

OFFICER REPORT FOR COMMITTEE
DATE: 12/04/2023

P/22/1865/D3
FAREHAM BOROUGH COUNCIL

STUBBINGTON
AGENT: SAVILLS

INSTALLATION OF AN AIRFIELD GROUND LIGHTING SYSTEM AND ASSOCIATED WORKS INCLUDING RUNWAY APPROACH LIGHTING, TAXIWAY LIGHTING AND SIGNAGE FORMING PART OF WIDER AIRFIELD GROUND LIGHTING SYSTEM EXTENDING INTO AIRPORT LAND WITHIN GOSPORT BOROUGH (SEPARATE GOSPORT PLANNING APPLICATION REF. 22/00524/FULL).

SOLENT AIRPORT, DAEDALUS DRIVE, FAREHAM, LEE-ON-THE-SOLENT, PO13 9FZ

Report By

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1.0 Introduction

1.1 This application is made in accordance with Regulation 3 of the Town and Country Planning General Regulations 1992. The Regulations set out that

"...an application for planning permission by an interested planning authority to develop any land of that authority...shall be determined by that authority".

1.2 This application is presented to the Planning Committee in light of the number of representations received.

1.3 Members will be aware that the emerging Fareham Local Plan 2037 is now at a very advanced stage. Upon adoption, the Fareham Local Plan 2037 will replace the Local Plan Part 1 (Core Strategy) and Local Plan Part 2 (Development Sites and Policies).

1.4 The Executive is considering a report on the adoption of the Fareham Local Plan 2037 at its meeting on the 3 April. One of the recommendations within the report is that a recommendation is made to Council to adopt the Fareham Local Plan 2037. If the Executive agrees this recommendation, Council will be convened on 5 April to consider the Executive's recommendation that the Fareham Local Plan 2037 be adopted.

1.5 Officers will provide an update at the Planning Committee meeting confirming the status of the Fareham Local Plan 2037 and Local Plan Parts 1 and 2.

2.0 Site Description

- 2.1 The application site is irregular in shape. From the north, the site abuts the Gosport Road before extending south westwards through the Queen Elizabeth II Platinum Jubilee Park (QEIIJPJ).
- 2.2 The site continues airside, beyond the airport fence to encompass the land and taxiway that runs north to south alongside the business hangars on the east side of the airport and then follows the runway from the north east to the south west.
- 2.3 Staying airside, the application site encompasses the east – west taxiway up to the Marine and Coastguard Agency (MCA) hangar and the land and taxiway, within the Borough of Gosport, immediately to the north and west of the Control Tower.
- 2.4 Beyond the airport boundary fence and to the south west of the airport the red edge crosses Stubbington Lane and includes the triangular shaped parcel of land on the west side of the highway that slopes down to the Monks Hill Beach car park.

3.0 Description of Proposal

- 3.1 The application seeks full planning permission for the installation of an Aeronautical Ground Lighting (AGL) system at Solent Airport. AGL is a collection of ground-installed lights, to enable ground navigation of aircraft in conditions of low visibility or hours of darkness. The AGL system would be switched on when needed – for a flight arrival or departure – in the relevant weather conditions or at night and turned off after, rather than being in use all the time that the airport is open.
- 3.2 The AGL system requires lights along the edge of the runways and taxiways on the airport but also requires a series of elevated approach lights outside of the airport beyond either end of the runway. The position, separation distance between these approach lights and their finished height is dictated by the Civil Aviation Authority (CAA). The CAA Regulations provide strict AGL design requirements to ensure the airport complies with all the requirements for licensing.
- 3.3 Starting in the northern part of the site, within the QEIIJPJ, an area of the existing vegetation in the park needs to be cleared to provide for a set of elevated approach lights. In total at this location there will be eleven lights mounted in a linear arrangement with a triple mast, double mast, single mast, double mast and triple mast; all at 4.3m tall.
- 3.4 Moving south west through the QEIIJPJ, two further single mast approach lights are to be installed decreasing in their finished heights at 3.7m high and 2.5m high.
- 3.5 Crossing airside, a further single mast approach light is proposed north of the runway edge at 1m in height.

- 3.6 Around the northern edge of the runway, to the eastern side are two taxiways. These are to both have a series of elevated LED lights to their edges at approximately 36cm tall along with mandatory airport signage at the runway entrance point to a height of 1.1m, which is also illuminated by LEDs.
- 3.7 At the runway threshold are a series of inset LED lights across its width with a small number of elevated lights either side, approximately 53cm tall. To the west of the northern end of the runway a set of elevated runway guard lights are also proposed to the taxiway edge.
- 3.8 On both sides of the runway, at either end, there are proposed to be a set of Precision Approach Path Indicator (PAPI) lights. These are to be a maximum of 1.1m in height and will face along the length of the runway.
- 3.9 The edge of the runway itself is to be provided, on both sides, with seventeen pairs of lights comprising of both inset LEDs and elevated LED lights with a maximum height of 36cm.
- 3.10 An elevated LED wind directional indicator is proposed in the middle of the airfield at a maximum height of 6m.
- 3.11 The southern runway threshold is proposed, as it was at the northern end, to have a series of inset LED lights installed across its width with a small number of elevated lights either side, approximately 53cm tall.
- 3.12 As is the case at the northern end of the runway, runway guard lights are proposed at the runway entrance points from the taxiway and the taxiways themselves, east and west of the runway will have elevated taxiway lighting installed up to the control tower and the MCA hangar. This latter part of the proposal falls partially within the Borough of Gosport for which a separate planning application has been made to the neighbouring Authority.
- 3.13 Illuminated information signs are also proposed at 900mm tall providing taxiway information to pilots.
- 3.14 Beyond the south western edge of the runway, but still airside, a set of elevated approach lights are to be installed. Reflecting the arrangement in the QEIIPJP at the north eastern end of the site there will be eleven lights mounted on a triple mast, double mast, single mast, double mast and triple mast, again in a linear arrangement at 3m tall.
- 3.15 On the south side of Stubbington Lane, within the field, a single light approach mast is proposed at 5.2m high and then the final approach light is on the same parcel of land but on the lower point of the field, at the Monks Hill beach car park edge, and is proposed at 11.3m tall.

4.0 Policies

- 4.1 The following guidance and policies apply to this application:

National Planning Policy Framework (NPPF)
Planning Practice Guidance (PPG)

4.2 **Adopted Fareham Borough Core Strategy**

- CS5 Transport Strategy & Infrastructure
- CS11 Development in Portchester, Stubbington & Hill Head and Titchfield
- CS12 Daedalus Airfield Strategic Development Allocation
- CS14 Development in the Countryside
- CS17 High Quality Design
- CS21 Protection and Provision of Open Space
- CS22 Development in Strategic Gaps

4.3 **Adopted Development Sites and Policies**

- DSP1 Sustainable Development
- DSP2 Environmental Impact
- DSP3 Impact on Living Conditions
- DSP13 Nature Conservation
- DSP14 Supporting Sites for Brent Geese and Waders

4.4 **Emerging Fareham Local Plan 2037**

- DS1 Development in the Countryside
- E7 Solent Airport
- DS2 Development in Strategic Gaps
- DS3 Landscape
- NE1 Protection of Nature Conservation, Biodiversity and the Local Ecological Network
- NE5 Solent Wader and Brent Goose Sites
- NE10 Protection and Provision of Open Space
- TIN1 Sustainable Transport
- D1 High Quality Design and Placemaking
- D2 Ensuring Good Environmental Conditions

4.5 **Other Relevant Planning Documents:**

Fareham Borough Design Guidance: Supplementary Planning Document (excluding Welborne) December 2015

5.0 *Relevant Planning History*

5.1 The following planning history is relevant:

| | | |
|--------------|---|--------------------------|
| P/11/0436/OA | USE OF AIRFIELD FOR EMPLOYMENT BASED DEVELOPMENT (UP TO 50202 SQ.M OF FLOOR SPACE) IN NEW AND EXISTING BUILDINGS (USE CLASSES B1, B2 & B8) WITH INCREMENTAL DEMOLITION TOGETHER WITH CLUBHOUSE (CLASS D2) VEHICLE | PERMISSION 20/12/2013 |
|--------------|---|--------------------------|

ACCESS, ALLOTMENTS, OPEN SPACE
AND LANDSCAPING.

| | | |
|-----------|--|---|
| N/23/0001 | INSTALLATION OF AN AIRFIELD GROUND LIGHTING SYSTEM AND ASSOCIATED WORKS INCLUDING TAXIWAY LIGHTING AND SIGNAGE, FORMING PART OF WIDER AIRFIELD GROUND LIGHTING SYSTEM EXTENDING INTO AIRPORT LAND WITHIN FAREHAM BOROUGH (SEPARATE FAREHAM PLANNING APPLICATION REF. P/22/1865/D3) | NEIGHBOURING AUTHORITY CONSULTATION – UNDER CONSIDERATION |
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6.0 Representations

- 6.1 Six letters of support have been received expressing the following comments:
- The addition of lighting will enable a greater utilisation of this valuable local resource with little or no negative impact upon local residents.
 - The lighting will greatly increase safety in all weathers.
 - The PAPI's will also ensure that pilots are aware of the correct approach path angle which should benefit residents in having less aircraft flying lower on approach meaning less noise.
 - The hours of operation, whilst longer, will still be limited and not 24hrs (except the coastguard).
 - If you chose to live by an airfield then you must expect some noise.
 - Improvements will guarantee jobs and open space. that is much more preferable than housing
- 6.2 Thirty letters of objection have been received including representations from the Ranvilles Residents Community Group. The letters raise a number of material planning considerations but also a large number of non-material planning considerations or matters which the Planning Committee is unable to consider as part of this planning application. Officers have split the matters raised into those which the Planning Committee can consider and those which it can't below:
- 6.3 Material Planning Considerations:
- There are already red lights lighting the runway area. Objection to more bright lights on the runway which will shine into neighbour's bedroom.
 - Any more activity, lights and noise could affect sleep and mental health.
 - Light pollution and noise pollution.
 - Night flights and night circuit flying will affect residents
 - Increased risks from plans associated with increasing fuel distribution at Solent Airport once the lights are completed.
 - The airport is not geared up for this and the associated increase in activity...there is no terminal, no fire station, limited parking
 - This is the first step in the growth of activity at the airport

- The noise report assumes pilots fly on the centre line of the circuit route, when in practice they don't. I am sceptical of the accuracy of the noise model predictions
- I consider the direct impact of the aircraft noise is in breach of Article 8 of the Human Rights Act
- Damage to the health and welfare of residents putting extra pressure on the already stretched NHS.
- A curtain of trees and mist spray could go some way to reducing impacts
- It is important that the voices of those most close to the airport and most likely to be affected are given due weight.
- The height of the approach masts are tall enough to dazzle and distract vehicles possibly resulting in road traffic accidents.
- Light pollution will affect wildlife as well as residents.
- The primary function of the Council is to look after its residents not visiting pilots
- As I understand it, aircraft movements exclude aircrafts making practice landings and take-offs (also known as bumps). If this is the case, an increase in operational hours will likely increase the amount of actual flying time available and increase the health risk to residents.
- We should be focused on reducing our environmental impact when this seems to be doing the opposite.

6.4 Non-Material considerations and/or matters the Planning Committee are not able to consider as part of this planning application:

- The airport opening times is 0900-1800. There is no need for lighting. Any lighting will extend the closing time which is totally unacceptable owing to noise.
- More aircraft after 1800 will be totally unacceptable.
- There is no map indicating exactly where the work and lighting will be.
- Cannot see why these lights are required.
- To spend this money at a time of hardship and rising energy costs should be considered an abuse of public funds
- Public health will be affected by lead pollution due to the extra flights
- Pilots can't stay on the right circuit in the day, it will be worse at night for residents on the airport approach.
- The cost will result in greater FBC funds shortfall
- Approach lights are on land not owned by FBC
- If this goes ahead it will be a money pit and another burden on the taxpayer.
- This application should be declined and blocked from resubmission in the future
- During the unconvincing and performative public consultation, it was made clear that the airport loses money and is supported by the commercial side of the site.
- No one at the consultation could answer the question on how many flybys this would result in.

- Where is the business case for this expenditure? What is the return on this investment. Why are the Council not being transparent about the profitability of the airport.
- Whilst the funding of the AGL may not be considered a planning matter, the possible impact of any of the possible scenarios developed for further development of the airport should and must be.
- Circuits are flights which if counted exceed the allowance. Based on resident surveys and flightaware data the numbers of these flights are over the allowance.
- To not include these circuit flights is a nonsense and they must be counted.
- Please advise how you will proceed knowing that you are already breaking the rules?
- We should be focused on reducing our environmental impact when this seems to be doing the opposite.
- Some Members of the Committee will have, by virtue of their Conservative Party Membership, pre-determined the planning application.

6.5 Comments have also been received from National Grid Ventures regarding the interplay between the proposal and the National Grid cables through the airfield associated with the IFA2 Interconnector:

- National Grid Ventures (NGV) objects to this work on the basis there are high voltage underground cables, protected by an easement, crossing the site.
- Any works within this easement area will require a crossing agreement with NGV.
- We will happily discuss such an agreement on receipt of detailed plans.
- Providing we can ensure safe working in the vicinity of our cable, and a crossing agreement for works within our easement is entered into, we will withdraw our objection.

7.0 Consultations

EXTERNAL

Natural England:

7.1 No objection subject to appropriate mitigation being secured.

Hampshire County Council – Highways:

7.2 No objection

Hampshire County Council – Archaeology:

7.3 No objection

Defence Infrastructure Organisation:

7.4 No objection

INTERNAL

Ecology:

7.5 No objection subject to conditions

Environmental Health (Pollution):

7.6 No objection subject to conditions

Environmental health (Contaminated Land):

7.7 No objection subject to conditions

8.0 Planning Considerations

8.1 The following matters represent the key material planning considerations which need to be assessed to determine the suitability of the development proposal. The key issues comprise:

- a) Non-Material Considerations
- b) Daedalus Vision and planning history;
- c) The principle of development;
- d) Landscape, open space and gap impacts;
- e) Noise impacts;
- f) Lighting impacts;
- g) Air quality;
- h) Ecology;
- i) Sustainability;
- j) Other matters;
- k) Conclusion

Non-Material Considerations:

8.2 A number of representations raise questions around how much the lighting scheme will cost, how it will be funded and the period over which it will achieve return on the investment. None of the issues around the financial cost of the proposal nor the period of return on the investment are material planning considerations in the determination of this planning application

8.3 There are also concerns raised about the principle of aircraft movements during the evening/ night-time period before midnight. The planning permission granted for this site in 2013 sets out the maximum number of aircraft movements permitted at the site annually. There are no daily limitations on the number of aircraft movements which can take place between the hours of sunrise and sunset. The existing planning permission also permits a daily maximum of 10 aircraft movements between the hours of sunset and midnight (in addition to the operation of the MCA). These aspects are set out in greater detail within the following report.

Daedalus Vision and Planning History

Daedalus Vision:

- 8.4 On 12 October 2015, after extensive engagement with various stakeholders and a two-month period of public consultation, the Council formally adopted its Vision and Outline Strategy for Daedalus, setting out its ambitions for the airfield and the wider development area. The vision for Daedalus is:

‘... to become a premier location for aviation, aerospace engineering and advanced manufacturing businesses, creating many skilled employment opportunities for local people, underpinned by a vibrant and sustainable airfield.

Building on the existing general aviation uses, the airfield will be an attractive destination for visiting aircraft and will offer the hangars, facilities and services to attract more corporate and commercial aviation activities, allowing it to be a self-sustaining in the medium term and contribute positively to the local community’.

- 8.5 The Vision document was updated in 2018. It is not an adopted part of the Development Plan nor is it a Supplementary Planning Document. It does, however set out the Corporate Vision for Daedalus.
- 8.6 The Council's Daedalus Vision and Outline Strategy sets out the Council's intention to install Aeronautical Ground Lighting (AGL), a collection of ground-installed lights, to enable ground navigation of aircraft in conditions of low visibility or hours of darkness, within existing regulatory constraints.
- 8.7 In March 2022, the Council announced a £4.7M package of further investment in the Airport to enable its continued safe operation and to continue to deliver the Council's Vision to develop a vibrant and sustainable airfield. The proposed programme of investment includes aeronautical ground lighting.

Planning History:

- 8.8 The outline planning permission for Solent Airport (granted under reference P/11/0436/OA in 2013) contains a planning condition which sets out the total number of aircraft movements permitted at the airport and the hours of operation:

“The total number of aircraft movements at the site shall not exceed 40,000 per annum. With the exception of emergency related movements associated with the Maritime and Coastguard Agency Search and Rescue service which may operate 24 hours a day there shall be a maximum of 10 aircraft movements a day after sunset, with no aircraft movements between the hours of midnight and sunrise”.

- 8.9 This Council in its capacity as the local planning authority has, through the grant of outline planning permission, previously considered the implications for flight arrivals and departures at different times of the day and has limited operations

accordingly through the outline planning permission. This application does not seek to vary or remove this condition. The airport will continue to operate in accordance with the existing planning permission.

- 8.10 According to the Planning Statement, the airport currently operates flight movements at times that are less than the maximum permitted hours in the outline planning permission condition. Solent Airport currently hosts a fully functional airport with current opening hours of 0900 to 1800 in summer and 0900 to 1630 in winter.
- 8.11 With AGL the airport operator will benefit from more flexibility to plan operations at the airport knowing that, if flights run late in the winter months for example, they will still be able to land rather than divert to other airports locally with AGL. During the winter period, operations at the airport currently cease at dusk, typically 16:30. AGL will facilitate such operations between sunset and midnight (subject to the maximum ten movement limit per day imposed by the planning condition). In the summer months, when sunset is later in the day, the airport can already extend its operational hours if it wishes to do so without the need for any further planning permission (subject to the terms of the planning condition). AGL will also enable flight movements in times of poor visibility during the hours permitted by the outline planning permission condition.
- 8.12 The outline planning permission clarifies that “...each take-off, lift-off, landing or touchdown constitutes one aircraft movement”.
- 8.13 It is important to emphasise again that this application does not seek to vary or remove the condition from the outline planning permission. This previous permission has established the number of flight movements that can take place at Solent Airport and when they can take place.

The principle of development

- 8.14 Nationally, the NPPF advises that planning policies should recognise the importance of maintaining a national network of general aviation airfields, and their need to adapt and change over time – taking into account their economic value in serving business, leisure, training and emergency service needs, and the government’s General Aviation Strategy (Para 106 (f)).
- 8.15 A number of overlapping land use policies apply to the application site, which amongst other considerations fall to be considered when assessing the principle of development. The site falls within the Daedalus Employment allocation under policy CS12 in the Core Strategy. There is no specific requirement within CS12 relative to the installation of AGL. The first criterion of CS12 seeks to ensure that development

“...does not adversely affect the existing or future potential general aviation operation of the airfield”.

It is considered that the proposed AGL installation would comply with this part of CS12 as it would improve the aviation operation of the airfield.

8.16 The employment policies of the Fareham Local Plan 2037 separates the two airport based business parks from the airport operations. As such policy E7 is the new and most pertinent policy applicable to the proposal and sets out that the area defined as the airport

“...will be retained for airport related uses to support aviation activities, unless it can be demonstrated that such uses are no longer financially viable”.

8.17 In this case the proposal is for an aviation related facility on an active and operational airport. The principle of the development on the airport is therefore acceptable pursuant to policy E7 subject to other material considerations being considered.

8.18 For the land outside of the operational airport; the land between Stubbington Lane and Monks Hill Beach Car Park is within the defined countryside and the QEIIPJP is now regarded as public open space.

8.19 Policy CS14 of the Core Strategy states that:

'Built development on land outside the defined settlements will be strictly controlled to protect the countryside and coastline from development which would adversely affect its landscape character, appearance and function. Acceptable forms of development will include that essential for agriculture, forestry, horticulture and required infrastructure.'

8.20 The proposals comprise an infrastructure project within the terms of the airport operations and would reflect the Infrastructure delivery commitments in the Daedalus Vision.

8.21 Policy DS1 of the Fareham Local Plan 2037 is the replacement policy for CS14 in the emerging Plan. This policy is supportive of development outside of the Urban Area where the proposal:

*“a) Is for development associated with an existing lawful dwelling, or
b) Is proposed on previously developed land and appropriate for the proposed use, or
c) Is for retail, community and leisure facilities, tourism or specialist housing where it can be demonstrated that there is a local need for the facility that cannot be met by existing facilities elsewhere; or
d) Is for a new or replacement building, conversion and/or extension within 25 an existing educational facility (as identified on the Policies map) and would not result in the loss of playing fields and/or sports pitches unless it can be demonstrated that these facilities are no longer required or they can be adequately replaced elsewhere on site or,
e) Is for housing development either allocated or compliant with one of the following policies; HP1, HP2, HP4, HP6 or HP11, or
f) Is for employment development compliant with one of the following policies: E1 or E5, or*

- g) Is for a new small-scale employment development to convert or extend an existing building, or replace a redundant or derelict structure, or*
- h) Provides infrastructure that meets an overriding public need. Or*
- i) Can demonstrate a requirement for a location outside of the urban area”.*

- 8.22 In this case the proposed infrastructure in the countryside is required as a result of the airport regulatory requirements for the provision of AGL. The position and siting of the approach masts and lights are dictated by the CAA Regulations. It would not be feasible to locate the approach masts in the urban area when the alignment of the runway and the position of the airport is such that their siting in the countryside to the south west of the airport is unavoidable. To that end, the proposal is considered acceptable pursuant to criterion (i) of policy DS1 as development outside of the Urban Area boundary.
- 8.23 Policy CS21 of the Core Strategy seeks to protect areas of open space. Development which would result in the loss of or reduce the recreational value of open space, including public and private playing fields, allotments and informal open space will not be permitted, unless it is of poor quality, under-used, or has low potential for open space and a better quality replacement site is provided which is equivalent in terms of accessibility and size. Policy NE10 is the equivalent policy to CS21 within the Fareham Local Plan 2037.
- 8.24 The proposal will result in development within the QEIPJP such that the implications of the development upon the newly opened area of open space requires due consideration. There is an area of proposed vegetation clearance to facilitate the provision of the approach lights within the Park. Replacement planting can be secured for this by planning condition.
- 8.25 The proposed approach lights outside of the airport and within the QEIPJP will each sit on a 0.4m by 0.4m square concrete base. In total there are seven approach masts in the new Park. The masts are not enclosed so users of the park can, if straying from the defined path network, walk amongst the masts. As such the cumulative area of the Park occupied by the seven mast bases is just the dimension of the pole and the bases in which they sit. This is approximately 1.2sqm.
- 8.26 The QEIPJP has been delivered by National Grid as part of the IFA2 Interconnector project and extends to circa 16 hectares. The resultant loss of 1.2 sqm (0.00075% of the Park as a whole) is considered negligible, or ‘de-minimis’ in the wider context of the Park. The proposal is considered to accord with policies CS21 and NE10
- 8.27 In planning policy terms, the principle of the development in the locations proposed is acceptable. The planning application proposals are considered below in the remainder of this report against all relevant local planning policies, national planning guidance, and other material planning considerations.

Landscape, open space and strategic gap impacts

Landscape:

- 8.28 The 2017 Fareham Landscape Assessment notes that the area for the assessment

“...excludes the Daedalus Airfield Strategic Development Allocation ... which will effectively lie within the urban settlement boundary”.

The parcels of land outside of the airport boundary but within the application site are also part of the land excluded from the 2017 Landscape Assessment.

- 8.29 It is clear that the proposal will introduce new urban elements into the landscape. However, the proposed approach lighting columns, whilst tall, are not wholly alien in the local surrounding landscape with street lighting being common.
- 8.30 The proposed lighting within the airport itself is all at a very low height or is inset to the runway and taxiway edges. There is already an element of lighting in the airport and there is an expected level of activity of this type of site given that it is an active airfield and the landscape itself is not considered sensitive in Landscape Assessment terms.

Open Space:

- 8.31 The QEIIJP is a newly opened extensive area of public open space. A small number of approach masts will be erected within the Park. The approach masts are slimline and sit on a small base. The resultant area of open space needed for the delivery of these masts is considered to be negligible in the context of the park as a whole. The design and layout of the Park, is one of circular paths, different types of grassland areas and areas of planting around the space. The Park has not been designed as a short cut, manicured grass park where people would be expected to use the area for informal recreation. It is not designed as an area of open space where users would commonly stray from the path network. The Park is to be managed as though it is a parkland rather than an informal recreation space.
- 8.32 Furthermore the design of the Park has included an airport/runway viewing mound and the furniture within the park has been designed to reflect the historic airport and military use of Daedalus. The land used to facilitate the delivery of the AGL project would further link the Park with the airport.
- 8.33 The proposed lighting will deliver the approach masts in these grassland areas without disruption to the path network through the open space and replacement planting will be secured elsewhere within the Park for the area of landscaping removed to facilitate the northern most array of approach lights.
- 8.34 Given the design rationale of the Park and the intended way that the public will use the space the approach masts would not demonstrably affect the usability of the Park and the network of paths.

- 8.35 On the basis that mitigating planting is secured to replace that removed for the eleven elevated approach lights near to the Gosport Road boundary then this overall area, given the size and scale of the wider Park, is considered to be acceptable and in accordance with policy NE10 and policy CS21.

Strategic Gap:

- 8.36 Strategic Gaps are established planning tools designed, primarily, to define and maintain the separate identity of settlements. Policy CS22 states that:

“Land within a Strategic Gap will be treated as countryside. Development proposals will not be permitted either individually or cumulatively where it significantly affects the integrity of the gap and the physical and visual separation of settlements.”

Policy DS2 of the Fareham Local Plan 2037 is the corresponding emerging policy for strategic gaps.

- 8.37 The gap designation is not a countryside protection or landscape designation, its primary purpose is to maintain the ‘separate identity’ of settlements and to prevent their individual character and sense of place being eroded through the coalescence of settlements.
- 8.38 Daedalus Airfield currently falls within a Strategic Gap and helps to retain the sense of leaving one settlement and then entering another between Stubbington and Lee-on-the-Solent. The airfield contributes to both the physical and visual separation between settlements.
- 8.39 The airfield does not form a tract of undeveloped countryside in the same way that other parts of the Strategic Gap do. It already contains sporadic built development and has a distinct character of its own. Existing development within the airfield to an extent blurs the settlement edges of Stubbington and Lee-on-the-Solent, meaning that there is not a strong boundary between the settlement and the Strategic Gap in most instances. The open areas around the runways are the greatest contributors to the Strategic Gap.
- 8.40 In terms of physical separation, the development proposals would have a minimal encroachment into the gap and there would be no actual physical coalescence of built form.
- 8.41 In terms of visual separation, whilst the proposed development would be visible from some locations on the edges of existing settlements, the overall visual separation between settlements would remain unaffected.
- 8.42 The proposal would not, as a consequence, result in the coalescence of settlements or the perception of coalescence and the scheme is therefore considered by Officers to accord with the aims of policies CS22 and DS2 in that it would not affect the separation of settlements and would not physically and visually affect the integrity of the gap.

Noise impacts

- 8.43 A large number of the third party letters refer to the matter of noise and the likely impact of noise from the proposal. It is important to re-emphasise that the Local Planning Authority has already previously accepted some aircraft movements between sunset and midnight (in addition to MCA movements) at the Airport. The application is supported with a Noise Impact Assessment which validates the earlier decision of the Council in respect of the impact of flights during the times permitted by the outline planning permission.
- 8.44 There is no noise emitted from the lighting itself. Noise will be generated by the additional flight activity over and above the current airport operations which has already been permitted under the outline planning permission.
- 8.45 Policy DSP2 sets out that development should not, alone or cumulatively, have a significant adverse impact upon neighbouring development and policy D2 of the Fareham Local Plan 2037 also seeks to ensure that development will not have an unacceptable adverse impact upon neighbours. Advice in the NPPF is that decisions should aim to

“...avoid noise from giving rise to significant adverse impacts on health and quality of life as a result of new development” (para 123).

- 8.46 Within the footnotes of the NPPF reference is made to the Noise Policy Statement for England (NPSE). The NPSE sets out three thresholds relating to the assessment of noise.
- NOEL- No Observed Effect Level. This is the level below which no effect can be detected;
 - LOAEL- Lowest Observed Adverse Effect Level. This is the level above which adverse effects on health and quality of life can be detected;
 - SOAEL- Significant Observed Adverse Effect Level. This is the level above which significant adverse effects on health and quality of life occur.
- 8.47 The Planning Practice Guidance (PPG) reflects the NPPF and NPSE plus provides guidance on a noise exposure hierarchy for use in Noise Planning Assessments.
- 8.48 The application is supported with a Noise Impact Assessment (NIA). This assessment has been undertaken based upon establishing the ambient noise levels surveyed at the closest residential receptors to the airport and then uses acoustic modelling for noise emissions from the airport.
- 8.49 The NIA refers to the Aviation Policy Framework (APF) which sets out the framework for noise management at UK airports. The APF sets out that aircraft operators are expected to offer noise mitigation such as acoustic insulation to noise sensitive buildings exposed to levels of 63dB or more. Assistance with the costs of moving home is expected to receptors exposed to levels of 69dB

or higher. The NIA concludes that on the basis that the APF states that acoustic insulation should be offered to occupants of noise sensitive buildings exposed to a noise level of 63 dB or more this is considered to be a reasonable level (which is adopted by Southampton Airport and a number of others in the UK) at which a SOAEL - significant impact - would occur.

- 8.50 The NIA gathered the ambient, background noise levels at a location north and south of the main runway at Solent Airport. The survey was undertaken during July 2022 to reflect the time that people would be using their gardens or sleeping with windows open.
- 8.51 The NIA then modelled the noise generated by aircraft that use Solent Airport. The modelling concludes that, with the AGL in place, that there is no housing within the 63dB noise contour – which, as above, is considered to represent the on-set of SOAEL – during the Summer daytime period (07.00-23.00).
- 8.52 The calculations indicate that the noise from the modelling of aircraft operations with AGL in place will be lower than the average prevailing ambient noise level. It is accepted that on occasion, when an aircraft movement takes place, the noise may be greater than the background level but this would only be for a very short period; The noise impact is recorded in the NIA as an average level over 1 hour periods. Therefore the average over the hour is reduced in the monitoring period when an aircraft movement occurs but over the whole monitoring period and overall, the resultant impact is considered to be acceptable.
- 8.53 There is no objection to the NIA methodology nor the conclusions from the Environmental Health Service. As set out above, the Local Planning Authority has already previously permitted that some aircraft movements between sunset and midnight (in addition to MCA movements) at the Airport is acceptable.

Lighting Impacts

- 8.54 Policy DSP2 sets out that development should not, alone or cumulatively, have a significant adverse impact upon neighbouring development. Policy DS2 of the Fareham Local Plan 2037 is the corresponding policy in the emerging plan.
- 8.55 Within the NPPF paragraph 185 requires decisions to take into account the likely effects on living conditions and

*“...limit the impact of light pollution from artificial light on local amenity”
(criterion C)*

The PPG also has a chapter on ‘Light Pollution’ and details the pollution considerations for Planning to address.

- 8.56 The application is supported with a Lighting Assessment Study (LAS). This LAS refers to the NPPF & PPG as above but also other guidance on light intrusion such as that from the Institute of Lighting Professionals (ILP) and specifically for this project, the UK aviation standards. The Solent Airport AGL installation

will have to comply with the Civil Aviation Authority (CAA), 'CAP 168 – Licencing of Aerodromes' specification. The CAP 168 regulation provides strict AGL design requirements to ensure the airport complies with all the requirements for airport licensing.

- 8.57 The LAS considers the baseline condition at Solent Airport; the existing runway and taxiways are not provided with any existing AGL installation but it is noted that there are other existing lights visible emanating from the airfield buildings. Two view points, in line with the runway orientation, were assessed during night time to assess the existing lighting conditions external to the airport. Receptors around the airport boundary are also identified.
- 8.58 The ILP have established 'Environmental Zones' for exterior lighting based on existing external ambient lighting levels of an area. These 'Zones' cover dark lighting environments (Zone E0) through to urban environments with high levels of brightness (Zone E4). The LAS applies a judgement, and the Solent Airport site is determined to be in Zone E3. Zone E3 applies to suburban areas with medium brightness (examples of areas in Zone E3 are small town centres or suburban locations).
- 8.59 All runway lights are effectively narrow beam lights with sharp cut offs. The aviation guidance in CAP168 specifies the type of lights in order to provide adequate guidance to aircraft landing, talking off and manoeuvring around the airfield.
- 8.60 The lights will be controlled from the control tower and can be on or off and the brightness of the lights can be controlled as well. CAA Regulations (within CAP168) provides guidance on the luminous intensity for the lights depending on the type of airfield and the varying weather conditions. The LAS sets out that the brightness on the runway edge and approach lights will not be required to be increased above 1%. However, the MCA will operate in all weather conditions such that the lighting may be used at increased brightness under emergency conditions (30% brightness) for a short period of time as the MCA aircraft take off or land.
- 8.61 The LAS only measured the white approach lights and runway edge lights as these have an output of 20,000 candelas and 10,000 candelas respectively. The blue taxiway lights have an output of circa 7 candelas and were therefore omitted from the study.
- 8.62 The LAS identifies five sensitive receptors around the airport at varying distances from the proposed lighting. Ross House, within Gosport, due south of the airport is approximately 75m from the nearest taxiway. The end property along Crofton Avenue is 43m away from the nearest taxiway. The southern most property on the east side of Stubbington Lane shares a boundary with the airport, but the closest proposed light is in excess of 100m away. The end property at Glenthorne Close is over 160m from the runway lighting and the final sensitive receptor is identified at Frome Farm Cottages on the north side of Gosport Road. These dwellings are approximately 65m from the nearest proposed light within the QEIIPJP.

- 8.63 The LAS concludes that the calculated light intrusion into the windows of the five identified receptors around the airport at 100% brightness (the worst case, but at a setting that wouldn't be used at the airport) is within acceptable norms. At the 1% brightness setting, the calculated light intrusion to nearby receptors would be acceptable. Levels of glare are also concluded to be within the range of acceptable standards.
- 8.64 There is no objection to the LAS methodology nor the conclusions from the Environmental Health Service and the proposal is considered to accord with policy DSP2 of the Local Plan Part 2 and policy D2 of the Fareham Local Plan 2037.

Air Quality

- 8.65 The same development plan policies referred to under the lighting and noise assessments apply for the consideration of air quality given that the site is not identified within an Air Quality Management Area.
- 8.66 The total flight movements associated with Solent Airport are already permitted through the previous planning permission for the site. For clarity, the count for the additional "movements" that AGL will facilitate includes the 'touch and go' flight events; a movement that third parties correlate in representations to a potential increase in flying of the airport circuits and resultant increased levels of air pollution.
- 8.67 This application for AGL will not take or allow total flight movements over the already permitted limit. As such, for matters relating to Air Quality, Environmental Health has advised that there are no adverse comments in respect of this application.

Ecology

- 8.68 Policy DSP14 of the Local Plan Part 2 sets out that development can take place if it is demonstrated that there is no adverse impact upon designated sites for Brent Geese and Waders or that there is appropriate mitigation secured. Policy DSP13 confirms the requirement to ensure that designated sites, sites of nature conservation value, protected and priority species populations and associated habitats are protected from development and where appropriate enhanced.
- 8.69 The application is supported with an Ecological Appraisal. The Appraisal includes a site survey and a desk based assessment to provide a view on the ecological value of the site and the likely impacts.
- 8.70 This Appraisal concludes that the habitats to be directly affected by the works are dense scrub, semi-improved grassland and areas of existing hardstanding. The proposed works will result in approximately 0.9hectares of direct impacts to these habitats, the majority of which will be temporary with land restored after the development.

- 8.71 The Ecological Appraisal has considered the impacts upon protected species concluding there is no impact upon bats, dormice or amphibians. There is a known, active, badger sett to the west of the site however this can be protected through suitable working practices and a planning condition to deal with construction management as set out within the Ecological Appraisal.
- 8.72 The primary ecological constraint to the proposal is the presence of overwintering birds. The majority of the site is covered by a Solent Waders and Brent Goose site designation (F13) as a secondary support site. The parcel of land between Monks Hill Beach car park and Stubbington Lane is designated as a Low Use Site (F82).
- 8.73 The Solent Waders and Brent Goose Strategy (SWBGS) aims to protect the network of non-designated terrestrial wader and brent goose sites that support the Solent Special Protection Areas (SPA) from land take and recreational pressure associated with new development. The non-designated sites are classified as Core Areas, Primary Support Areas, Secondary Support Areas, Low Use and Candidate Sites. The aim of the Strategy is to ensure that the current geographical spread of sites across the network is maintained and enhanced.
- 8.74 The Secondary Support Areas offer a supporting function to the Core and Primary Support ecological network but are generally used less frequently by significant numbers of SPA geese and waders. The Secondary Support Areas network also provide suitable and favoured sites in years when the population includes high numbers of juveniles, as well as ensuring future resilience.
- 8.75 Low Use Sites have the potential to be used by waders or brent geese. Such sites have potential to support the existing network of sites and provide alternative options for the networks of other sites for the future. The in combination loss of these sites would impact upon the continued function of the wider brent geese and wading bird network.
- 8.76 Loss of or damage to Secondary Support Areas and Low Use Areas should be discouraged, and on-site avoidance and mitigation measures considered wherever possible. It is expected that in most cases the loss, or partial loss, of Areas will be off-set by the provision of suitable replacement habitats which are supported by an agreed costed habitat management plan and funding secured in perpetuity as summarised in the supporting text to policy NE5.
- 8.77 The application proposes the permanent loss of a small part of a Secondary Support Site and an even smaller part of a Low Use Site for Solent Wader and Brent Geese, around 70sqm (0.007ha) in total.
- 8.78 In order to compensate for this loss of supporting habitat the applicant has offered through the application to provide a contribution towards the creation of off site bird habitat mitigation.
- 8.79 The application makes reference to land at Mill Lane, Titchfield which has recently been acquired by the Council in order to establish a permanent

wintering bird refuge. The SWBGS has published a guide on mitigating and offsetting requirements with a cost attributed per hectare to provide functional habitat lost to development. The application submits that the application should contribute a proportionate amount of the cost reflective of the 70sqm area habitat lost to be provided elsewhere off site. The land at Mill Lane is one such site that could benefit from the contribution. Natural England and the Council's Ecologist have endorsed this approach.

- 8.80 In this case the Council cannot contract with itself to provide the financial contribution (circa £600) bi-laterally through a normal Section 106 legal agreement because it is both owner of the land and the local planning authority. The appropriate way to secure the payment is by way of a unilateral undertaking pursuant to Section 106 submitted by the Council in its capacity as land owner.
- 8.81 The above is considered to deal with the mitigation for the direct and permanent loss of Solent Wader and Brent Geese supporting habitat; consideration also needs to be given for the impact on the operation of the AGL system on wading birds and the construction process impacts.
- 8.82 The proposed scheme will introduce lighting which has potential to result in disturbance to birds using the site. According to the Ecological Appraisal there is limited research on the effects of lighting on night feeding birds. As a result of the active bird hazard management undertaken at the airport, there is a general absence of wintering birds being recorded on the site or those using the site for night feeding. It is considered that there is a very limited likelihood of impacts to night feeding birds from the proposal.
- 8.83 The Ecological Appraisal advises that to avoid any potential impacts on wading birds or Habitat Sites construction work should avoid the main season for overwintering birds; namely between 1st October and 31st March. However, given the very limited opportunity for potential impacts to overwintering birds the Appraisal concludes that work could be undertaken during this season, but these works would be subject to an ecological watching brief to determine if there are any effects. Both Natural England and the Council's ecologist are content with this approach and have recommended a condition be used to secure a Construction Environmental Management Plan (CEMP) to manage construction.
- 8.84 Regulation 63 of the Habitats and Species Regulations 2017 provides that planning permission can only be granted by a 'Competent Authority' if it can be shown that the proposed development will either not have a likely significant effect on designated Habitat Sites (HS) or, if it will have a likely significant effect, that effect can be mitigated so that it will not result in an adverse effect on the integrity of the designated Habitat sites. This is done following a process known as an Appropriate Assessment.
- 8.85 The Competent Authority is responsible for carrying out this process, although they must consult with Natural England and have regard to their representations. The Competent Authority is Fareham Borough Council in its capacity as the Local Planning Authority.

- 8.86 The Council has undertaken an Appropriate Assessment to assess the likely significant effects of the development on HS. The key considerations for the assessment of the likely significant effects are the impact of the proposed development on the sensitive sites in terms of noise and light pollution. The Council has concluded within an Appropriate Assessment that the proposed mitigation and planning conditions as set out above will ensure no adverse effect on the integrity of the HS either alone or in combination with other plans or projects.
- 8.87 Natural England has been consulted on the Council's Appropriate Assessment and their comments are awaited. It is considered that the development accords with the Habitat Regulations and complies with Policies DSP13 and DSP14 of the adopted Local Plan and NE1 and NE4 of the emerging Fareham Local Plan 2037.

Sustainability

- 8.88 Third party comments have challenged the application relative to the fact that the increase in flights will in turn increase the amount of emissions from aviation fuel over residential areas under the flight circuit. Representations also indicate that the count of movements should be the number of aircraft circuits undertaken rather than the metric used in the outline planning permission condition.
- 8.89 Whilst Officers acknowledge these views, the provision of an AGL system at Solent Airport will not increase the number of movements at Solent Airport above that already permitted. The Planning Committee are not able to review or amend the planning conditions imposed on the earlier planning permission granted in 2013 as part of this planning application.

Other Matters

- 8.90 Within the third party representations reference is made to the proposal infringing on people's human rights. By way of setting the matter into context; the Human Rights Act 1998 brings into domestic law the protections contained in the European Convention on Human Rights (ECHR), which protects human rights and fundamental freedoms. It sets out the rights of every person and the limitations placed on these rights in order to protect the rights of others and the wider community. Article 8 gives the right to respect for private and family life.
- 8.91 Human rights are a material planning consideration and should be respected but are not guaranteed. The rights have to be balanced against all other material considerations and how these are assessed in that process is a planning judgement.
- 8.92 The planning process is concerned with the wider public interest and must balance this against the rights of individuals. In general, the process of determining planning applications by FBC involves the assessment of the effect that the development proposal will have on individuals as well as the wider

public impacts. Any interference with individual rights must be in accordance with law and be proportionate.

- 8.93 In the case of this application the Council has sought expert consultee advice on the matters of noise, lighting and air quality impacts. The Local Planning Authority is satisfied that it has properly considered the impact of the development on individuals and weighed this against other material considerations.
- 8.94 Third party comments are also critical of the noise report modelling and the likely noise based on the current approach circuit to the airport. Public comments are critical that the actual airport operations, and the behaviour of pilots is such that aircraft deviate from the approach circuit both in terms of alignment and altitude. It is the residents' case that that the impact is greater and over a wider area due to these variables not being accounted for. The Environmental Health Service has considered the noise report and is satisfied with its methodology and its conclusions therein. The issue of pilot behaviour and whether they are following any set circuit on the airport approach is a matter for the airport management and not a matter for the Local Planning Authority.
- 8.95 Residents have also challenged the fact that flight circuits are what should be measured and that if this is counted then the number of flights at Solent Airport is already over the permitted allowance. The definition of "movement" as per the outline planning permission condition is detailed above. The flying of a circuit is not included in the movement definition.
- 8.96 Comments received from National Grid regarding the interplay between the IFA2 cables and the proposed lighting infrastructure are not considered to be an objection in principle but rather the comments highlight the need to ensure that the installation of the AGL is done without damage to any IFA2 infrastructure. This is a matter separate to the planning process that will need to be resolved contractually between the parties.
- 8.97 Representations have also raised questions as to whether Members of the Planning Committee may be 'pre-determined' based on recent publications which make reference to AGL. Members of the Planning Committee will be well aware of the issues of predisposition and predetermination and their responsibilities under the Members' Code of Conduct. Any member who considers that he or she has pre-determined the application must not participate in the decision-making process.

Conclusions

- 8.98 The starting point for making a decision is section 38(6) of the Planning and Compulsory Purchase Act 2004:

"If regard is to be had to the development plan for the purpose of any determination to be made under the Planning Acts the determination must be made in accordance with the plan unless material considerations indicate otherwise".

- 8.99 In determining planning applications there is a presumption in favour of the policies of the extant Development Plan unless material considerations indicate otherwise. Material considerations include the planning policies set out in the National Planning Policy Framework (NPPF).
- 8.100 The provision of the AGL system will not result in any greater increase in the permitted aircraft movements at Solent Airport over and above that already permitted by the outline planning permission.
- 8.101 The provision of the approach light columns outside of the airport will not demonstrably harm the landscape, which is considered 'urban' for the purposes of the Fareham Landscape Assessment (2017). There are already artificial light sources in the vicinity such as street lighting and building lights elsewhere around Solent Airport. Furthermore it would be unfeasible to site any of the approach masts in a location within the Urban Area given the aviation related regulations on AGL infrastructure and the orientation of the runway. This part of the development is considered to be compliant with policy CS14 and policy DS1.
- 8.102 The land occupied by lighting masts in the QEIPJP is de minimis in the wider context of the park as a whole and results in a small loss of an area of grassland that is not laid out for informal recreational purposes. This part of the development is considered to be acceptable and compliant with policy CS21 and policy NE10.
- 8.103 Policy E7 of the Fareham Local Plan 2037 seeks to retain the airport and to support aviation activities. The provision of AGL is supported by this policy. Furthermore the NPPF is supportive of maintaining a national network of general aviation airfields, and their need to adapt and change over time.
- 8.104 On the basis that there is no ecological harm from the proposal subject to mitigation and conditions and there is no adverse impact to the amenity of neighbours from the proposal, it is considered that the proposal is acceptable without any unacceptable adverse impact to the amenity of neighbouring properties. The application is recommended for permission.

9.0 Recommendation

- (a) Subject to the receipt from the Applicant of a completed unilateral undertaking pursuant to Section 106 of the Town and Country Planning Act 1990, on terms acceptable to The Solicitor of the Council, to secure a financial contribution payable prior to the commencement of the development to mitigate for the loss of Brent Geese and Wading Bird secondary support area habitat;

and

- (b) In consultation with the Solicitor to the Council, consider any comments received from Natural England relating to the consultation on the

Appropriate Assessment and to make any minor modifications to the proposed conditions, addition of conditions, or any other subsequent minor changes arising;

Then,

GRANT PLANNING PERMISSION subject to the following Conditions:

1. The development shall begin before three years from the date of this decision.
REASON: To allow a reasonable time period for work to start, to comply with Section 91 of the Town and Country Planning Act 1990, and to enable the Council to review the position if a fresh application is made after that time.

2. The development shall be carried out in accordance with the following approved documents:
 - a) Site Location Plan
 - b) Drawing RUK2022N00441-RAM-DR-07000 Revision P05 AGL Proposed Layout Overview
 - c) Drawing RUK202200441-RAM-DR-08000 Revision P01 AGL Civil Proposed Infrastructure Layout Overview
 - d) Drawing RUK2022N00441-RAMM-DR-07010 Revision P03 AGL Fitting Catalogue
 - e) Drawing RUK2022N00441-RAM-DR-07600 Revision P01 Proposed Approach Mast Details
 - f) Drawing RUK202200441-RA-DR-07501 Revision P03 Proposed 23 Approach Longitudinal Section
 - g) Drawing RUK202200441-RA-DR-07500 Revision P02 Proposed 23 Approach Cross Bar
 - h) Drawing RUK202200441-RA-DR-07510 Revision P02 Proposed 05 Approach Cross Bar
 - i) Drawing RUK202200441-RA-DR-07500 Revision P03 Proposed 05 Approach Longitudinal Section

REASON: To avoid any doubt over what has been permitted.

3. In respect of the installation of the works within the airport boundary, no development shall take place until the methods to assess the risk from unexploded ordnance (UXO), as outlined in paragraph 5.15 of the Planning Statement have been submitted to and approved in writing by the Local Planning Authority. The development shall be undertaken in accordance with the approved details.

REASON: To ensure that any unexploded ordnance at the site is properly addressed

4. No development shall take place until a Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by

the Local Planning Authority. The CEMP shall set out the strategy and detailed method statements in respect of the following:

- a) Construction Traffic Management (to include the details of haul roads, co-ordination of deliveries and plant and materials and the disposing of waste resulting from demolition and/or construction so as to avoid undue interference with the operation of the public highway, particularly during the Monday-Friday AM Peak (0800-0900) and PM Peak (1630-1800) periods);
- b) Site Office location;
- c) Contractor parking areas for use during construction;
- d) Areas for loading and unloading;
- e) Construction lighting details;
- f) The storage of materials and construction waste, including waste recycling where possible;
- g) The storage and dispensing of fuels, chemicals, oils and any hazardous materials (including any hazardous soils);
- h) The proposed measures to minimise adverse impacts to neighbouring properties caused by noise, vibration, odours;
- i) The proposed maintenance and aftercare of the site;
- j) The provision of road and wheel cleaning facilities, including any required drainage;
- k) Dust and dirt control measures;
- l) measures to avoid impacts on the designated sites, retained habitats and trees.

The development shall subsequently proceed in accordance with the approved details unless otherwise agreed in writing with the Local Planning Authority.

REASON: In the interest of managing the construction process so as to avoid impact on the highway network and gas main and to ecological and arboricultural receptors and in the interest of the amenities of the area.

5. Works in association with the installation of the Aeronautical Ground Lighting shall be undertaken within the following times:

- 0800 to 1800 hours Monday to Friday;
- 0800 to 1300 hours on Saturday

No works shall take place outside these times unless a Construction Method Statement has first been submitted to and approved in writing by the Local Planning Authority. The Construction Method Statement will detail:

- The hours to be worked each day;
- The period of time for which the hours will be worked;
- The types of work to be undertaken at different times of the day with likely plant, machinery and/or tools to be used;
- Construction lighting details;
- Details of the mitigation to be undertaken to minimise the potential impact from construction works (including noise and light) upon nearby residential properties.

The development shall be undertaken in accordance with the approved details.

REASON: In the interest of neighbouring amenity and minimising impacts from construction whilst attempting to enable Solent Airport to remain open during the construction period.

6. The development shall be undertaken in accordance with the measures included within Section 5. 'Recommendations for Survey, Mitigation and Enhancement' of the Ecological Appraisal (Hampshire County Council Ecology Team, December 2022).

REASON: In the interest of managing the construction process so as to avoid impact on ecological receptors.

7. In respect of the installation of the works within the Queen Elizabeth II Platinum Jubilee Park, there shall be no construction work until a Scheme of Works has been first submitted to and approved in writing by the Local Planning Authority. The Scheme of Works will include:

- measures to ensure that the footpath network through the park remains open and accessible to the public throughout the works;
- Any remedial works necessary to make good any disruption of the path network or surface water drainage infrastructure from the provision of any lighting ducting and/or approach light masts plus an implementation plan for said remedial works;
- a landscaping scheme to replace the planting removed to construct the development including the species, planting sizes, planting distances, density, numbers, provisions for implementation and future maintenance of all new planting, including all areas to be grass seeded and turfed.

The development shall be carried out in accordance with the approved Scheme of Works.

REASON: In order to secure the satisfactory appearance of the development; in the interests of the visual amenities of the locality

8. If during development contamination or unexploded ordnance not previously identified is found to be present at the site then all work in the affected area shall stop. No further work at the affected area shall be carried out (unless first agreed in writing with the local planning authority) until a remediation strategy detailing how this affected area will be dealt with has been submitted to and approved by the local planning authority in writing. The development shall recommence only in accordance with the remediation strategy as approved in writing by the local planning authority.

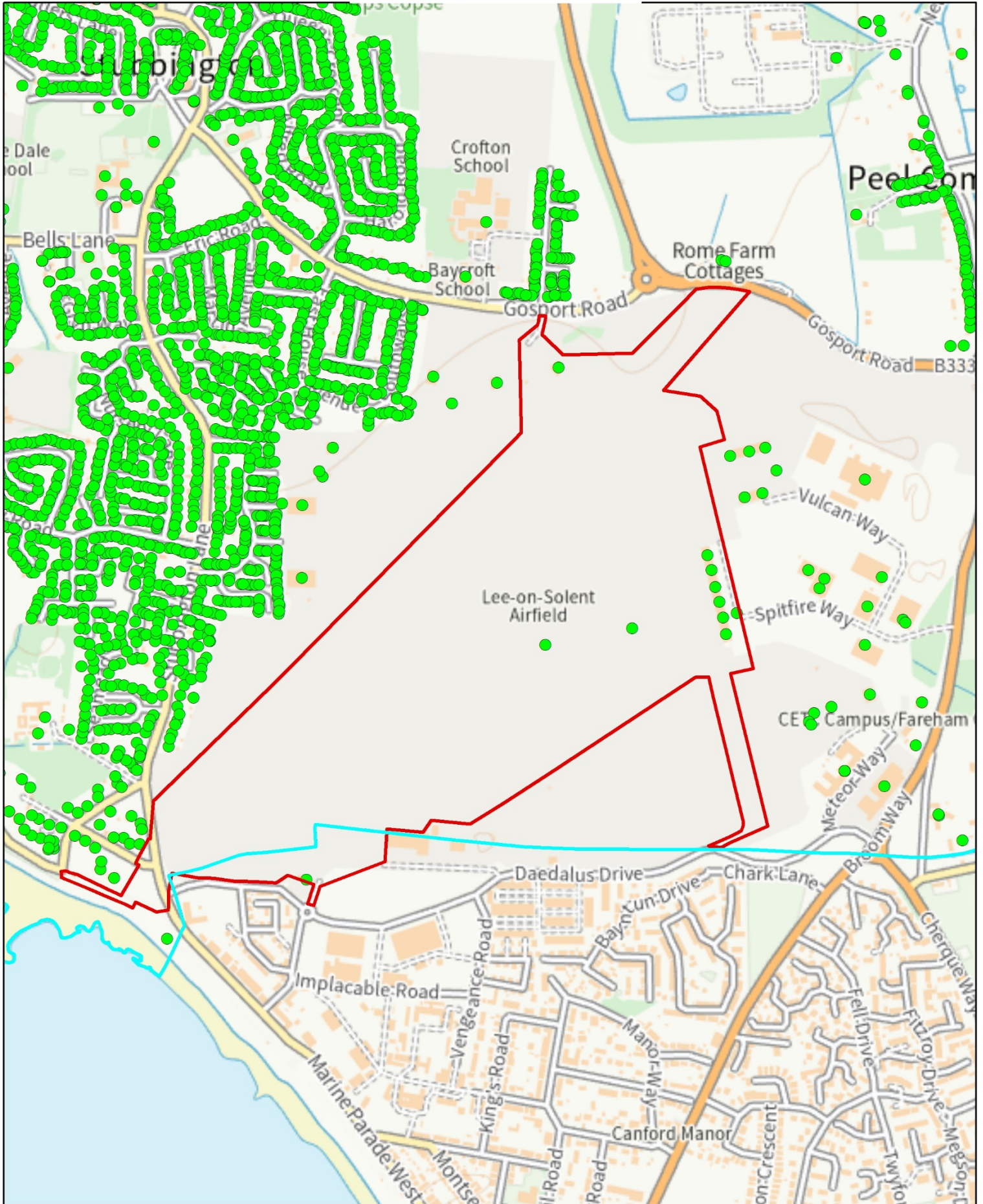
REASON: To ensure that any contamination at the site is properly addressed

11.0 Background Papers

Application documents and all consultation responses and representations received as listed on the Council's website under the application reference number, together with all relevant national and local policies, guidance and standards and relevant legislation.

FAREHAM

BOROUGH COUNCIL



Solent Airport, Daedalus Drive
Lee-on-the-Solent
Scale 1:10,000



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