

FAREHAM

BOROUGH COUNCIL

Report to the Executive for Decision 06 January 2020

Portfolio:	Policy and Resources
Subject:	Construction of Economic Hangars at Solent Airport Daedalus
Report of:	Director of Planning and Regeneration
Corporate Priorities:	Maintain and extend prosperity

Purpose:

The purpose of this report is to seek approval to provide economic hangars at Solent Airport at Daedalus to support General Aviation.

Executive summary:

To provide economic hangars at Solent Airport to support managed hangarage, improve the utilisation of the existing general aviation hangars and allow further development on the western side of the site facilitating delivery of Swordfish Business Park.

Recommendation:

It is recommended that the Executive agrees:

- (a) the appropriate prudential borrowing up to the maximum sum detailed in the confidential appendix and a capital budget to fund the construction of economic hangar provision at Solent Airport at Daedalus; and
- (b) to delegate authority to the Director of Planning and Regeneration following consultation with the Executive Member for Policy and Resources to award the contract for the construction of the new hangars after a procurement exercise in accordance with the Council's Procurement and Contract Procedure Rules 2019.

Reason:

To continue to deliver of the Vision for Solent Airport at Daedalus.

Cost of proposals:

See confidential appendix

The estimated cost of the new hangars is to be funded from prudential borrowing.

Appendices:

A: Confidential Appendix

B: Location plan

C: Layout plan

D: Artists impression

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Executive Briefing Paper

Date:	06 January 2020
Subject:	Construction of Economic Hangars at Solent Airport Daedalus
Briefing by:	Director of Planning and Regeneration
Portfolio:	Policy and Resources

INTRODUCTION

1. The Vision and Outline Strategy for Daedalus was published in October 2015 and updated in February 2019. Included within this strategy is provision of hangarage to suit a variety of aviation requirements. The Council has already delivered a terrace of six high specification business hangars and five general aviation hangars; two for business and three for clubs. There is a further requirement for managed hangarage on the airport.
2. Managed hangarage provides clean and dry storage space for individual aircraft. The space allows for minor maintenance and pre-flight checks to be carried out in a dry weather proof environment.
3. Managed hangarage at Solent Airport is currently provided by the airport operator Regional and City Airports (RCA) within two of the existing General Aviation Hangars and in several of the original military hangars.
4. RCA has confirmed there is further demand for managed hangarage with a waiting list.

PROPOSAL

5. It is proposed that a new development of Economic Hangars is constructed to provide modern cost-effective capacity at the airport for managed hangarage (where in the summer months we have a waiting list). It is considered that the capacity created by the economic hangars will enable the General Aviation hangars to be more appropriately let and occupied on commercial terms for business and/ or clubs, subject to any planning restrictions. Additionally the capacity created by the economic hangars will facilitate the future development of the areas currently occupied by the old military hangars (which are nearing the end of their useful life require significant maintenance and some lack electricity and facilities) on the west side of the airport without loss of space for managed and general aviation aircraft.
6. It is proposed to construct a group of three permanent lightweight hangar buildings (17.5m x 17.5m) to provide space to accommodate 9 to 12 aircraft, depending on the

size and types of aircraft. A single hangar (15m x 20m) of a similar construction will also be provided for use by either an aviation business, or to accommodate further managed hangarage for 3 or 4 aircraft or be let to a single occupier. Officers have been researching suitable types of additional hangars to accommodate managed hangarage at a sustainable rate of return. This has included various types of modular hangars including one manufactured in the East Hampshire / Winchester area that offers us an attractively costed product which has worked successfully at a number of similar airfields.

7. These economic hangars are formed with a lightweight galvanised steel and aluminium frame. The sides and roof are a heavy duty fully welded PVC with a translucent central roof panel. The doors will be powder coated steel sliding doors fitted at the front of the hangar. Suitable foundations and new concrete slabs will be provided where required. These hangars are widely used at airfields across the country.
8. The group of new economic hangars will be located to an area north of the Innovation Centre (see plan appendix B). The existing parking and toilet facilities at the Innovation Centre will be utilised to provide facilities for users of these hangars. These toilet facilities provide for separate external access from the car park whilst keeping the Innovation Centre secure. This location has been selected to make best use of existing parking and toilet facilities and as a location best suited to use the existing airfield infrastructure, including taxiways and not impact on future plans. The location will also complement the existing hangars in this location.
9. The single hangar will be located adjacent Hangar B (see plan appendix B) on an existing hardstanding. This will make economic use of the existing hardstanding and will allow the option of letting the hangar to a single occupier or be used as further managed hangarage.
10. The construction type proposed has been utilised at several other airfields/airports around the country and has proved to be a durable and economic solution for providing hangar space for light aircraft. Officer inspection and discussion with operators has supported the claims of the manufacture over the durability and suitability of these hangars.
11. This proposal has been presented to and is supported by the Daedalus Members' Working Group.

FINANCE

12. The estimated cost of the new hangars is to be funded from prudential borrowing. Further financial information is provided in Appendix A.

TIMETABLE / RISK

13. The proposed works will be subject to Civil Aviation Authority approval, planning permission and based on current projections completion will be during Autumn 2020.
14. The construction will be closely monitored by officers to mitigate risks throughout the development period.

CONCLUSION

15. The Council's Vision for Daedalus is to provide a sustainable viable future for the airfield and improve the infrastructure for General Aviation users. This proposal will continue

the delivery of this vision through the development of a modern cost effective managed hangarage facilities, which will complement the existing business and general aviation hangars.

Enquiries:

For further information on this report please contact Grant Hobday. (Ext 4320)