyday, it was a thriving centre for general aviation and was an important contributor to the local economy. Since then the economic contribution generated by Fairoaks has declined to current levels. When compared to the current level of activity at Fairoaks, Unity Land's proposals would see a clear uplift of c £115 million of GVA being contributed to the local economy.

Nature of Operations

The re-development of Fairoaks Airport will provide significant opportunities to attract internationally recognised aviation, aerospace and technology innovation companies to be based at the Airport. In addition to providing new skilled jobs, the aviation and aerospace sector is an important part of the UK economy and the second highest contributor to GDP. It also plays a significant role in the government's policy to limit emissions and reduce the impact of climate change. The sector is assisting in this by developing new propulsion technologies designed to reduce carbon emissions, in some cases to zero.

The UK is a recognised world leader in this field, and the UK Government strongly supports technology innovation companies of the kind that would be keen to base their operations at Fairoaks. Unity Land sees Fairoaks as being a hub for this type of operation.

Will the development generate additional traffic?

KMC Consulting has been assessing the highways impacts associated with the proposed development. This work has concluded that although there will be a noticeable change at certain times of day at the entrance and in the immediate vicinity of the site, the proposals are entirely acceptable in highway policy terms and there will be no significant impact on the surrounding highways network as a result of the proposed development.

Noise Impact

Unity Land has appointed Clarke Saunders Acoustic Consultants to advise on the noise impact associated with its proposals. The proposals do not result in a significant increase in aircraft movements and therefore the proposed re-development will not cause any significant change in noise levels associated with the operation of the airport compared to existing and past operations.

What other effects will there be e.g. on ecology, air quality, drainage, flood risk and to the landscape?

The answer is that no material impact or harm would occur as a result of the proposals. In the case of landscape impact, there would be significant benefit as visual benefits would occur from the redevelopment and replacement of the current run-down buildings with modern high quality buildings within a landscaped setting. Unity Land is advised on these aspects of the proposed development by Bioscan Ecology Consultants, ADM Ltd Air Quality Consultants, MJA Engineering Consultants and EDP Landscape Consultants.