



Foreword from the Chairman

Our vision for Blackbushe Airport is a hub of aviation, which accommodates and promotes a wide mix of aviation activities whilst celebrating our heritage.

The aerodrome will support small aviation businesses as well as remaining somewhere that the community can engage with aviation. We hope to create a centre of aviation excellence for small start-up and existing businesses in aviation to thrive.

Over the last 30 years there has been little to no investment in the airport. We have plans for significant investment to enhance the range of activities at the airport, including improvements to current infrastructure alongside the construction of new hangars and other aviation facilities.

Cameron Ogden
Chairman

We take a long-term multi-generational view of our ownership. The plans we have set out will not be realised overnight, they may take many years to come to fruition.

As a family we have had great successes in a number of different businesses over the last 30 years and we wish to use that experience in the development of this airport.

The plans outlined in this document will ensure that we not only sustain, but increase, the number of jobs supported by the airport. This, in turn, will generate a greater economic dividend for the region. Economic success is a key factor to a lot of the investments made, but of equal priority is ensuring the aerodrome is sustainable and an asset to the community.

01

Introduction

This document is a refresh of the previous vision for Blackbushe Airport, originally prepared in 2016. With 7 years experience in managing the airport, we have updated it to incorporate our greater understanding of the business needs and the evolution of the marketplace. These revised needs inform the masterplanning proposals contained in this document.

This Vision Document summarises the important wartime history of Blackbushe Airport and operations since the war. It explains the current state of the airport and the activities it accommodates. It then sets out a coherent strategy for gradual rationalisation and improvement, in order to bring Blackbushe into the 21st century and secure its long-term future as a hub for a wide variety of aviation activities.



02

Current Activity at Blackbushe

Blackbushe is currently home to a variety of aviation activities. There are three based fixed-wing flying schools who operate a combined fleet of 23 aircraft. These schools help hundreds of pilots each year to obtain their Private Pilot's Licence (PPL), as well as offering advance training, including Commercial Pilots Licences (CPL), Instrument Ratings, Night Ratings, and Instructor Ratings. One of our schools also has a range of flying simulators which help pilots continue their courses or refine their skills even when the weather is poor.

The majority of professional pilots flying for airlines started their training journey at smaller aerodromes like Blackbushe, and we are vital in providing tomorrow's pilots for the airlines and cargo operators.

In addition to the fixed-wing flying schools we have regular operations by helicopter training organisations whose students go on to fly coastguard and emergency service missions as well as the busy North Sea activity.

Blackbushe is frequented by a range of business aircraft, including light to mid-size jets and turbo-prop aircraft. These flights connect Blackbushe with most of Europe, and include not only business and leisure travel but also aero-medical flights carrying sick or injured passengers or organ transplants. Business Aviation typically makes up about 5% of the airport's total annual movements.

The airport café has been popular for decades, and was brought under the airport management in 2021. The premises were refurbished and the Pathfinder Café opened in April 2021. Whilst it is well used by air crew and people working at the airport, it's main customer base (over 95%) are the public. This mix of customers includes dog walkers who combine a walk in the Yateley Country Park with a visit to the café, as well as families with small children, community groups, and the passing trade that comes with a prominent location on the A30.

Blackbushe is one of the few aerodromes in the UK to support electric aircraft operations. In 2021 we invested in a recharging station for an electric training aircraft operated locally.





Community Engagement

Blackbushe regularly welcomes community groups onto the airport. During the summer months we have a programme of engagement with local scouting and girl guide groups, giving them insights into Air Traffic Management, Firefighting, and access to light aircraft.

We also support work experience programmes, particularly for those interested in becoming a pilot, or a career in air traffic. The size of our tower restricts the numbers and types of visitors we can accommodate, and a new tower will be able to welcome more frequent and larger groups.

The Twilight Runway Challenge is an event held annually on the runways and taxiways of the airport. Each year up to 1,000 people run, walk, cycle, skate or scoot courses over 3K, 5K or 10K. Their participation supports CMPP, a charity dedicated to connecting businesses with the community. Participants can also raise funds for their own charity, and each year around £40,000 is raised for local causes from this single event.



The Blackbushe Heritage Trust was formed in 2021 with the initial aim of recovering and restoring a 1950s airliner at Blackbushe. Once the aircraft has been returned to the airport, they will be leading the development of a heritage centre and museum at Blackbushe, engaging with local community groups, and providing opportunities for young people to get involved with the restoration and learn new skills.

Aerobility

Aerobility is a leading disabled flying charity based at Blackbushe Airport, Hampshire.

Aerobility changes lives by providing anyone, with any disability with access to the magic and wonder of flight. It does this because taking the controls of an aircraft drives a focus on capability and encourages its flyers to ask the question 'If I can fly an aeroplane, what else can I do?' This makes everything else in life feel that little bit more achievable, whilst offering the ultimate feeling of freedom and escape from restrictions of disability.

Aerobility takes to the skies with up to 1,000 individuals a year and supports the recovery of our Armed Forces Veterans with 30% of flyers being wounded, injured or sick former military personnel.

"The owners and operators of the airport have been key enablers and supporters of the charity, helping us to develop our facilities and capability, giving us full utilisation of the airport when required and in a cost-effective way. The airport has been a key component in the success of Aerobility and is genuinely part of helping us to change the lives of disabled people every day."

Mike Miller-Smith MBE FRAeS
Chief Executive, Aerobility

Blackbushe Airport has been proud to support Aerobility over the past decade by providing our services at cost, and by continuing to support them in hosting fundraising events at the airport.

Whilst Aerobility already have some of the largest accessible facilities on the airport, access for those with disabilities to other areas of the airport can be restricted due to the age of the buildings. A new terminal and flying school hub will be designed with accessibility at their core to enable those with disabilities to expand their horizons across all areas of the aviation industry.

03

Blackbushe Airport Total Movements

Total aircraft movements (a movement is a landing or a take-off) for the last few years have varied between 28,000 – 48,000 and are set out below:

Movements	
2001	42,986
2002	36,584
2003	47,407
2004	46,311
2005	46,907
2006	46,066
2007	42,229
2008	41,973
2009	36,828
2010	35,515
2011	32,736
2012	28,274
2013	29,630
2014	33,902
2015	33,877
2016	33,909
2017	32,090
2018	30,962
2019	36,862
2020	28,044
2021	33,423
2022	40,845
Average Annual Movements: <small>(excludes 2020 & 2021 as years affected by COVID-19 related closures).</small>	37,776

Note: An earlier version of this report relied on erroneous data which over-reported this data by double. This has been corrected as of June 2018 and reflects data reported to the CAA which has been verified as correct.

Vision for Blackbushe Airport

Blackbushe Airport's fortunes have varied and it has adapted to changing priorities and needs. We intend to breathe new life into the airport. The vision is to develop a small, modern aviation facility which services the needs of the range of aircraft that already use Blackbushe.

The type of aircraft that use Blackbushe will not change with this development as there is no scope or plan to increase the runway length and this therefore restricts the size of aircraft able to operate.

Our focus remains on small light aircraft, providing better facilities for instructors, pilots and passengers alike.

Light aircraft are currently not able to access proper maintenance facilities at Blackbushe, requiring them to fly elsewhere. Most aircraft at Blackbushe are parked outside, exposing them to the elements, and necessitating more regular maintenance.

Our intention is to establish a maintenance facility on site and to provide hangarage for aircraft to avoid damage and corrosion from the variable British climate.

We will encourage other small scale aviation related businesses to locate at the site, some in bespoke facilities. The airport hopes to support new innovative businesses with a focus on greener, sustainable aviation.

The development of the airport will be phased and in accordance with demand from potential tenants and customers.

Some elements, like an improved terminal, café, and some hangarage are long overdue, and will be built quickly. Further hangarage and supporting business structures will come later.

The purpose of these changes is initially to replace the hangarage lost in 2015, and to support and enhance the businesses already based at the airport. There is also an opportunity to attract other, similar businesses and jobs to the site.

The changes at the site will lead to a gradual increase in high quality technical jobs in the aviation industry and opportunities for young people in the area in engineering and related business skills.

The aviation industry continues to evolve and innovate, and Blackbushe Airport plans to embrace new technologies that will help deliver a more sustainable future.

Over time, these changes will lead to an improvement in the quality of aircraft using the site with subsequent enhanced environmental and noise performance.



There is no intention or opportunity to create a large Farnborough-like airport facility at Blackbushe. The site is constrained, as is set out below. The very existence of Farnborough, at the 'high end' of the private business aviation spectrum creates a need for an appropriate facility to support smaller aircraft without the high costs associated with established executive airports.

The proposed changes at Blackbushe are unlikely to create any discernible change in the surrounding area, but the current form of Blackbushe is out of date, able to offer little, at present, to aircraft owners, operators and support businesses. These proposals are designed to deliver enhancement and improvement but not major change.

Initial Work

When the current owners bought the airport in 2015 there was no cohesive corporate identity at Blackbushe.

The airport management has presented a professional face to the aerodrome, particularly at local consultative committee meetings, and in other engagement with the local community and on social media.

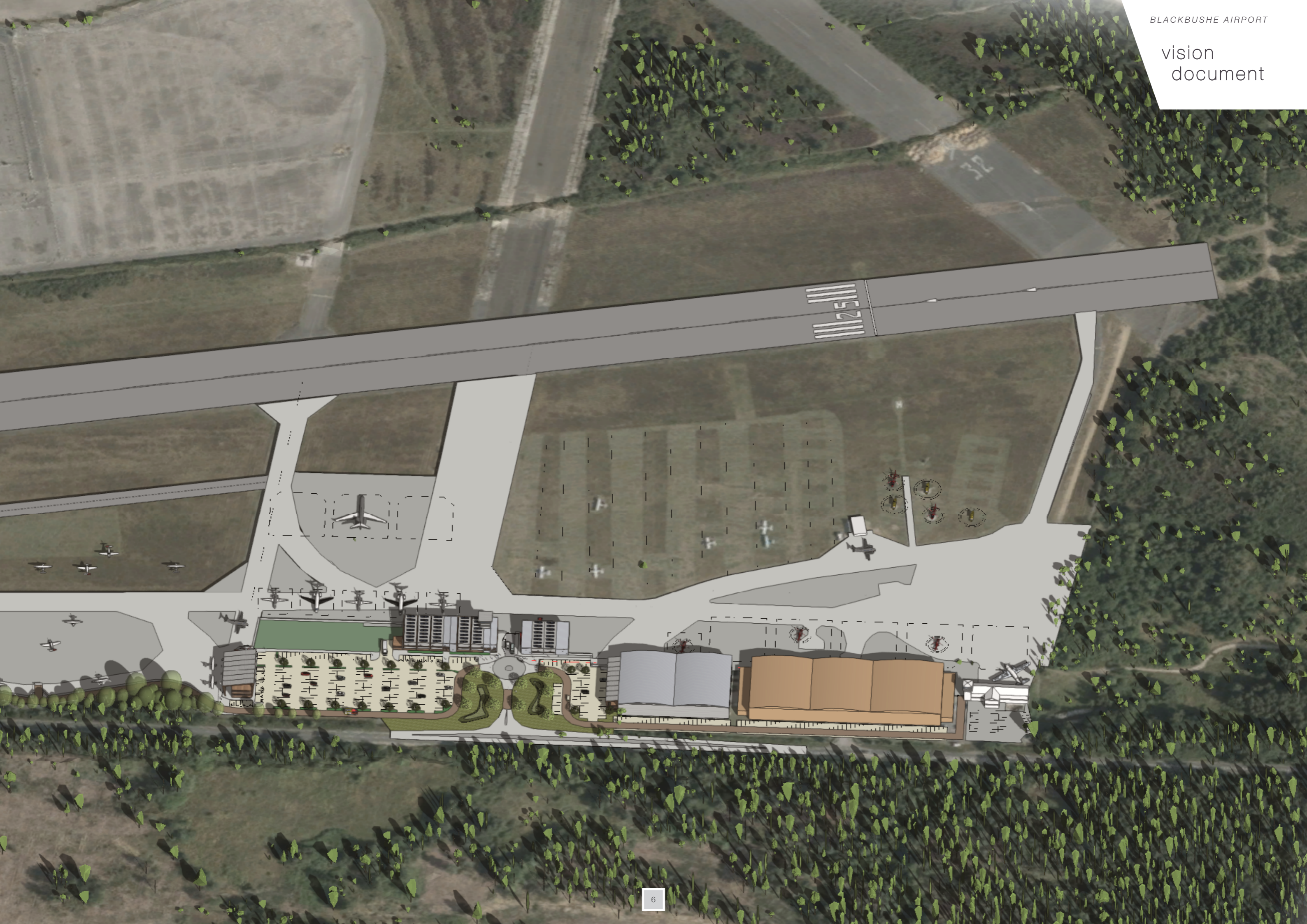
The site boundaries, particularly on the A30 were in poor condition and have already been upgraded. The entrance to the site was unprepossessing and has been tidied up. Directional signage has been rationalised and made more user friendly.

The café was refurbished in early 2021 but the building is long past its intended life and needs a more modern replacement.

Masterplan Proposals

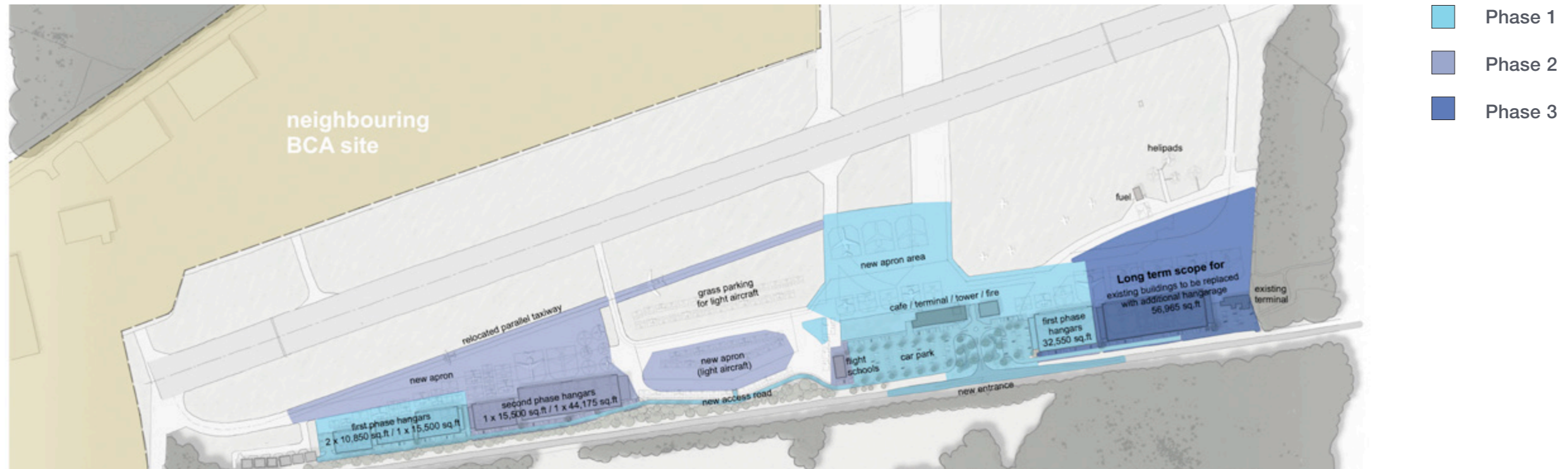
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Masterplan Proposals –

Phasing & Description of Proposals



Phase 1

The initial phase of development involves significant change at the airport including construction of new buildings and infrastructure. This phase includes the following key elements:

New Site Access

Key to facilitate the wider development of the site is the establishment of a new safer highway access from the A30. It is proposed that the road be locally widened outside the Airport frontage to permit a new right turn access and junction to be introduced, extending into the Blackbushe Airport site west of the existing access and terminal, adjacent to the existing hardstanding of the former north-south runway. The detailed design of this access will need to be developed further with transport consultant input, but this access would be designed to accommodate

vehicle traffic for staff and visitors to the airport, including HGV servicing for terminal, airfield and hangar-based operations.

The entrance will incorporate landscaping to create a gateway presence for the airport – SUDS drainage attenuation to serve the newly-constructed areas may be integrated within the landscape design.

This site access will extend to connect to new perimeter access roads extending west (to proposed new GA hangarage) and east (to connect to new multi-purpose hangar, existing parking and airport buildings).

New Café / Terminal / Administration Building

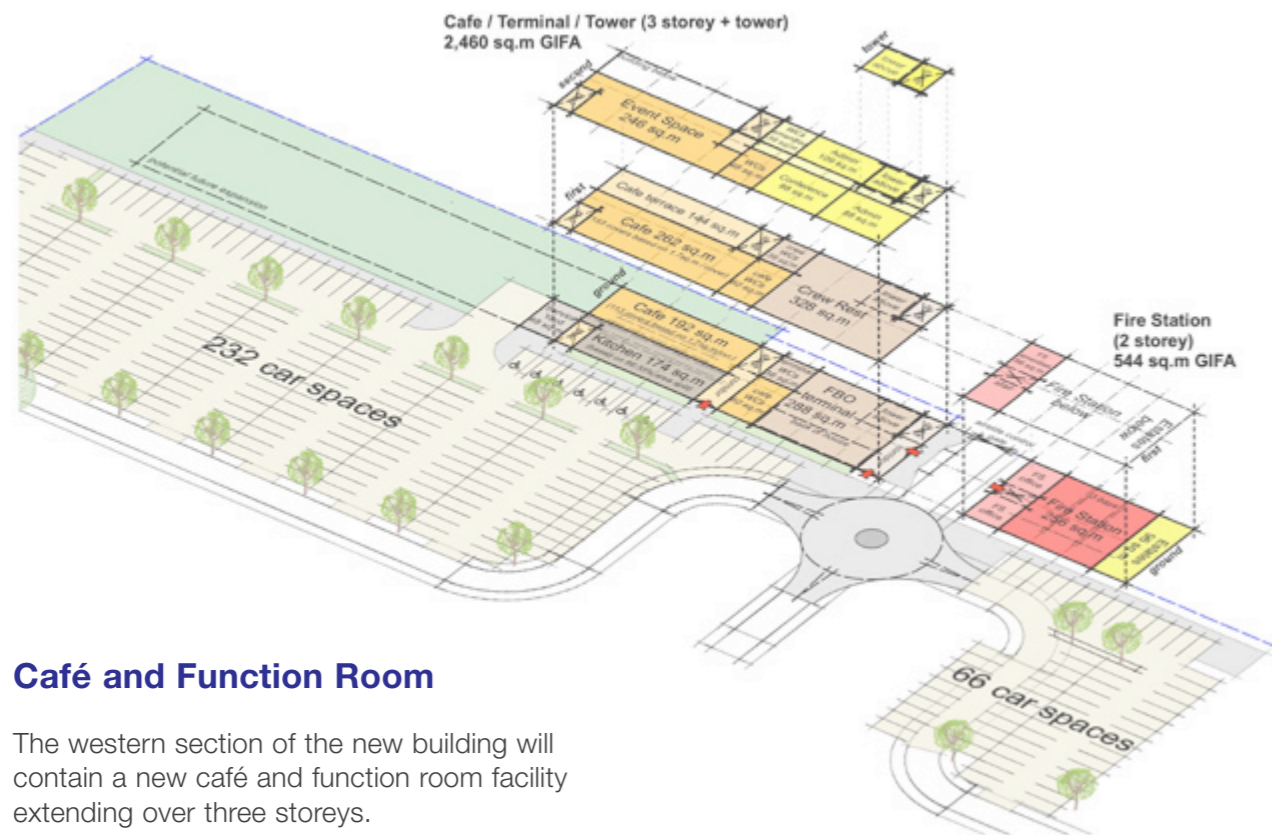
This new three-storey structure (with control tower above) will accommodate the main public-facing elements of the airport – the expanded café facility, an FBO passenger terminal and administration offices for Blackbushe Airport. This new building will form the heart of the airport, located at a focal position near the new entrance. The design and quality of this building will establish the benchmark for future built development at the airport.



Masterplan Phase 1

- | | | | |
|---|--|--|--|
| <p>① Existing runway - code 2C - existing width 46m tarmac / 102m incl. clear and graded strip</p> <p>② Existing taxiway E maintained - code B</p> <p>③ Existing entrance (to be closed)</p> <p>④ Proposed relocated entrance – widening for right turn lane with landscape enhancement (subject to agreement with highway authorities)</p> <p>⑤ New car parking for café, terminal and MP hangar (280 total spaces)</p> <p>⑥ Proposed three-storey café / terminal / tower / administration building</p> | <p>⑦ Controlled vehicle access gate for direct apron access airside</p> <p>⑧ Proposed fire station and estates management building (two storeys – 3 appliance bays)</p> <p>⑨ Café outdoor space area</p> <p>⑩ Existing light aircraft parking – grassed area</p> <p>⑪ New FBO apron area (small and medium business jets) on expanded hardstanding between taxiway and former runway</p> | <p>⑫ Existing fuelling stand retained – clearance to taxiway</p> <p>⑬ Existing helipads retained</p> <p>⑭ Existing run-up loop to be used for light aircraft parking</p> <p>⑮ New entrance landscaping incorporating surface water attenuation features</p> <p>⑯ Proposed first phase west hangar development (storage, MRO etc.) total hangar area 38,545 sq.ft / 3,580 sq.m</p> <p>⑰ Hardstanding around existing taxiway extended to provide access in front of hangars</p> | <p>⑱ Existing hangars retained</p> <p>⑲ Proposed first phase east hangar development (storage, MRO etc.) - 32,550 sq.ft / 3,025 sq.m</p> <p>⑳ Existing car-parking and buildings retained</p> <p>㉑ Existing apron area retained</p> <p>㉒ Existing terminal and tower re-purposed as museum and heritage centre</p> <p>㉓ Taxiway Alpha – Code B</p> |
|---|--|--|--|

vision document



Café and Function Room

The western section of the new building will contain a new café and function room facility extending over three storeys.

Accessed from the new car-parking area in front of the building (spaces for c.232 cars), the ground floor level of the café /restaurant has a dining area of 192 sq.m /2,067 sq.ft with capacity for up to 113 covers (based on 1.7 sq.m / cover). It also contains a kitchen area of 174 sq.m / 1,873 sq.ft which is an appropriate size to serve the entire multi-floor venue based on a 1/3 split. The ground floor café area opens to an external dining area extending to the north and west of the building (approximately 1,800 sq.m) with views over the runway and apron areas. There is also potential for future expansion of the café / function facility into this area. A loading dock and waste storage compound provide servicing facilities at the western end of the building. Dedicated café toilet facilities will be provided on the ground floor.

The entrance lobby connects with a stair / lift core that provides access to the first floor of the restaurant which has a further dining area of 262 sq.m / 2,820 sq.ft (up to 154 covers), associated toilet facilities and a covered first floor terrace of 144 sq.m, with views over the airfield. The internal café/restaurant dining area at ground and first floor totals 454 sq.m / 4,887 sq.ft which has the potential to accommodate 267 covers (based on 1.7 sq.m / person).

At the second floor level, the stair/lift core connects with a function room space of 246 sq.m / 2,648 sq.ft, again with associated toilet facilities and extensive views over the airfield.

Passenger Terminal and Crew Rest Facilities

The current passenger facilities at Blackbushe Airport, particularly for those using Business Aircraft, are insufficient for requirements. There is no purpose built passenger and crew accommodation, but in late 2016 as an interim solution, a small passenger lounge was opened within the existing terminal. While this is already very popular, a better equipped facility is urgently needed.

The Passenger Terminal operation is known as a 'FBO' (fixed base operation). Customers are prepared to pay for the speed, flexibility and security of a private charter flight but also expect to have access to a lounge area, meeting rooms, refreshments and good quality cloakrooms. Not all passengers will necessarily use this accommodation for every flight. However, they are expected to be available for the times when there may be a delay, where a meeting is held between flights, or, if a group of passengers are meeting up to travel together.

Crew members also require facilities at an FBO including rest rooms and briefing rooms. Again, at present there is no purpose-built facility. Chauffeurs and other drivers will also use this area when waiting for passengers.

At the eastern end of the new building, a separate lobby will provide access to the ground floor FBO passenger terminal facility which extends to 288 sq.m / 3,100 sq.ft plus dedicated toilet / washroom facility.

Between the Terminal area and the Fire Station a controlled access gate would provide direct apron access, which is visible from and can be controlled from the Administration suite or Fire Station office.

The entrance lobby extends to a stair / lift core that leads to a first floor crew rest facility extending to 364 sq.m / 3,920 sq.ft, including toilets, washrooms, rest facilities and briefing / planning rooms.

Administration Suite and Tower

At second floor level, accessed via the passenger terminal stair / lift core, an office suite for Blackbushe Airport's administration staff will extend to 376 sq.m / 4,050 sq.ft. This will include offices, toilet / welfare facilities and a conference / meeting room.

Above the administration suite the new control tower will be located, providing accommodation for 4 – 5 people and accessed from the stair / lift core. The relocated tower will occupy a more central location which will assist with clearer and more extensive views over the aerodrome operations.

New Fire Station and Maintenance Building

Located east of the new airside-controlled access gate, a new building will provide accommodation for the airport fire service and estates management team. This building extends to 448 sq.m / 4,820 sq.ft at ground level, where it provides three double-height bays for fire appliances and a further bay for estates maintenance equipment and storage. At the western end of the building, adjacent to the airside access a ground floor office area has a further level above, of 96 sq.m / 1,030 sq.ft containing welfare and recreation areas, such as break rooms, gym facilities and lockers / washrooms.

Aerodrome Revisions

In the first phase of development, as part of the improved terminal facilities for FBO operations, the area between Twy C and the former north-south runway will be paved to create a improved apron area for small and medium-sized business jets, immediately adjacent to the proposed passenger terminal and direct apron access.

The existing Twy F will be re-purposed into a new access road serving the western hangar development running along the southern edge of the existing hardstanding.

Note that these proposals will require further development at a more detailed level with an airfield engineer, but at this stage have been developed in line with the guidance contained in CAA CAP 168 and the ICAO Aerodrome Design Manual.





New Hangar Space

The masterplan seeks through the various phases of the proposals to provide additional hangar space on the site, to replace the 3,700 sq.m / 40,000 sq.ft hangarage 'lost' on the northern side of the airport to BCA operations. Each hangar would contain 'airside' and 'landside' facilities. The 'airside'

area will open onto a taxiway to give access to the runway and will include a covered area for parking aircraft and for maintenance operations. Only staff and visitors permitted 'airside' will be able to access this area. At the rear of the building there will be some 'landside' offices, workshops and storage space to support the hangar activities with an entry from the 'landside' car park.

In the first phase, the development of new hangars would commence to the west of the existing cafe and car-park (east of the new entrance) providing a multi-use hangar 2,770 sq.m / 29,840 sq.ft in area, with an office to the west of 230 sq.m / 2,770 sq.ft facing a parking area with capacity of 64 car spaces.

Also within this phase, at the western end of the aerodrome three GA hangars will be

developed consisting of two 1,005 sq.m / 10,850 sq.ft hangars (for light aircraft) and one 1,440 sq.m / 15,500 sq.ft hangar with attached office accommodation of 125 sq.m / 1,345 sq.ft.

Parking for the hangars will be distributed along the southern side, accessed from the new access road, and controlled access to the airside is available at each end of the hangars.



Phase 2

This next phase of development consolidates the western areas of the masterplan with continuation of the hangar development, further apron areas and a new flying school hub. In more detail, this phase includes the following:

Additional Hangar Space

This phase continues the development of hangarage to the western end of the airfield, with two new general purpose hangars - an additional 1,440 sq.m / 15,500 sq.ft hangar with 125 sq.m / 1,345 sq.ft of office space, and a subdividable hangar of 4,105 sq.m / 44,175 sq.ft with 325 sq.m / 3,490 sq.ft of office space. This large hangar could contain a maintenance organisation, executive helicopters, or business jets. As with the previous phase, parking will be distributed along the southern side, accessed from the new access road which runs inside the existing perimeter tree belt.



Aerodrome Revisions

A significant airside change in the second phase involves the construction of a new Code B taxiway to the western end of the site, moved closer to the runway while maintaining minimum centreline offsets. This permits the existing Twy E to be expanded as an apron area to serve the proposed western hangar development.

The existing grassed area between Twy E and Twy F (run-up loop) will be paved to create a new all-weather apron area for light (piston-engined) aircraft.

The existing fire station will be removed from its location within an 'island' on the apron, and the area reverted to hard-standing for the parking and movement of aircraft.

Flying School Hub

At the western end of the new car-parking area a new two-storey building will be constructed, containing four flying school suites ranging from 112 sq.m / 1,200 sq.ft to 192 sq.m / 2,065 sq.m in size. A spacious suite at ground level will accommodate Aerobility and will have accessible car parking spaces, toilets / locker facilities and direct apron access immediately adjacent.

To assist with the access to aircraft by those with disabilities, this building may include a small hangar or sheltered area in which hoists and other specialist equipment can be used.

The location of the flying school hub at the southern end of the main publicly-accessible car-park has been selected to provide both a customer-facing facade for the schools with direct access to apron areas (including the new hardstanding area noted above) and extensive views over the airfield.

Yateley Country Park Access

Throughout the development, access to the Yateley Country Park will be maintained. We intend to continue providing a parking area within the Blackbushe site to allow the public to access and enjoy adjacent common land.

Heritage Centre

The former terminal and tower will be re-purposed as a museum and heritage centre to showcase the diverse aviation history associated with Blackbushe - this building provides a potential 650 sq.m / 7,000 sq.ft of accommodation.



The Blackbushe Heritage Trust has already been formed to begin the restoration of a former based 1950s airliner, and to gather exhibits in anticipation of the development.

neighbouring
BCA site

Masterplan Phase 1 & 2

- ① Existing runway - code 2C - existing width 46m tarmac / 102m incl. clear and graded strip
- ② Proposed relocated parallel taxiway - code B
- ③ Existing entrance (to be closed)
- ④ Proposed relocated entrance - widening for right turn lane with landscape enhancement (subject to agreement with highway authorities)

- ⑤ New car-parking for café, terminal and flying school hub (296 total spaces)
- ⑥ Proposed three-storey café / terminal / tower / administration building
- ⑦ Controlled vehicle access gate for direct apron access airside
- ⑧ Proposed fire station and estates management building (two storeys - 3 appliance bays)

- ⑨ Proposed two-storey flying school hub
- ⑩ Existing light aircraft parking - grassed area
- ⑪ New FBO apron area (small and medium business jets) on expanded hardstanding between taxiway and former runway
- ⑫ Existing fuelling stand retained - clearance to taxiway
- ⑬ Existing helipads retained
- ⑭ Existing run-up loop to have tarmac extended for light aircraft parking on hardstanding

- ⑮ Proposed additional light aircraft parking - grassed area
- ⑯ Existing hangars retained
- ⑰ Proposed first phase west hangar development (storage, MRO etc.) total hangar area 38,545 sq.ft / 3,580 sq.m
- ⑱ Proposed second phase west hangar development (storage, MRO etc.) - total 64,510 sq.ft / 5,995 sq.m
- ⑲ Hardstanding extended around existing taxiway to provide aprons in front of hangars

- ⑳ Proposed first phase east hangar development (storage, MRO etc.) - total 32,550 sq.ft / 3,025 sq.m
- ㉑ Existing car-parking and buildings retained
- ㉒ Existing apron area retained
- ㉓ Existing terminal and tower re-purposed as museum and heritage centre
- ㉔ Taxiway Alpha - Code B

Long Term Further Scope



Blackbushe Airport needs to ensure it can continue to adapt to the demands of the aviation sector over the longer term. For example, exciting advances are being made in the area of Electric Vertical Take-off and Landing aircraft (EVTOL) as well as in other sustainable initiatives. We see the aerodrome as well placed geographically to support these start-up industries and provide them with the room to grow over time.

The eastern end of the site has space to accommodate this activity in the longer term, following the demolition and removal of the existing temporary structures currently occupied by the café and flying schools and associated parking area.

Eastern Hangar Development

Structures on the eastern end of the site will be designed in accordance with the needs of their occupant. Future phases might include the development of further hangar facilities with attached office space for maintenance or parking of aircraft.

This proposed hangar could be up to 4,790 sq.m / 51,540 sq.ft in area, with the potential for subdivision. Office accommodation is provided at either end of this building, each comprising 250 sq.m / 2,715 sq.ft in area.

Parking to serve these facilities will be provided on the southern side, with direct access from the extended perimeter access road which extends to the Heritage Centre and Museum in what is the current Terminal.





neighbouring
BCA site

Masterplan All Phases

- ① Existing runway - code 2C - existing width 46m tarmac / 102m incl. clear and graded strip
- ② Proposed relocated parallel taxiway - code B
- ③ Existing entrance (to be closed)
- ④ Proposed relocated entrance - widening for right turn lane with landscape enhancement (subject to agreement with highway authorities)

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- ⑥ Proposed three-storey café / terminal / tower / administration building
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- ⑫ Existing fuelling stand retained - clearance to taxiway
- ⑬ Existing helipads retained
- ⑭ Existing run-up loop to have tarmac extended for light aircraft parking on hardstanding

- ⑮ Proposed additional light aircraft parking - grassed area
- ⑯ Existing hangars retained
- ⑰ Proposed first phase west hangar development (storage, MRO etc) - total 38,545 sq.ft / 3,580 sq.m.
- ⑱ Proposed second phase west hangar development (storage, MRO etc.) - total 64,510 sq.ft / 5,995 sq.m
- ⑲ Hardstanding extended around existing taxiway to provide aprons in front of hangars

- ⑳ Proposed first phase east hangar development (storage, MRO etc.) - total 32,550 sq.ft / 3,025 sq.m
- ㉑ Future phase of eastern hangar development (storage, MRO etc.) - total 56,965 sq.ft / 5,290 sq.m
- ㉒ Existing apron area infilled and extended to provide stand area for large aircraft (Falcon 7X/Gulfstream G500)
- ㉓ Existing terminal and tower re-purposed as museum and heritage centre
- ㉔ Taxiway Alpha - Code B

Managing Change – Planning and Environmental Implications



Aircraft Movements and Surface Access

Aircraft Movements

Blackbushe Airport currently handles around 37,700 aircraft movements per year (a movement is either a take-off or landing, or a 'touch & go' when training). On average 95% of these are private light aircraft or related to the flying schools' activities, with 'touch-and-go' circuits accounting for approximately one third of these movements. The airport also supports business jets, turbo-props, and executive helicopters. In 2022 there were 2,329 such movements (5.7%). Of these 2,329 movements, some are Public Transport flights and in 2022 there were 879 commercial movements.

No significant growth in aviation activity is predicted. Aircraft maintenance operations do not attract significant movements. As there are currently no maintenance facilities at Blackbushe, the proposals would, in fact, avoid the need for aircraft currently based at the site to fly out for servicing

and maintenance and then back again. No significant change is expected in the mix of aircraft using the site although improved maintenance services may, over time, lead to a general upgrading of the fleet of home-based aircraft at the site.

Surface Access

The airport is accessed from the A30, a two-way single carriageway road. Developing the vision will likely increase the number of airport employees and visitors. Whilst there is not expected to be a significant change in the number of staff employed in the operational side of the airport, there will be several new jobs created in the larger café/restaurant and aircraft maintenance facilities. Aircraft maintenance activities are relatively low density but the additional facilities could lead to an additional 150-200 jobs, which would primarily be in the specialist skilled engineering sector.

The redevelopment will include the creation of a new site access junction as part of phase 1 to improve accessibility and highway safety along the A30. The final location, nature and design of the new access junction will be agreed with Hampshire County Council Highways and National Highways.

Vehicular parking will be increased from approximately 180 to 300 spaces to accommodate the anticipated increase in employees and visitors to the airport.

In delivering our vision, we will undertake a detailed assessment of surface access to/from the airport, including capacity along the A30 and how the proposed new access junction can potentially improve highway safety.

Environmental Matters

Natural Heritage

As we deliver the Vision, the natural heritage at Blackbushe will need to be protected. As shown in the plan overleaf, a small area of the north eastern corner of the operational airport is within the Castle Bottom to Yateley and Hawley Common site of special scientific interest (SSSI), part of the Thames Basin Heaths special protection area (SPA), both statutory designations. Much of the remaining grassland within the airport is identified as a site of importance for nature conservation (SINC), a local ecological designation).

The area identified for development is outside the statutory designated areas but will include some of the locally designated SINC grassland. A botanical survey was undertaken in 2016, recording a species-rich managed grassland around much of the southern operational areas of the airport, but with some areas of acid grassland/heathland to both the south and north of the main runway. We will appoint an ecologist to update the botanical surveys across the airport. We will work with the Hampshire County Ecologist and other stakeholders to agree a robust mitigation/compensation strategy to ensure the overall value of SINC grassland is maintained or improved.

Noise and Vibration

There are limited receptors for noise surrounding the airport. The predominant existing noise sources at the site include traffic on the A30 and aircraft movements. There are currently a number of operational controls in effect at the airport to limit the effects for aviation noise, including restrictions on operating hours, the types of aircraft using the site and controls on ground-based activities. These will not change.

Any potential noise and vibration effects of constructing the proposed development can be controlled through standard proven construction methodologies. There may be limited noise associated with construction HGV traffic; however, vehicle movements during the construction phase are unlikely to be significant in the context of the baseline traffic flows.

The proposal is likely to result in some increase in road traffic accessing the site. Broadly, a perceptible increase in noise associated with road traffic would require a doubling of traffic flow on a given link. Whilst the post-construction traffic movements will increase, given the high volume of background traffic on the A30, it will not result in a doubling of traffic flow. Therefore, the proposed development is not considered likely to generate significant operational noise post-construction.

Air Quality

The airport is not within or adjacent to an air quality management area; the closest is in Frimley, approximately 6km from Blackbushe Airport. Construction of the proposed development has the potential to cause dust. However, standard and proven construction methodologies will be used to protect habitats.

Aviation activities (such as the number of movements, types of aircraft etc) will remain within Blackbushe Airport's current operational controls, therefore the proposed development is not considered likely to have a significant effect on air quality from aircraft emissions. Any potential impact on air quality resulting from surface access vehicles will be assessed robustly in consultation with Hampshire County Council Highways.

Landscape and Visual

Blackbushe Airport and the BCA site are notable features in the landscape. The visual envelope of the airport and areas proposed for development is considered to be largely restricted to views from users of the airport and the footpaths/common land in the immediate locality. There is potential for glimpsed views of the proposals for users of the A30 but these will be in context of the existing operations at the airport.

There is one public right of way (PROW) running through the site (the Welsh Drive), which crosses the main runway of Blackbushe Airport before passing into the BCA site. Blackbushe accommodates the public who wish to walk the route, and will cease activity briefly for this. However, the BCA section of the route is completely obstructed and walkers cannot pass through it. Blackbushe Airport has continued to work with Hampshire County Council and BCA on proposed solutions,



including dedicated alternative routings through airport owned land. However, these rely on reciprocal arrangements on the BCA site which HCC and BCA are yet to resolve. Blackbushe has no proposals to erect any structures over the historical Welsh Drive route, however, in the interests of practicality we remain committed to ensuring a suitable alternative route is available for those around the airport site.

Planning Strategy

Like other airports, Blackbushe Airport benefits from planning permitted development under Part 8, Class F of the Town and Country Planning (General Permitted Development) Order 2015 (hereafter referred to as the GDPO). Permitted development rights allow changes related to airport operations (subject to certain limitations) to be undertaken without the need for express planning permission. Understandably, it is Blackbushe's preference to use these permitted development rights where possible.

We will engage with Hart District Council to agree a comprehensive planning strategy for delivering the vision. It is likely that parts of the development will be implemented using permitted development rights with others requiring an express planning permission.

Planning Policy Support

Where planning applications are necessary to deliver parts of the vision, they will need to demonstrate compliance with national and local planning policy. In this regard, national and local planning policy provides support in principle for the future development of Blackbushe Airport.

The National Planning Policy Framework (NPPF) (July 2021) recognises the importance of maintaining a national network of general aviation aerodromes and their need to adapt and change over time, taking into account their economic value in serving business, leisure, training and emergency service needs (paragraph 106).

In addition, the Department for Transport's (2021) *General Aviation Roadmap*, sets out the government's vision for general aviation, the strategic priorities and future support for all areas of GA including developing planning guidance to protect aerodromes and supporting aerodrome innovation and zero carbon ambitions.

The Hart Local Plan to 2032 (adopted April 2020)

Policy NBE1: Development in the Countryside sets the specifics for development within the countryside, which is defined as the area outside the settlement boundary and designated employment sites and therefore includes Blackbushe Airport. The airport is specifically mentioned in the policy supporting text as a location where there could be a need for new development for operational reasons, with provision for this made within part c) of the policy.

Yateley, Darby Green and Frogmore Neighbourhood Plan

Policy YDFNP, Yateley Town Council supports the continued use of the airport for aviation purposes, whilst identifying the need to ensure proposals have regard to the proximity of the site to sensitive environmental designation, as follows:

"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."

Engagement with Stakeholders

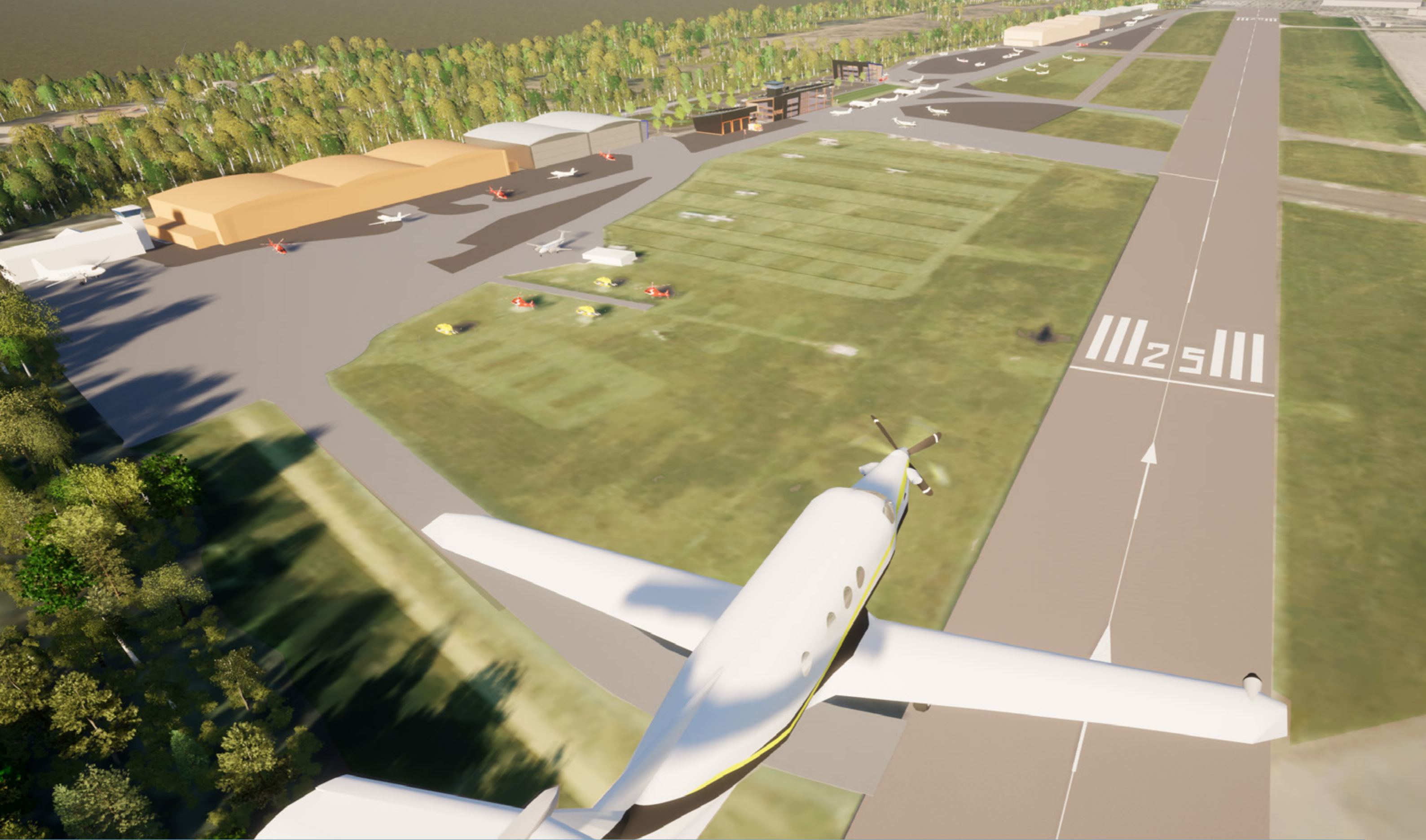
Offering key stakeholders and the general public the opportunity to inform the emerging masterplan at an early stage is important to us. This will help us to identify specific issues that may need to be addressed and to facilitate design responses for particular areas of concern.

The Blackbushe Airport Consultative Committee will be an important forum to engage with stakeholders on a regular basis, together with in person and/or virtual public exhibition events. We will also seek to undertake targeted consultation with stakeholders in relation to specific technical matters (e.g. ecology, surface access, etc).

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Conclusion

Blackbushe Airport needs investment to allow it to compete however, more importantly, there is clear demand in the small private aircraft market for improved maintenance and hangarage facilities. Providing these would assist in rationalising and upgrading Blackbushe, and offer additional job opportunities.



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