

**P/14/0221/FP**

**STUBBINGTON**

HOMES AND COMMUNITY  
AGENCY

AGENT: CARTER JONAS LLP

PLANNING APPLICATION FOR ERECTION OF TWO TERRACES OF HANGARS  
WITHIN CLASS B2 AND CLASS B8, TOILET BLOCK, CAR PARKING AND ASSOCIATED  
WORKS

DAEDALUS WEST - HANGARS WEST - LAND AT - BROOM WAY PO13 9YA

***Report By***

Mark Wyatt - x2412

***Amendments***

Additional Ecology Information - 15th May 2014

External Cladding details - 16th June 2014

***Introduction***

This application is presented to the Planning Committee in accordance with the Council's adopted scheme of Delegation.

***Site Description***

The application site is located adjacent to the western boundary of the Daedalus airfield in part of the site known as 'Hangars West'. The application site includes the land between two existing hangars, referred to in the submission as 'Bellman Hangars' and a grassed area north of the hangars. The site is flat with views east over the airfield and main runway. Access to the site is to be taken from the existing access off Gosport Road along the northern boundary of the airfield. The site is enclosed to the west by a double metal mesh fence with a strip of scrub land between the two fences. Beyond these fences are the rear gardens (with rear access paths) to the dwellings in Jersey Close and Kingsmead Avenue.

***Description of Proposal***

The application seeks full planning permission for the erection of six hangars in two terraces of three. The two terraces will be sited in the current area between the two Bellman Hangars on the site with their opening doors facing into the concrete apron due north and/or south. The use of the proposed hangars is proposed as B2 (General Industry) and B8 (Storage and Distribution).

The hangars are designed to be constructed from a steel portal frame with profile metal composite panel cladding. Each unit would have a bi-folding door facing the hardstanding. The units are designed with a simplified gabled roof with a shallow roof pitch of five degrees. The ridge runs north to south on each one of the hangars.

In terms of dimensions each hangar is:

- 6m high to the eaves
- 7m high to the ridge
- 25m deep and 20.4m wide which equates to a Gross Internal Floor area of 466sq/m

Each terrace is therefore 61.77m long and there is a retained distance of 55.2m between the two hangars with this space to be used for the manoeuvring of aircraft using the hangars.

The northern most terrace of hangars will be located approximately 10m from the rear boundaries of the properties along Kingsmead Avenue, specifically numbers 52-56.

The southern terrace will be sited approximately 8m from the rear garden boundaries of number 7-11 Jersey Close.

As a means of reference, the two Bellman Hangars are positioned gable end onto the western site boundary (with an east to west ridge) and have an eaves height of 8.5m and a ridge height of 10.3m.

Whilst the application seeks full planning permission, the supporting Planning & Community Involvement Statement requests that "...planning permission is granted to allow the proposed hangars subject of this application to remain in situ for a period of three years" (para 2.16).

The application also proposes a small toilet block due north of the northern most Bellman Hangar and an area of proposed car parking on an existing grassed area.

### ***Policies***

The following policies apply to this application:  
National Planning Policy Framework (NPPF)  
Planning Practice Guidance (PPG)

### **Approved Fareham Borough Core Strategy**

CS1 - Employment Provision

CS4 - Green Infrastructure, Biodiversity and Geological Conservation

CS5 - Transport Strategy and Infrastructure

CS12 - Daedalus Airfield Strategic Development Allocation

CS14 - Development Outside Settlements

CS15 - Sustainable Development and Climate Change

CS16 - Natural Resources and Renewable Energy

CS22 - Development in Strategic Gaps

### **Development Sites and Policies**

DPS1 - Sustainable Development

DSP2 - Design

DSP3 - Environmental Impact

DSP9 - Economic Development Outside of the Defined Urban Settlement Boundaries

DSP13 - Nature Conservation

DSP49 - Improvements to the Strategic Road Network

DSP51 - Parking

### **Fareham Borough Local Plan Review**

C18 - Protected Species

DG4 - Site Characteristics

### ***Relevant Planning History***

The following planning history is relevant:

<b><u>P/14/0081/FP</u></b>	<b>CONSTRUCTION OF NEW PURPOSE BUILT INNOVATION CENTRE COMPRISING TWO STOREY OFFICE BLOCK, SINGLE STOREY WORKSHOP BLOCKS AND ASSOCIATED EXTERNAL WORKS</b> APPROVE 02/05/2014
<b><u>P/13/1122/PA</u></b>	<b>PROPOSED DEMOLITION OF BUILDINGS (INCLUDING HANGARS A THROUGH TO O INCLUDING ALL FREESTANDING PROPERTIES AND THE MARTSU BUILDING)</b> PRIOR APPR NOT 10/02/2014 REQRD
<b><u>P/13/0201/FP</u></b>	<b>CONSTRUCTION OF PURPOSE BUILT ENGINEERING TRAINING FACILITY FOR FAREHAM COLLEGE, COMPRISING A SINGLE STOREY BUILDING INCLUDING ENGINEERING WORKSHOP, CLASSROOMS AND OTHER SUPPORTING FACILITIES INCLUDING CAR PARKING</b> APPROVE 21/06/2013
<b><u>P/13/0194/FP</u></b>	<b>NEW VEHICULAR AND PEDESTRIAN ACCESS FROM BROOM WAY INCLUDING ALTERATIONS TO EXISTING JUNCTION AND CONSTRUCTION OF INTERNAL ACCESS ROAD AND ASSOCIATED DRAINAGE WORKS</b> APPROVE 03/06/2013
<b><u>P/13/1115/FP</u></b>	<b>ERECTION OF INDUSTRIAL UNIT WITH ANCILLARY OFFICE AND STAFF ACCOMMODATION AND ASSOCIATED ACCESS AND PARKING</b>
<b><u>P/11/0545/FP</u></b>	<b>CONSTRUCTION OF NEW VEHICULAR ACCESS &amp; ASSOCIATED ACCESS ROAD FROM THE B3334 GOSPORT ROAD TO PROVIDE ACCESS TO EXISTING HANGARS WEST AREA OF DAEDALUS AIRFIELD.</b> APPROVE 13/01/2012
<b><u>P/11/0436/OA</u></b>	<b>USE OF AIRFIELD FOR EMPLOYMENT BASED DEVELOPMENT (UP TO 50202 SQ.M OF FLOOR SPACE) IN NEW AND EXISTING BUILDINGS (USE CLASSES B1, B2 &amp; B8) WITH INCREMENTAL DEMOLITION TOGETHER WITH CLUBHOUSE (CLASS D2) VEHICLE ACCESS, ALLOTMENTS, OPEN SPACE AND LANDSCAPING.</b> APPROVE 20/12/2013

### ***Representations***

Fifteen letters of objection from:

39, 53, 55, 57, 58 Kingsmead Avenue; 5 - 10 Jersey Close; 74 East House Avenue:

- Severe impact on the sale value of private dwellings for at least three to four years. The houses will be unsellable as nobody would want to buy with an enormous eyesore just feet from rear windows.

- I very much doubt this will be temporary. New business above the current plan would not be turned away.
- I propose that the area in hangars west shown for the permanent development should be used. There would be no loss of investment as the hardstanding already exists and the road structure is already in place. Alternatively create a temporary hangar site in hangars east between the college and proposed business site. The road structure is in place and there will be no impact upon residents.
- I am a hard working tax payer and chose to live in the desirable area of Stubbington nearly thirty years ago. This will affect my property.
- The hangars would dominate the immediate outlook of the properties resulting in a direct loss of light.
- The submission indicates that the hangars are no closer than the Bellman hangars - some 21m away. In fact the properties backing onto the southern hangars will be 18m away. The applicant also measures at the furthest dwelling away.
- Noise and air pollution are of great concern. We do not know the usage that these hangars will be put to and neither does the applicant. Neither do we know what the hours of operation are. This potentially will cause great disturbance to the neighbours.
- Engine emissions will increase if hangars are used by helicopters or aircraft.
- The construction techniques will magnify noise generated inside the hangars.
- There are other areas on the Daedalus site where the hangars could be erected.
- The applicant's noise survey is four years old and the reference points were not in the vicinity of hangars west or indeed hangars east. It does not comply with BS4142.
- If the proposed users are aviation based then the primary use will be at the weekend, therefore the assessment was not in accordance with BS4142. It is not in accordance with the NPPF.
- Also you cannot carry out a noise assessment if you don't know the end user.
- The applicant has no firm finance in place to build new hangars in hangars east. This will be funded by take up on hangars east. I fear that occupants of the temporary hangars will wish to remain in these hangars for an extended period.
- Worried about a wind tunnel being created and damage to our properties.
- Impact upon wildlife.
- This will have an emotional impact upon residents.
- Is it really the intention to remove these hangars after three years. I am appalled by the prospect of a factory sized building at the end of my garden.
- This is a Strategic Gap. Appropriate development in a Gap is for agriculture. This is

inappropriate because it is not for agriculture.

- The scale adversely affects the neighbouring residents. The result will be a darkened claustrophobic atmosphere.

- Impact upon landscape character.

- If construction takes 12 months, then the actual period of the hangars being in place would be four years plus time for demolition.

- The temporary hangars was not discussed in the outline planning permission. This is therefore a variation to the outline consent.

- The application does not support "employment based development" apart from the initial construction phase. All this does is move people around the airfield.

- The Applicant's representatives at the recent community exhibitions had little real knowledge or understanding.

- At 7m high this is some 3.5m taller than the adjacent houses and will be visually overbearing and visually intrusive.

- Since being notified of the application we have noticed that at weekends the first aircraft movements from hangars east start as early as 08.00 and the last landing is 20.15 on a Sunday. Aircraft here could give rise to noise to residents for over 12 hours of potentially continuous aircraft noise whilst residents try to enjoy their gardens.

- The submitted plans do not show how drainage will be dealt with.

- The application is not supported with an Environmental Impact Assessment to address matters such as: Air pollution, contaminated land, dust and noise, hazardous materials, light pollution, sustainable energy use, vibration, waste.

- The ecology report only refers to reptiles. There has been no account taken of other wildlife.

- The site of the hangars is over the emergency water supply holding tank - essential for fire fighting on the air field.

- The proximity of the hangars to each other is a fire risk.

- I want to enjoy what time I have left and not have my remaining years destroyed by heartless planning.

- Three years is not temporary.

- The houses have their living rooms and gardens facing the airfield.

- Views over the airfield to peel common will be taken away.

- This is seen as those in authority welching on their previous agreement with residents.

- Provision must be made for an increase in traffic through Stubbington and/or Newgate Lane and major road improvements are required.
- Pedestrian access airside is required but not alongside the perimeter fence.
- Hours of use must be controlled to 8am - 6pm Monday to Friday and 8am to 1pm on Saturdays with no work on Sunday or bank/public holidays.
- External lighting must be kept to a minimum.
- We understand that other developments in this location have been refused because of the impact upon neighbours.
- There has been a severe lack of consultation on the proposal with no answers to questions posed.

Five letters of support from:

22 Vicarage Lane; 61 Lipizzaner Fields; 56 Fort Road; 10 Glenbrook Walk; 7 Viking Close:

- This is an excellent proposal. Please to see the airfield being re-vitalised and not being revitalised and not being used for more housing development.
- It will help create more jobs for local people and open up the opportunity for local people to access leisure flying.
- This is preferable to more housing or one massive gravel pit with its lorries blocking and damaging the roads.
- The replacement of old hangars with new ones will provide more jobs.
- Improvement over the existing aged hangars which are in neglect and unkempt

### ***Consultations***

Director of Planning and Development (Highways): No objection subject to conditions

Director of Planning and Development (Conservation): No objection

Director of Planning and Development (Ecology): No objection subject to conditions

Director of Community (Environmental Health - Pollution): No objection subject to conditions

Director of Community (Environmental Health - Contamination): No objection subject to condition

Gosport Borough Council: No objection

### ***Planning Considerations - Key Issues***

The key considerations in the determination of this application are:

- The Principle of Development
- Highways
- Landscape and Strategic Gap Impact

- Ecology
- Environmental Impact Assessment
- Drainage
- Neighbouring Amenity
- Contaminated Land
- Other matters

#### THE PRINCIPLE OF DEVELOPMENT:

Daedalus is a strategic employment site allocation within the Council's adopted Core Strategy. Policy CS12 of the Core Strategy is permissive of development where (among other things) "...it is demonstrated that it does not adversely affect the existing or future potential general aviation operation of the airfield". The policy continues to ensure that any development proposal "...delivers or facilitates the delivery of high quality development" whilst not having an adverse impact upon air quality or the integrity of the landscape character.

The application site is located within an area safeguarded for employment within the 'Proposals Map' which forms the adopted Core Strategy. The Local Planning Authority has recently issued an outline planning permission (P/11/0436/OA refers) for the redevelopment of the Daedalus site. The location of the proposed hangars was not included within the approved parameter plan for any proposed land use in the Hangars West part of the site. The two Bellman Hangars were identified as being retained for a B2/B8 use as was the land due east and north of the site.

Core Strategy policy CS17 also requires new developments to "...respond positively to and be respectful of the key characteristics of the area". Policy CS22 only allows development within a Strategic Gap when the integrity of the gap and physical separation of settlements is preserved.

Additionally the Government Guidance in the National Planning Policy Framework (NPPF) advises in the Core Planning Principles that planning should "proactively drive and support sustainable economic development" (3rd Bullet, para 17). The NPPF also directs Local Planning Authorities that "Investment in business should not be over-burdened by the combined requirements of planning policy expectations. Planning policies should recognise and seek to address potential barriers to investment" (Para. 21). The fourth bullet point of paragraph 21 in the NPPF then advises that Local Planning Authorities should "...plan positively for the location, promotion and expansion of clusters or networks of knowledge driven, creative or high technology industries".

In this case the application sets out (Planning and Community Involvement Statement) that in order to deliver the floorspace permitted under the outline planning permission temporary hangar space is required to "...allow the movement of businesses around the estate for a three year period to protect their ability to continue operating during construction" of the development in Hangars East (para 1.9). Whilst third party comments make suggestions for alternative sites, these do not form part of this application which must be determined on the basis of its submitted content. The submission further promotes this location because it has "...the advantage of being an existing area of hardstanding, with direct access to the runway and close to existing utilities connections" (para 3.15).

It is not considered that the proposed hangars will adversely affect the future operations of the airfield and will help facilitate the delivery of the high quality development in Hangars East. Additionally the "need" for the hangars as submitted by the applicant would align itself

with the NPPF advice in enabling the applicant to proactively drive the economic development of the wider Enterprise Zone.

Whilst this scheme was not part of the outline planning permission (as noted in third party comments) this scheme is not submitted as a reserved matter proposal pursuant to the outline planning permission.

The principle of the proposed development is therefore acceptable subject to the other relevant considerations.

#### HIGHWAYS:

The application proposes to utilise the existing northern access to the site off Gosport Road. Planning permission P/11/0545/FP provided for the construction of a new access and access road from Gosport Road to provide access to Hangars West. This access has been constructed and is operational. There is no highway objection to the proposal.

#### LANDSCAPE AND STRATEGIC GAP IMPACT:

The application site is allocated for strategic employment development and is located within the countryside and the Stubbington/ Lee-on-the-Solent and Fareham/ Gosport strategic gap. Third party comments state that the only suitable development in the gap would be those uses essential to agriculture, forestry or essential infrastructure.

The preceding text to policy CS12 sets out that the Council accepts a level of development in the gap to protect the long terms aims and objectives of retaining an operational airfield. Paragraph 5.56 of the Core Strategy advises that the key objective for the site is to provide local employment opportunities whilst respecting the countryside location and maintaining the integrity of the strategic gap.

The areas zoned for development in policy CS12 and the outline planning permission have focused on the western and eastern sides of the wider Daedalus site. As already described above, the proposed temporary hangars are to be sited in the western part of the site.

The airfield is characterised by a large expanse of flat, open land, with large areas (within the Borough of Fareham) laid to grass. These grassed areas are interrupted by the taxi aprons, runways or the number of hangars on the site. These hangars are quite significant in size and footprint and the proposal will, to an extent, reflect this character by providing two large sized buildings that benefit from a location next to the airfield and other hangars which will ensure that the large grassed open areas beyond, to the east, contribute to the setting of the new development.

Whilst the proposal will have some physical impact upon the gap by virtue of being new built form within the designation the wider integrity of the gap, by virtue of the siting of the proposed hangars between the existing two Bellman Hangars and the retention of the open nature of the airfield, would ensure that any impact would not be materially harmful. The location of the modestly sized toilet block is adjacent to the substantially bigger northern most Bellman Hangar and the parking area is to be provided with a grasscrete finish such that the full impact of the development is acceptable.

Additionally, the parameters of the outline planning permission limited the buildings to a maximum eaves height of 7 metres. As described above, the finished ridge height of the proposed buildings are at 7m which is well within the eaves height parameter.



It is considered therefore that the height and scale of the building respects the nature of the site and the strategic gap and that the proposal complies with Policies CS12 and CS22 of the adopted Core Strategy.

#### ECOLOGY:

The site for the development primarily consists of an existing area of hardstanding (between the two Bellman Hangars) and an area of short mown grass for the parking and toilet block. The application is supported by an Ecological Statement prepared by Thompson Ecology. Clarification was sought from the applicant on a number of points in this part of the submission specifically with regard to the matter of reptiles using the application site and how any impact to reptiles can be mitigated.

The applicant has submitted further ecological information to confirm the following:

- An extended phase 1 habitat survey was undertaken in January 2014. This established that there is some suitable habitat for reptiles located near to the allocated parking area, however, the development does not extend to this part of the airfield and as such there is no need for further survey information. Mitigation measures are proposed to protect reptiles on implementation of any planning permission for the temporary hangars.
- Suitable reptile fencing will be erected to prevent them moving to the construction site. Eventually reptiles will be trans located to a site in Hangars East.
- The proposal will not impact on any of the three surveyed badger setts as all the proposed development is over 50m away. Mitigation for badgers will be employed during construction.
- Ecological enhancements will come forward with the wider Hangars West proposals.

The Ecologist has reviewed this additional information and found the mitigation measures to be acceptable. These measures can be secure by planning condition. There is no objection to the proposal from the Ecologist.

#### ENVIRONMENTAL IMPACT ASSESSMENT:

Third parties are critical that the application is not supported by an Environmental Impact Assessment (EIA). EIA is a procedure that needs to be followed for certain types of development before any planning permission is granted. The procedure, if a development is an EIA development, would require the developer to submit an Environmental Statement (ES) describing the likely significant effects of the development on the environment and proposed mitigation measures.

The EIA Regulations require Local Planning Authorities to "screen" development proposals to conclude if it is an EIA development or not. The Regulations provide a list of certain developments in Schedules 1 and 2. Schedule 1 developments automatically require an EIA. In this case the proposal is not a Schedule 1 development.

Schedule 2 lists a number of development types and then a number of thresholds which if breached would require the LPA to 'screen' the development and adopt an Opinion as to whether the proposal was an EIA development or not. The application does fall within development category 10 in Schedule 2, the thresholds are also exceeded such that the Local Planning Authority should screen the proposal.

As a starting point for assessing the potential environmental impact authorities are directed

to study Schedule 3 to the Regulations which sets out the 'selection criteria' which must be taken into account in determining whether a development is likely to have significant effects on the environment. Not all of the criteria will be relevant in every case. It identifies three broad criteria which should be considered:

- i) the characteristics of the development (eg its size, use of natural resources, quantities of pollution and waste generated);
- ii) the environmental sensitivity of the location; and
- iii) the characteristics of the potential impact (e.g. its magnitude and duration).

On assessment of the detail in Schedule 3 to the Regulations and given how this site sits in the context of the wider airfield which benefits from a planning permission, the proposal is not considered to have such a significant impact on the environment that the proposal would require an Environmental Impact Assessment.

#### DRAINAGE:

Neighbouring comments have referred to the issue of drainage and where the water will run off to from the new hangars roofs. The application form indicates that the surface water will be disposed of through both a soakaway and mains sewer connection.

The Planning and Community Involvement Statement also addresses this matter. The submission sets out that the existing drainage solution is a mixture of piped network to outfall and local soakaways. "The new temporary hangars will continue to discharge to this mixture of piped network and local soakaways.

The detail of the soakaway design will ultimately be a matter for the applicant to address through the Building Regulations.

The application form also indicates that foul sewage will be managed through a connection to the existing on site pumping station.

#### NEIGHBOURING AMENITY:

Third party comments refer to the distances between the proposed hangars and the adjacent gardens to the west of the site. As described above, the southern hangar terrace will be sited approximately 8m from the rear garden boundaries of number 7-11 Jersey Close and the northern most terrace of hangars will be located approximately 10m from the rear boundaries of the properties along Kingsmead Avenue, specifically numbers 52-56. Measuring the gardens depth of those dwellings midway along the depth of the proposed hangars, namely 53 Kingmead Avenue and 9 Jersey Close, the separation distance on the Layout Proposal (Drawing 3756\_HW\_003) building to building is 20m and 19m respectively.

It is accepted that the outlook from these properties have benefited from open views over the airfield with no substantial features at the end of their gardens for some time. However, there is also the fact to consider that these dwellings have been constructed adjacent to a historic airfield.

The proposed hangars have been designed with the eaves of the building, and as such the lowest part of the proposed buildings, closest to the western boundary from which the roof will pitch up away from the boundary such that the highest point of the building is even further offset from the boundaries with neighbouring properties.

The 6m high eaves height of the building, whilst substantial, is off-set at least 19m from the dwellings and at least 8m from the boundary fences at the rear of the gardens. The

applicant has agreed that the chosen material on the western elevation be conditioned to be a light coloured grey material rather than a darker colour such that the bulk of this new building is lightened and the impact of the building is further reduced.

Given that the building is sited with the lowest part of the building adjacent to the residential gardens and given the separation distances involved coupled with the historic use of the site as an airfield, it is considered, on balance, that the proposal will not result in a dominant or overbearing impact causing significant demonstrable harm upon the amenities of the neighbouring properties.

Representations have referred to their right to light. Rights to light are private property rights that benefit buildings, both residential and commercial. Not all buildings have them. Rights to light are sometimes created deliberately, but more often arise informally, over time. This can happen if light comes through a window over a neighbour's land for 20 years. Compensation is payable in the event that a right to light is blocked between the party affected and the development, however this assessment is entirely separate from planning law.

The use of the buildings is described in the application as a mixture of B2 (General Industrial) and B8 (Storage and Distribution). Third parties have expressed concern at the uncertainty at not knowing the end users of the hangars, yet it is not uncommon to consider a commercial planning proposal on the basis of its use rather than with a specific end user identified.

These uses are consistent with the use of the site as an airfield and in fact the very site for the hangars is used for the open storage of aviation related items now, just positioned on the hardstanding as opposed to potentially being within a building.

The buildings are designed such that there are no openings on the western elevation. However each hangar will have a main bi-fold door facing either north or south onto the existing hardstanding.

An Environmental Noise Report accompanies the application. The representations have been critical of the methodology and content of the noise report. The third parties are critical of the report failing to comply with the British Standard 4142 on assessing noise. PPG24 (which was cancelled with the publication of the NPPF) previously required noise assessments to use this standard. The NPPF does not carry forward the same requirements. Paragraph 123 of the NPPF requires decisions to "...avoid noise from giving rise to significant adverse impacts on health and quality of life as a result of the development". The NPPF refers to the Noise Policy Statement for England (NPSE) on how to best assess and deal with noise. It is no longer a case of a strict assessment against a British Standard.

Notwithstanding this, the submitted noise report refers to the BS4142 approach to assessing noise. This approach identifies the baseline conditions and then compares this with the modelled noise level from the proposed use.

Third parties are concerned that the baseline condition data was gathered in March 2010 and that the three locations were not close enough to the application site.

The noise report has been assessed and considered by the Environmental Health Officer (EHO) who considers that the noise report is acceptable and fit for purpose. The report

proposes noise limit criteria for noise associated with the proposed hangars at local receptors. The limits are set at 35 decibels. The EHO has advised that this level of noise is actually very low and when compared against the World Health Organisation (WHO) and British Standards this level of noise is significantly below the levels that would give rise to sleep disturbance and those that would cause outdoor annoyance.

Whilst the age of the data collected and the sample points have been challenged by third parties, again the EHO does not challenge this part of the noise report. The data collection and sampling has resulted in the proposal proposing a maximum noise limit of 3dB which, as discussed above, is below the WHO standards.

The noise report sets out that there are certain construction methods that will need to be incorporated to ensure that any noise from within the building is contained and is within the permitted level at the site boundaries.

The EHO has raised no objection to the proposal subject to conditions.

#### CONTAMINATED LAND:

No information is submitted by the applicant in relation to the contamination risks. The applicant's agent has referred to the reports prepared for the Outline Planning Permission for the site which identified certain constraints in the Hangars West part of the airfield. However, the report that accompanies the outline permission does not take account of the proposed development and therefore the risk in the context of this proposed use has not been fully assessed. As such, no objection is raised by the EHO subject to a detailed contaminated land report being provided prior to the commencement of development. This report will include a preliminary risk assessment, a site investigation of all potential pollutant linkages and details of any remediation that may be required as a result of the investigation.

#### OTHER MATTERS:

Representations have expressed concern at the hangars remaining for a period greater than the three years suggested in the application especially in light of the applicant's funding mechanisms. The applicant's financial position or ability to build out this proposal or the wider outline planning permission does not attract weight in this decision.

Any planning permission can be controlled by planning condition limiting the period of retention to three years. Should the applicant seek to renew this temporary period then such a proposal would be assessed at that time and considered on its merits.

#### CONCLUSION:

On balance it is considered that the proposed temporary hangars are acceptable without significant demonstrable harm to the visual amenities of the area or the amenity of neighbouring residential properties.

#### ***Recommendation***

PERMISSION Subject to conditions and notes:

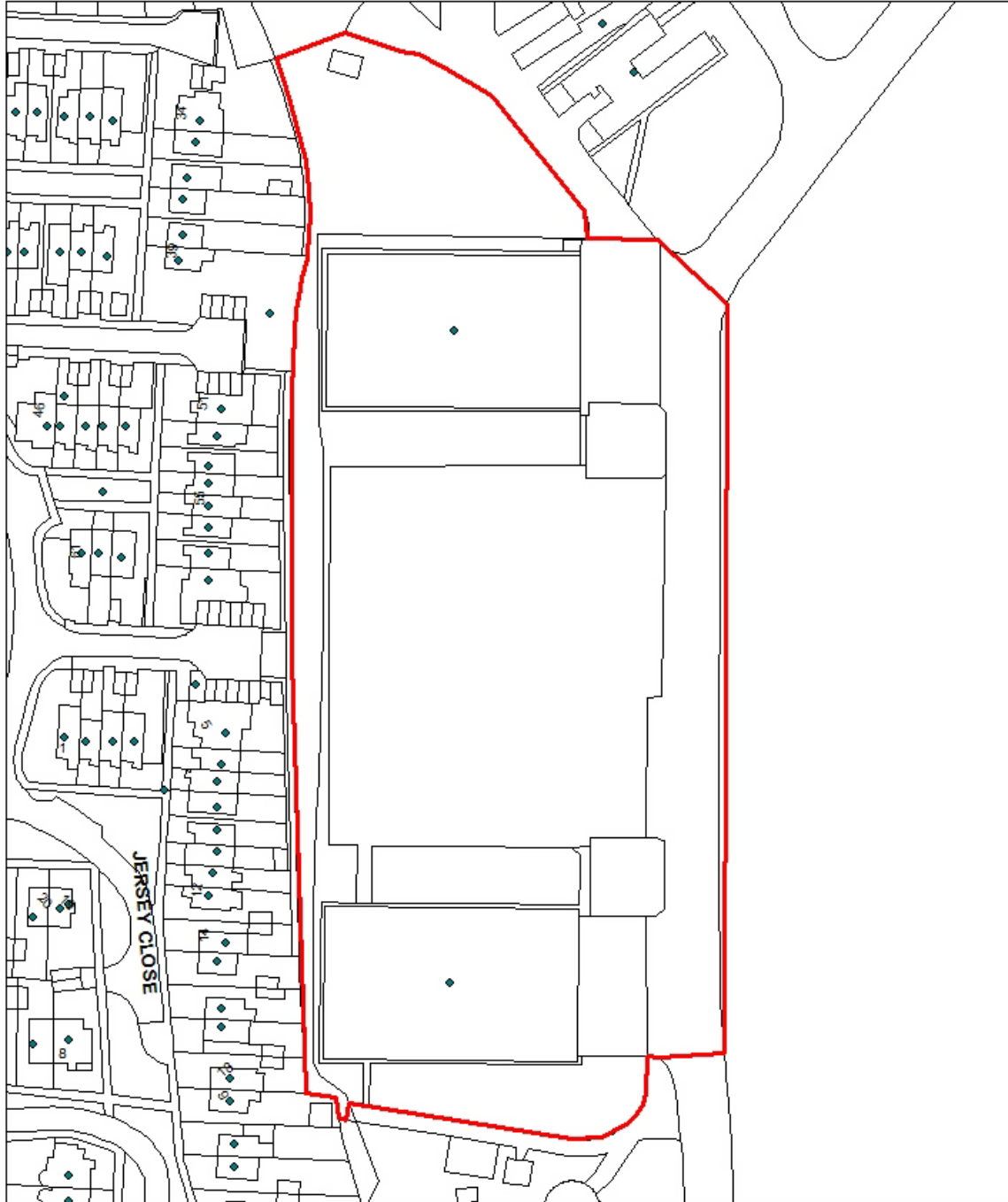
Temporary permission for three years, external materials to be in accordance with submitted details, development to be carried out in accordance with ecology reports, Use restricted to B2/B8 only, B2 use to be restricted to within the hangars only with the bi-fold doors closed except for access; hours of use restricted to 0700 - 2300; detailed report to be approved in writing for the acoustic properties of the building to demonstrate how the noise limit at the site boundaries will not be exceeded; details of lighting prior to installation; detailed contamination report required

***Background Papers***

P/11/0436/OA, P/13/0194/FP, P/13/0201/FP, P/13/1107/FP, P/13/1115/FP, P/13/1122/PA,  
P/14/0081/FP

# FAREHAM

## BOROUGH COUNCIL



DAEDALUS WEST - HANGARS WEST  
- LAND AT -  
SCALE: 1:1,250

This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationary Office © Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings. Licence 100019110. 2014

