

*Please ask for:*

Lisa Young

*Direct dial:*

(023) 9254 5651

*Fax:*

(023) 9254 5587

*E-mail:*

[lisa.young@gosport.gov.uk](mailto:lisa.young@gosport.gov.uk)

13 September 2011

## **S U M M O N S**

**MEETING:** Economic Development Board  
**DATE:** 21 September 2011  
**TIME:** 6.00pm  
**PLACE:** Committee Room 1, Town Hall, Gosport  
**Democratic Services contact:** Lisa Young

LINDA EDWARDS  
BOROUGH SOLICITOR

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### **MEMBERS OF THE BOARD**

The Mayor (Councillor Carter CR) (ex officio)  
Chairman of the Policy and Organisation Board  
(Councillor Hook) (ex-officio)  
Councillor Lane (Chairman)  
Councillor Langdon (Vice Chairman)

Councillor Allen	Councillor Mrs Hook
Councillor Chegwyn	Councillor Kimber
Councillor Edgar	Councillor Ronayne
Councillor Mrs Forder	Councillor Mrs Searle

### **FIRE PRECAUTIONS**

(To be read from the Chair if members of the public are present)

**In the event of the fire alarm sounding, please leave the room immediately. Proceed downstairs by way of the main stairs or as directed by GBC staff, follow any of the emergency exit signs. People with disability or mobility issues please identify yourself to GBC staff who will assist in your evacuation of the building.**

**IMPORTANT NOTICE:**

- If you are in a wheelchair or have difficulty in walking and require access to the Committee Room on the First Floor of the Town Hall for this meeting, assistance can be provided by Town Hall staff on request

If you require any of the services detailed above please ring the Direct Line for the Democratic Services Officer listed on the Summons (first page).

**NOTE:**

- i. Councillors are requested to note that, if any Councillor who is not a Member of the Board wishes to speak at the Board meeting, then the Borough Solicitor is required to receive not less than 24 hours prior notice in writing or electronically and such notice shall indicate the agenda item or items on which the member wishes to speak.
- ii. Please note that mobile phones should be switched off for the duration of the meeting.

**AGENDA**

RECOMMENDED  
MINUTE  
FORMAT

1. APOLOGIES FOR NON-ATTENDANCE

2. DECLARATIONS OF INTEREST

*All Members present are required to declare, at this point in the meeting or as soon as possible thereafter, any personal or personal and prejudicial interest in any item(s) being considered at this meeting.*

3. MINUTES MEETING OF THE BOARD HELD ON 22 JUNE 2011

4. DEPUTATIONS – STANDING ORDER 3.5

*(NOTE: The Board is required to receive a deputation(s) on a matter which is before the meeting of the Board provided that notice of the intended deputation and its object shall have been received by the Borough Solicitor by 12 noon on Monday, 19 September 2011. The total time for deputations in favour and against a proposal shall not exceed 10 minutes).*

5. PUBLIC QUESTIONS – STANDING ORDER 3.6

*(NOTE: The Board is required to allow a total of 15 minutes for questions from Members of the public on matters within the terms of reference of the Board provided that notice of such Question(s) shall have been submitted to the Borough Solicitor by 12 noon on Monday, 19 September 2011).*

6. ACQUISITION OF LAND AT GROVE ROAD HARDWAY  
*To advise the Board of the disposal by Defence Infrastructure Organisation (DIO) of land at Grove Road and negotiations undertaken so that the Council may acquire the land.*

Part II  
Contact  
Officer:  
Ian Lycett  
Ext. 5201

7. DAEDALUS SUPPLEMENTARY PLANNING DOCUMENT  
(SPD): ADOPTED VERSION  
*To consider the Daedalus Supplementary Planning Document (SPD) for adoption in order that it can become a material consideration when considering future planning proposals for the site.*

Part II  
Contact  
Officer:  
Linda  
Edwards  
Ext. 5401

Economic Development Board  
21 September 2011

8. ANY OTHER ITEMS  
*-which the Chairman determines should be considered, by reason of special circumstances, as a matter of urgency.*



## AGENDA ITEM NO. 6

<b>Board/Committee:</b>	ECONOMIC DEVELOPMENT
<b>Date of Meeting:</b>	21 SEPTEMBER 2011
<b>Title:</b>	ACQUISITION OF LAND AT GROVE ROAD HARDWAY
<b>Author:</b>	CHIEF EXECUTIVE
<b>Status:</b>	FOR DECISION

### **Purpose**

To advise the Board of the disposal by Defence Infrastructure Organisation (DIO) of land at Grove Road and negotiations undertaken so that the Council may acquire the land.

### **Recommendation**

That the Council agrees to acquire

1.The freehold interest in land at Grove Road shown edged red on Plan 1 (and when final transfer plans are prepared perhaps a slightly larger area) on the terms set out in paragraphs 2.2 and 2.3 of this report; and

2 The Chief Executive be authorised to conclude negotiations for the purchase of the land and the Borough Solicitor be authorised to enter into any agreements or documents necessary to acquire the land the subject of this report.

## **1 Background**

- 1.1 The Council has a leasehold interest in the land edged red and hatched black which forms part of the Grove Road Recreation Ground. This leasehold interest expires in 2043. The rest of the recreation ground is also held on a leasehold interest but DIO do not own the freehold interest, this is owned by Crown Estates. Both leases include a covenant to use the land as a public recreation ground.
- 1.2 Following an enquiry from Councillor Langdon as to the long term intentions of DIO in relation to their land holdings in this area, DIO have advised the Council that it is disposing of its freehold interest in all the land shown edged red on Plan 1 which includes the leased land but also additional land currently within the ownership of DIO.

## **2 Report**

- 2.1 DIO are prepared to sell the freehold interest in the land edged red on Plan 1 to the Council. The Council has the power to acquire land

for the purpose of discharging its functions, one of which is the provision of recreation/leisure facilities. When acquiring land the Council needs to ensure that it is obtaining best value and discharging its fiduciary duty to the Council tax payer.

- 2.2 DIO are prepared to sell the land at open space value provided the Council agree to use it as open space. Whilst this is usually achieved by entering into a restrictive covenant this is not legally possible in this case, Therefore it is proposed that a claw back provision will be included in the transfer so that in the event of the Council obtaining planning permission or selling the land for a use other than open space, during a 50 year period, an additional payment will be made to DIO. Both parties agreed to appoint the District Valuer to undertake this valuation with the Council paying their costs and also DIO's reasonable legal costs of transferring the land.
- 2.3 The District Valuer has valued the freehold interest in the hatched land red as NIL and the freehold interest in the remaining land edged at £13200.
- 2.4 Both parcels of land are shown in the local plan as open space.
- 2.5 The Recreation Ground is very popular with local people and provides a valuable open space for a variety of recreational uses. Part of the Recreation Ground accommodates an equipped play area and a Multi Use Games Area. There is also an area which is fenced separately as dog free. Many local school children play a range of sports in the Recreation Ground. The additional land will in effect become part of the recreation ground and will thereby help to reduce pressure on the existing well used facilities for sporting and children play.
- 2.6 The Recreation Ground is currently maintained through the Council's Grounds Maintenance contract and costs are included within the annual budget and the additional land will be maintained as part of the contract
- 2.7 It is proposed to use Developers contributions to fund the purchase of this recreational land and the Head of Planning Policy has confirmed that there is funding available.

### **3 Risk Assessment**

- 3.1 If the Council do not buy the freehold interest in the hatched land then at the end of the lease the then freehold owner may not be prepared to grant a further lease. If the Council do not buy the rest of the land edged red then they cannot guarantee that it will remain as open space

### **4 Conclusion**

- 4.1 The acquisition of both parcels of land will ensure that the land remains as open space.

<b>Financial Services comments:</b>	Paragraphs 2.3 and 2.7 refer
<b>Legal Services comments:</b>	Contained in the report
<b>Service Improvement Plan implications:</b>	
<b>Corporate Plan:</b>	
<b>Risk Assessment:</b>	See Section 3
<b>Background papers:</b>	
<b>Appendices/Enclosures:</b>	
Plan 1	Plan showing land to be acquired to follow.
<b>Report author/ Lead Officer:</b>	Ian Lycett

## AGENDA ITEM NO. 7

<b>Board/Committee:</b>	Economic Development Board
<b>Date of Meeting:</b>	21 September 2011
<b>Title:</b>	Daedalus Supplementary Planning Document (SPD): Adopted Version
<b>Author:</b>	Borough Solicitor
<b>Status:</b>	For Decision

### **Purpose**

To consider the Daedalus Supplementary Planning Document (SPD) for adoption in order that it can become a material consideration when considering future planning proposals for the site.

### **Recommendation**

That the Board agrees the Daedalus Supplementary Planning Document, as set out in Appendix A, for adoption and that the Daedalus Supplementary Planning Document becomes part of the Gosport Local Development Framework.

### **1 Background**

- 1.1 The purpose of the Daedalus SPD is to set out the Council's planning context and aspirations for the site. The SPD will provide greater certainty to developers and the local community regarding the potential scale and mix of uses for the Daedalus site within Gosport Borough, yet provide sufficient flexibility to be able to address changing market demands and consider innovative proposals.
- 1.2 The Daedalus site is currently owned by a number of public sector agencies. The land owned by SEEDA is due to be transferred to the Homes and Communities Agency this month, whilst the Defence Infrastructure Organisation (DIO) have placed their land within Daedalus on the Register of Surplus Public Sector Land. The airfield itself is owned by the Maritime and Coastguard Agency. In the light of the changing ownership arrangements it is important for the Council to provide clear guidance regarding its ambitions for the site.
- 1.3 In August 2011 the Government announced that the Daedalus site will be an Enterprise Zone. One of the key objectives of Enterprise Zones is to allow areas with real potential to create significant new business and employment opportunities to deliver benefits across a wider area. Key measures include lower tax levels and the potential for simplified planning measures such as a Local Development Order. The SPD will therefore provide a framework for developing simplified planning measures and will be used as a material consideration when determining planning applications where these

are required.

- 1.4 This SPD covers the part of the Daedalus site which is located within Gosport Borough and includes the mixed use allocation identified in the adopted Gosport Borough Local Plan Review. The Fareham part of the Daedalus site has now been allocated as a strategic development allocation within the Adopted Fareham Core Strategy. The SPD includes a site-wide plan to ensure the site is both understood and planned in a comprehensive manner across the Borough boundary.
- 1.5 The Consultation Draft of the Daedalus SPD was agreed for consultation purposes at the Economic Development Sub Board of 11<sup>th</sup> January 2011. Following the January Sub Board, the Council has now undertaken six weeks of consultation (24<sup>th</sup> January - 4<sup>th</sup> March) on the Daedalus SPD. Consultation was conducted using a number of methods including letters to interested parties, public exhibitions, media coverage and a public meeting. As a result of this consultation 110 representations were received, of which 77 were from residents and 33 from a range of organisations.
- 1.6 These comments have been summarised and are contained within the '*Summary and Analysis of Consultation Responses*' (Appendix B) together with a consideration of each representation. This document is available on the Council's website and a copy placed in the Members' Room. Overall there was general acceptance for the development of Daedalus and most responses related to specific concerns, which are addressed later in this report.
- 1.7 A number of proposed changes have been made to the Daedalus SPD as a result of the consultation responses, the designation of the Enterprise Zone and the availability of further evidence. These are outlined below and detailed in the '*Schedule of Proposed Changes*' in Appendix C of this report.

## **2 Analysis of Consultation Responses**

- 2.1 Key issues raised by the consultation include the following and are detailed below:
  - the impact on internationally important nature conservation sites;
  - the need to protect aviation interests;
  - the future of the Hovercraft Museum;
  - the need to allow local businesses and a wide range of sectors on the site;
  - access issues;
  - residential development; and
  - the need to protect Lee Centre.

- 2.2 **Impact on internationally important nature conservation sites:** A number of comments have been received from Natural England, the Environment Agency, the RSPB and the Hampshire and Isle of Wight Wildlife Trust. These relate to the potential impact of development at Daedalus on the internationally important habitats including the Solent and Southampton Water Special Protection Area (SPA) at Hill Head. Concerns have also been raised of how development at Daedalus could in-combination with other proposals in South Hampshire have a detrimental impact on other internationally important sites around the Solent.
- 2.3 Specific conservation and habitat issues highlighted include:
- any marina proposal;
  - residential development including the potential for increased recreational pressure on the SPA;
  - recreational activities including watersports;
  - increased use of the airfield;
  - increased use of the slipway;
  - the need to fully consider noise, light and air pollution.
- 2.4 In order to address these concerns the Borough Council has undertaken a Habitats Regulations Assessment (Appendix D) in accordance with the Habitats Regulations 2010. This document is available on the Council's website and a copy placed in the Members' Room.
- 2.5 Of particular concern has been the mention of a marina proposal in the Daedalus SPD, which Natural England considers is being promoted in the SPD as a positive addition to the Daedalus site. Consequently Natural England considers that it would be necessary for the Council to undertake a detailed assessment (as outlined in the Habitat Regulations 2010) on the environmental effects of this proposal.
- 2.6 However the Borough Council considers that the SPD does not promote a marina. Instead it provides guidance on the key issues that would need to be addressed if any proposal were to come forward. Guidance has been provided to address previous suggestions for a marina in this location and to provide useful information in relation to the significant constraints involved. Therefore the text in the SPD relating to any potential marina has been moved to the 'Development Considerations' section rather than as part of the 'Development Strategy'.
- 2.7 In relation to the other concerns raised by Natural England it has been possible to include a number of amendments which overcome Natural England's concerns. These include:
- specific section on green infrastructure requirements both on- and off-site to help mitigate for the impacts of the development including those on internationally important

- habitats; and
- strengthening of wording in a number of sections to ensure a precautionary approach is taken in relation to the international sites and where appropriate ensuring sufficient information is provided by the developer at the application stage to enable the local planning authority to assess any potential impact.

- 2.8 **The need to protect aviation interests:** Representations were received from the Lee Flyers Association on a number of aviation-related matters. There was particular concern regarding the location of the eastern access route in relation to the eastern runway. The indicative route has now been shown further southwards. There are still concerns regarding the potential for employment uses close to the end of the runway which need to be considered further at the planning application stage in relation to location and height of buildings. The SPD makes it clear that developers will need to consider this issue.
- 2.9 **Future of the Hovercraft Museum:** The Council received a number of responses concerned by the lack of a specific reference to the Hovercraft Museum. This has now been addressed and revised text is incorporated in the SPD.
- 2.10 **The need to allow local businesses / a wide range of sectors on the site:** A number of comments were received relating to the need to cater for local businesses. It is considered that the Daedalus SPD highlights Gosport Borough Council's emphasis on local job creation and makes significant provision for local businesses. There is particular encouragement to businesses that are involved within the marine, aviation and advanced manufacturing sectors. This is not intended to exclude other sectors contributing to economic growth and employment within the Borough consistent with delivering the Council's vision for the site. In addition the SPD acknowledges that the site could accommodate a wide range of business premises including start-up and move-on facilities. It is considered appropriate to retain a strong focus on these sectors as the assets of the Daedalus site give it a comparative advantage over other employment sites in the sub-region. A number of representations questioned the emphasis on aviation, marine and hi-tech businesses but it is considered that evidence is available, including work undertaken for SEEDA, the Partnership for Urban South Hampshire (PUSH) and the Solent Local Enterprise Partnership (LEP), which supports the aim of encouraging such businesses to the site.
- 2.11 **The impact of development on key roads in the area:** This was the most common matter for comment from local residents with concerns that further development will increase congestion on the Peninsula's main routes. The Council considers that an employment-led regeneration site will create significant job opportunities and help

reduce out-commuting from the Peninsula as well as encourage the use of modes of transport other than the car. The specific impacts of development on both main and local roads will need to be considered as part of a detailed application and the appropriate mitigation measures secured. The SPD provides a framework to advise developers of a range of measures that may be required to mitigate traffic generated by the site.

- 2.12 **The location of the secondary access:** It is considered that whilst most traffic will use the Broom Way access, a secondary access is required to allow traffic using Stubbington Lane to enter the Daedalus site rather than using more inappropriate roads in Lee. A site the size of Daedalus requires more than one main access to the site. Numerous comments were received regarding the access just north of Ross House. This remains the preferred location of a secondary access after several options were explored. The location just north of Ross House would enable a road of the suitable standard to be constructed. It is considered preferable to build the road to the north rather than the south of Ross House as it is further from the residential property separated by a car park and drive and is not between buildings thus reducing the 'canyoning effect'. The access would be signal controlled and could offer Ross House residents a more convenient access onto Marine Parade.
- 2.13 In addition concerns have been raised regarding the impact of the secondary access on the operation of the runway. However this matter has been clarified by a report commissioned by SEEDA that states that the proposed road would not have an impact on the operation of the aerodrome if it were to continue to operate as a general aviation unlicensed aerodrome. If the airfield was to be licensed the runway would need to be shortened to 1199m (a reduction of 110 metres) due to the presence of Ross House rather than the proposed new road.
- 2.14 **Provision of local access points:** There were numerous comments raised regarding re-opening former access points including Nottingham Place, Queen's Gate/Milvil Road and Drake Road with concerns relating to increased traffic and 'rat-running' through residential areas.
- 2.15 It is considered that the proposed hierarchy of access points to the site will help alleviate these concerns as the primary access and secondary access points will be designed and signed in such a way to direct most of the traffic to the site including heavier vehicles to use Broom Way.
- 2.16 The use of a number of smaller local access points will be suitable for local traffic movements and ensure that the new development is permeable and integrated into the wider community. Having a number of small local access points will also ensure that there is a



more even distribution of traffic and avoid putting pressure on any single local access.

- 2.17 However it is now proposed to use the Queen's Gate access only for pedestrian and cycling use rather than as a vehicular access as shown previously in the Consultation Draft. It is now considered more appropriate to include a new local vehicular access running due north at the end of Milvil Road. This had previously been shown as a pedestrian/cycle access. It is considered that this may be suitable to serve just the southern part of the MoD owned land should it be developed for market housing. This access would not be included if this part of the site was proposed for employment use.
- 2.18 Any scheme would be subject to all the necessary transport impact studies at the planning application stage.
- 2.19 **The amount of residential proposed and the potential for higher numbers and impact on local services:** Concerns were raised regarding the proposed residential figure of 352 (including the undeveloped MoD land). This is in accordance with the already adopted Gosport Borough Local Plan Review (GBLPR) (May 2006) and will contribute towards the housing needs in the Borough. Residential use also represents an appropriate use of parts of the development site for example, the refurbishment of historic buildings and in areas adjacent to existing residential areas. The SPD states that a higher figure will only be considered in exceptional circumstances if it can be demonstrated that the additional housing is required in terms of viability to deliver the overall objectives for the site including generating significant new employment, particularly within the aviation, marine and high-technology sectors. The Borough Council will require an 'open book' approach to this issue.
- 2.20 Concern has been expressed regarding the impact of new houses on local services particularly education and health. The SPD makes it clear that any proposal will need to address this issue and that mitigation measures will be required through existing and emerging planning policies including developer contributions to improve education. There is potential on the site for the provision of health and other community facilities.
- 2.21 **The location of residential development:** SEEDA considered that the plans in the SPD are too prescriptive particularly in relation to new residential development. The SPD makes it clear that the plans are for illustrative purposes and that other solutions will be considered. However the Borough Council considers that residential development will be principally located within the historic core and areas adjacent to existing residential areas.
- 2.22 **The need to protect Lee Centre and limit retail development on the site:** Numerous comments supported the need to protect Lee

Centre and limit retail on the Daedalus site. This requirement remains in the SPD and will ensure that any future proposals will not have a detrimental impact on the vitality and viability of Lee Centre.

- 2.23 **The future of the undeveloped Ministry of Defence land:** Defence Estates made a number of objections relating to the potential future of its land within the site for employment purposes. The area originally had outline planning permission for 152 Married Quarters but the Borough Council refused permission for its renewal (Feb 2011) due to a lack of justification that these Married Quarters were still required. The position in the SPD remains unchanged stating that if the requirement for Married Quarters can be justified this area is the most appropriate site as it is adjacent the first phase of completed Married Quarters. The SPD adds that if the site is no longer required for Married Quarters then the land should be considered as part of the whole of the Daedalus site and may be appropriate for residential, employment or a mix of both.
- 2.24 In the light of assessing the responses to the Daedalus SPD it has been considered appropriate to further integrate the planning of the Defence Estates' land with the rest of the site and consequently the characters areas included in Section 7 relating to design have now been amended to include this part of the site.
- 2.25 The key issues raised above together with a number of **other points raised** are detailed in the '*Summary and Analysis of Consultation Responses*'. The proposed changes identified from the consultation are included in Appendix C.

### **3 Planning Implications of the Enterprise Zone**

- 3.1 The SPD has been amended to take account of the Enterprise Zone designation. This includes the need to consider the potential for a simplified planning system on part of the site through the use of a Local Development Order (LDO).
- 3.2 At present the geographical coverage and nature of the LDO on the Daedalus site have yet to be determined. LDOs remove the need to apply for planning permission, thereby providing greater levels of certainty to the developer as well as not bearing the expense of a planning application (fee and supporting material).
- 3.3 However there will be parts of the site or types of development that can not be covered by an LDO and consequently a planning application will need to be submitted in the normal way. This includes development that affects listed buildings and their setting; or types of development that could have a significant impact on internationally important habitats.
- 3.4 A local planning authority can choose to restrict the potential scope

of an LDO such as excluding certain types of development. It may also choose to specify conditions or limitation within the LDO which will apply to the permission granted. The relevant Government Circular (DCLG 01/2006) states that conditions could specify that development is in accordance with a supplementary planning document.

- 3.5 In relation to the Daedalus Enterprise Zone and those announced at the same time, the Government requires that any LDO is in place by March 2012 following a period of public consultation.

#### **4 Proposed Final Version of the SPD and Main Changes**

- 4.1 The proposed final version of the SPD (attached as Appendix A) follows the same structure as the consultation draft and sets out the following:

- a vision for the site;
- a development strategy including the potential scale and mix of uses;
- key development considerations;
- a transport strategy;
- detailed design matters; and
- implementation issues.

- 4.2 In terms of the overall development strategy there have been no major changes to the SPD compared to the Consultation Draft. It is envisaged that the site will be an employment-led regeneration site with a focus on aviation, marine and advanced manufacturing. These sectors take advantage of the site's assets as well as strengths within the local economy. The key land uses within the Gosport part of the site are:

- Employment floorspace (B1, B2, B8): minimum of 65,000-85,000 sq.m;
- 352 dwellings;
- Leisure, heritage and recreational uses;
- Potential for community facilities

- 4.3 The main changes to the SPD (as included in Appendix C) include:

- Reference to the Enterprise Zone;
- Addressing the potential impact of development on internationally important nature conservations sites;
- Inclusion of a section on green infrastructure, which brings together much of the relevant information included in the consultation draft of the SPD into one section;
- The need to protect aviation interests; and
- Specific mention of a Hovercraft Museum.

## **5 SPD Adoption Process**

- 5.1 If Members agree to adopt the Daedalus SPD it will be necessary to undertake a number of actions in order to comply with the Town and Country Planning (Local Development) (England) (Amendment) Regulations 2009. This includes publishing
- the Adoption Statement which sets out the Council's intention to adopt the SPD and that any person with sufficient interest in the decision to adopt the SPD may apply to the High Court for permission to apply for a judicial review of that decision and that such an application must be made not later than 3 months after the SPD adoption date;
  - the Consultation Statement including how interested parties were consulted as well as a summary of key issues and how these have been addressed; and
  - the Habitats Regulations Assessment Report.

## **6 Risk Assessment**

- 6.1 The SPD has been prepared in accordance with the provisions of the Planning Act 2008 and has been identified in the Council's Local Development Scheme. It is considered necessary for the Borough Council to have an SPD for Daedalus in order to provide an agreed framework for making decisions on future proposals on the site which has been subject to formal public consultation. Without such a framework in place there would be uncertainty regarding the Council's development strategy for Daedalus and a lack of clarity regarding the potential risks on the site. This lack of guidance could be a deterrent to new investment.

## **7 Conclusion**

- 7.1 The Council has received detailed responses as a result of its consultation. These have helped inform the proposed final version with a number of changes proposed. Importantly the overall strategy remains the same as the consultation version in that Daedalus will be a strategic employment-led regeneration site. The approved version of the SPD will provide a sound planning framework to guide development at this key site.

<b>Financial Services comments:</b>	None for the purposes of this report
<b>Legal Services comments:</b>	Included in the Report
<b>Service Improvement Plan implications:</b>	The need to provide an SPD for the Daedalus site is included in the SIP.
<b>Corporate Plan:</b>	An adopted SPD will help facilitate development at the Daedalus site. Proposals will attract investment to Gosport's economy and maximise local employment opportunities which are two of the Council's strategic priorities.

	Development will also enhance the Borough's unique character and heritage.
<b>Risk Assessment:</b>	See section 6
<b>Background papers:</b>	* Economic Development Sub Board Reports and Minutes (11 <sup>th</sup> January 2011)
<b>Appendices</b>	Appendix A: Daedalus SPD (attached to Report); Appendix B: Summary and Analysis of Consultation Responses (on website and in Members' Room); Appendix C: Schedule of Proposed Changes (attached to Report); Appendix D: Habitats Regulations Assessment for the Daedalus SPD (on website and in Members' Room)
<b>Report author/ Lead Officer:</b>	Jayson Grygiel, Principal Planning Officer



Gosport Borough Council

Local Development Framework

**Daedalus**

**Supplementary Planning Document**

September 2011

*Delivering  
for Gosport*



DRAFT

# **Daedalus Supplementary Planning Document:**

**September 2011**

**DRAFT**

**Gosport Borough Council**



DRAFT

# Foreword

The Gosport Peninsula is undergoing a period of major change with tremendous opportunities for businesses to invest in our Borough. This transition will result in the diversification of the Gosport economy whilst continuing to build on its particular strengths. A clear vision for Gosport is an essential enabler to seeking economic growth and ensuring an appropriately and highly skilled workforce for the future.

The Daedalus site in Lee-on-the-Solent plays a major role in that future for Gosport. Daedalus has the potential to create significant new local jobs and be a place for business to thrive.

Supporting our ambition locally, the Government has recently identified Daedalus as an Enterprise Zone, one of only 22 in the UK. This Enterprise Zone status gives visibility to the site, recognises it as a national priority and will help attract businesses within the maritime, aviation and advanced manufacturing sectors building on the assets that the Daedalus site clearly offers. Success at Daedalus will increase the potential to attract funding for infrastructure and will facilitate long-term investment in the wider Gosport and Solent area.

It is within this context that I welcome the Daedalus SPD which sets out the planning framework for Daedalus. The SPD highlights the opportunities for developers and assists them when preparing their proposals to shape the future at Daedalus.

This SPD will be used to help inform future planning decisions made by the Borough Council. It provides a greater element of certainty both to developers and the local community whilst providing sufficient flexibility to bring forth innovative solutions. It will safeguard the amenities of local residents as well as providing the necessary protection to historic buildings and the natural environment. It will also help maintain the quality of life that Lee-on-the-Solent and Gosport already offers, which makes it such an attractive place for inward investment. It will help business understand the Daedalus site and facilitate investment.

Daedalus will play a significant role in the on-going development of our Borough and is a major priority for the Council. Creating this SPD supports the Council's determination to create a sustainable future, underpinned by economic growth, and that 'Gosport is open for business'.

Chairman of Economic Development Board

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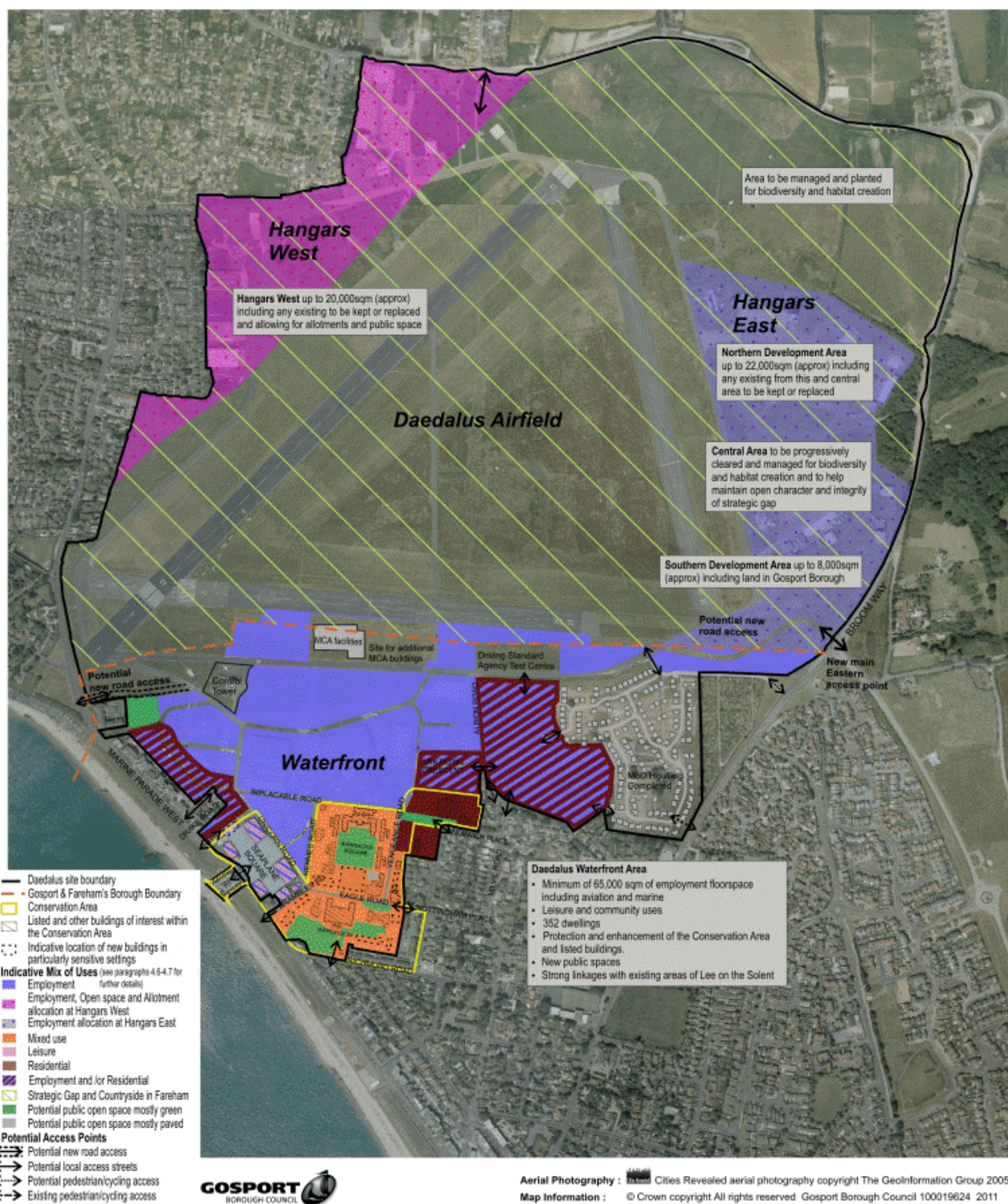
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### Note:

Footnotes and web-links do not form part of the adopted text and will be subject to change in the electronic version of this document in order to provide the most up-to-date information.

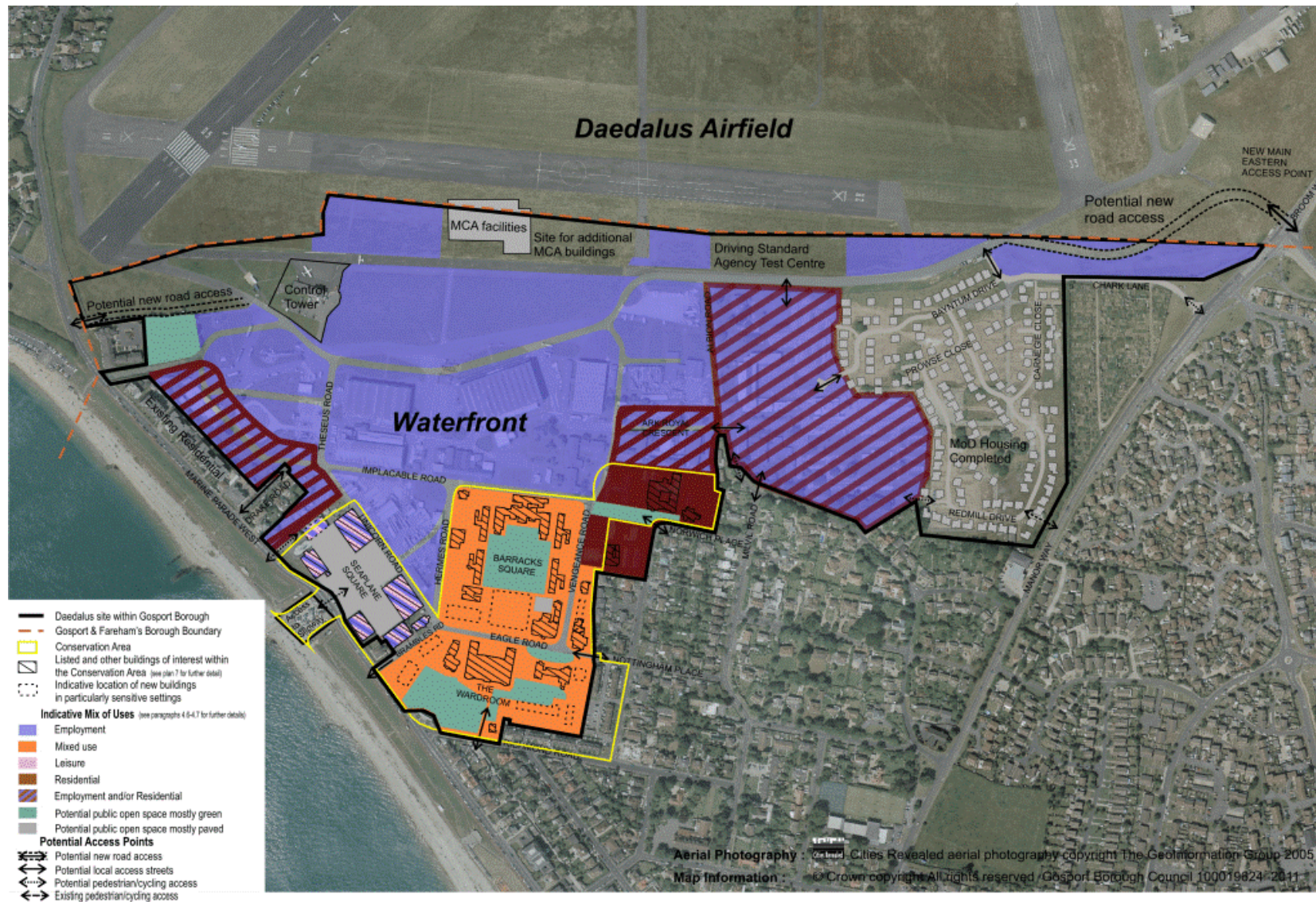
## List of abbreviations used

CMP	Construction Management Plan	LDF	Local Development Framework	SAR	Search and Rescue
CPO	Compulsory Purchase Order	LTP	Local Transport Plan	SEA	Strategic Environmental Assessment
DIO	Defence Infrastructure Organisation (incorporates the former Defence Estates)	MCA	Maritime and Coastguard Agency	SEEDA	South East England Development Agency
EA	Environment Agency	MoD	Ministry of Defence	SPD	Supplementary Planning Document
GBC	Gosport Borough Council	LEP	Local Enterprise Partnership	sq.m	Square metres
GBLPR	Gosport Borough Local Plan Review	NE	Natural England	StAG	Strategic Access to Gosport (study)
FBC	Fareham Borough Council	PUSH	Partnership for Urban South Hampshire	TA	Transport Assessment
HCC	Hampshire County Council	RSPB	Royal Society for the Protection of Birds	TfSH	Transport for South Hampshire
HRA	Habitats Regulations Assessment				





## Plan 2: Plan for the Gosport part of Daedalus





## The Vision for Daedalus

Daedalus will be transformed into a sustainable strategic business location.

The site will provide significant new job opportunities particularly within key business clusters including aviation, high-tech manufacturing and marine.

It will provide a significant number of highly skilled jobs contributing to Gosport's and the Solent area's economic growth and diversification.

Daedalus will include a range of uses and facilities which complement the identity of the site as a strategic business location.

The design and use of existing and new buildings and spaces will be of a high quality to ensure the preservation and enhancement of the environment, the Daedalus Conservation Area and its Listed Buildings.

The prestigious development will be an identifiable place in its own right, well related to, and benefiting the wider community.

## 1.0 INTRODUCTION

- 1.1 In August 2011 the Government announced that the Daedalus site will be an Enterprise Zone. The aim of Enterprise Zones is to allow areas with real potential to create significant new business and employment opportunities and deliver positive benefits across a wider area. One of the key objectives of Enterprise Zones is to reduce burdens for business including lower tax levels and the potential for simplified planning measures such as a Local Development Order. The SPD will therefore provide a framework for developing simplified planning measures and will be used as a material consideration when determining planning applications where these are required.
- 1.2 Since its closure in 1996, the former Naval Base at Daedalus has been under-utilised and was declared surplus to requirements by the Ministry of Defence in 2004. In March 2006, the Maritime and Coastguard Agency (MCA) acquired the airfield which extends to approximately 106 hectares and the South East England Development Agency (SEEDA)<sup>1</sup> acquired 82 hectares of land surrounding the airfield. This SPD covers the approximately 38 hectares within Gosport Borough.

### **Purpose and Status of the Daedalus Supplementary Planning Document**

- 1.3 **The purpose of the Daedalus Supplementary Planning Document (SPD) is to provide significant certainty regarding the potential scale and mix of future proposals for the Daedalus site within Gosport Borough, yet provide sufficient flexibility to be able to address changing market demands. The SPD will provide a framework for developing simplified planning measures such as a Local Development Order (LDO)<sup>2</sup> on appropriate parts of the site. The SPD will also be used by the Borough Council as a key consideration when determining future planning applications on the site.**
- 1.4 At this stage it is not known the precise boundaries and nature of any potential local development order. It is clear from Government guidance that an LDO will not be applicable for all parts of the Daedalus site<sup>3</sup> and consequently a planning application will need to be submitted in the normal way.
- 1.5 The SPD is linked to 'saved' Policy R/DP4 of the Gosport Borough Local Plan Review (GBLPR) (Adopted May 2006) which identifies the Daedalus site as a mixed use site. The detailed guidance of the SPD has been prepared in accordance with the relevant saved policies of the GBLPR. The SPD also takes into account the emerging Gosport Core Strategy and its supporting evidence. Once the Core Strategy is adopted the SPD will be linked to the Daedalus Strategic Site policy.
- 1.6 The SPD has been prepared in the context of a site-wide plan (Plan 1) which takes into account Fareham Borough Council's latest policy position in order to ensure the site is planned in a comprehensive manner. This is necessary to ensure uses are compatible and

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<sup>1</sup> It should be noted that SEEDA will cease to exist in 2012 and the ownership of Daedalus has been transferred to the Housing and Communities Agency

<sup>2</sup> DCLG Circular 01/2006

<sup>3</sup> including Listed Buildings and areas which would affect their setting; or for development which could have a significant effect on a European site. In such cases a planning application would be necessary in order to consider the principle and detailed nature of development

the required infrastructure is provided to serve the whole site. This SPD covers the part of the Daedalus site which is located within Gosport Borough (see Plans 2 & 3).

- 1.7 It is recognised that the development will take a number of years to complete. Consequently, this document is not intended to be viewed as being the end of the design process. GBC is committed to ongoing consultation with potential developers and other key stakeholders as planning applications for Daedalus are brought forward.

### **How the SPD was prepared**

- 1.8 This SPD has been prepared by Gosport Borough Council and follows consultation with the local community and relevant organisations and businesses<sup>4</sup>. It has been developed in accordance with the Joint Planning Statement for Daedalus (April 2006) which has been adopted by both Fareham and Gosport Borough Councils.
- 1.9 The SPD takes account of agreed principles reflected in SEEDA's Draft Visionary Framework<sup>5</sup> (January 2009) and informed by subsequent responses made by the two Borough Councils<sup>6</sup> and Hampshire County Council. The Framework (with the local authority responses) is intended to act as an overarching document for the whole site and ensures that there is a continued collaborative approach to development in order to deliver the cross boundary vision.
- 1.10 There has been close liaison with Fareham Borough Council throughout the preparation of the SPD in order to ensure that the whole of the Daedalus site is planned on a comprehensive basis to meet the needs of the Gosport peninsula and its communities.
- 1.11 Since purchasing the site SEEDA has undertaken significant consultation with the local community, businesses and other key stakeholders to inform the development process. The details of the consultation arrangements are contained in Appendix 1<sup>7</sup>
- 1.12 SEEDA has also carried out significant research regarding the opportunities and constraints for developing the site which has informed the details of the SPD. Key studies are outlined in Appendix 2.

### **Environmental Assessment**

- 1.13 The SPD has been informed by a Strategic Environmental Assessment Report (SEA)<sup>8</sup>. The SEA Report sets out the statutory position on the need for an environmental assessment and concludes that whilst a formal Sustainability Appraisal and Strategic Environmental Assessment is not required it is considered best practice to undertake some form of assessment to identify key issues, potential constraints, opportunities for environmental enhancement and whether there is a need for mitigation measures.

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<sup>4</sup> Details of the consultation are contained in Appendix 1

<sup>5</sup> The Visionary Framework can be viewed at:  
<http://www.daedalus-seeda.co.uk/site/seeda/publications--documents/publications--documents?LanguageId=0>

<sup>6</sup> Gosport Borough Council's comments can be viewed in the minutes for the Policy and Organisation Board minutes for 11th March 2009 at [www.gosport.gov.uk/sections/democratic-services/agendas-minutes/policy-and-organisation-board/minutes/2009/](http://www.gosport.gov.uk/sections/democratic-services/agendas-minutes/policy-and-organisation-board/minutes/2009/)

Fareham Borough Council's comments can be viewed at: [www.fareham.gov.uk/crs/executive/090309/reports-public/xpt-090309-r13-lje.pdf](http://www.fareham.gov.uk/crs/executive/090309/reports-public/xpt-090309-r13-lje.pdf)

<sup>7</sup> full details available on the Daedalus website <http://www.daedalus-seeda.co.uk/site/seeda/publications--documents/publications--documents?LanguageId=0>

<sup>8</sup> Prepared by Drivers Jonas Deloitte on behalf of SEEDA

- 1.14 The SEA Report sets out an assessment for the whole Daedalus site and supports both the Gosport SPD and future Fareham SPD. The key findings are set out in the relevant part of the development considerations section (Section 5).
- 1.15 A Habitats Regulations Assessment (HRA) Report<sup>9</sup> has been undertaken to inform and accompany the Daedalus SPD. The HRA Report has been informed by the draft HRA Report for the emerging Core Strategy and the comments received to the Daedalus HRA Screening Report (January 2011). The relevant findings have been incorporated within this SPD.

DRAFT

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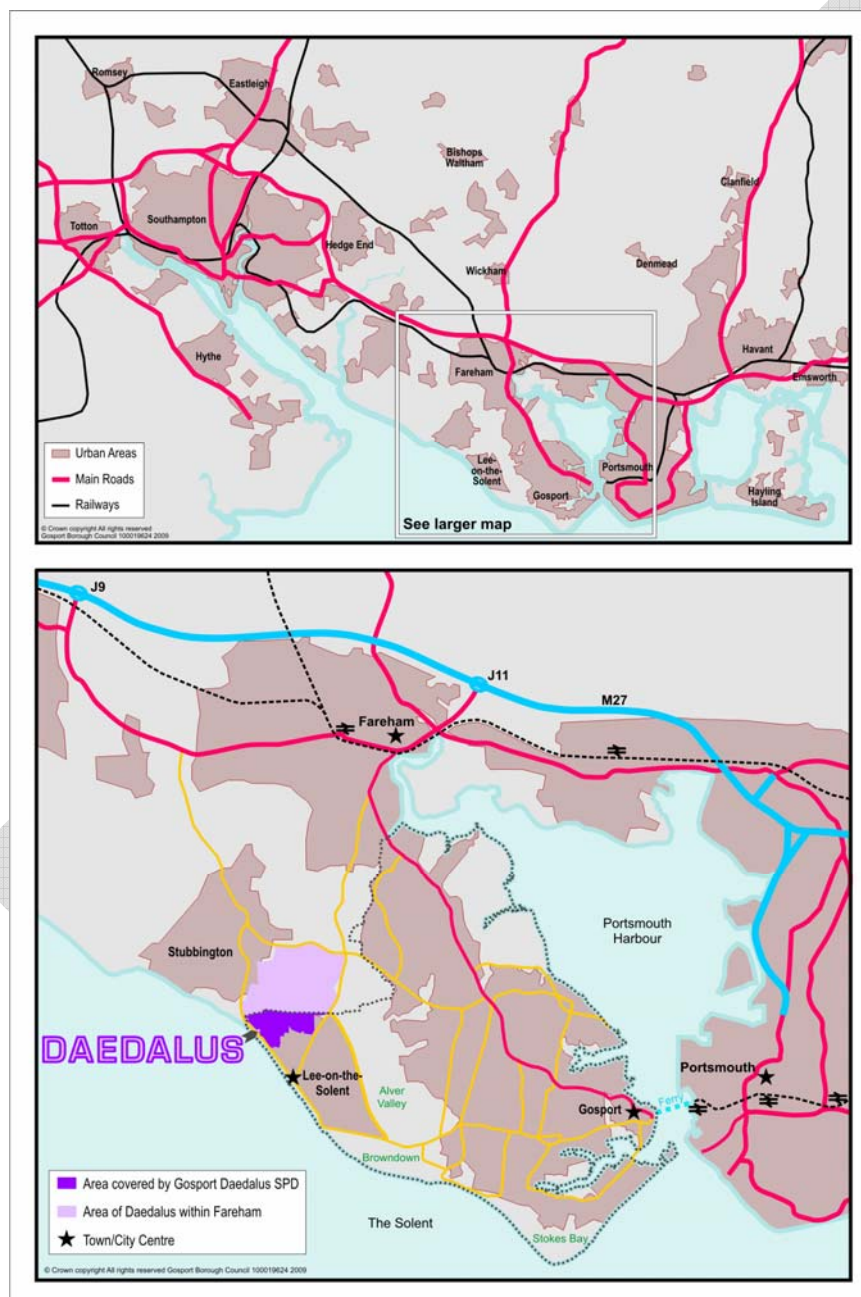
<sup>9</sup> [www.gosport.gov.uk/daedalus-spd](http://www.gosport.gov.uk/daedalus-spd)

## 2.0 SITE AND SURROUNDINGS

### Location

- 2.1 Daedalus is located on the Gosport peninsula in Hampshire (see Plan 3). It occupies a coastal location on the Solent between the residential communities of Lee-on-the Solent to the east and Stubbington and Hill Head to the west. The site is within two local authority districts, Gosport Borough and Fareham Borough. The main towns of Gosport and Fareham are located to the east and north respectively. The city of Portsmouth is located 8km (5 miles) to the east and Southampton is 17km (11miles) to the west.

**Plan 3: Location of Daedalus within Sub-Region**



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### **History of Daedalus**

- 2.2 A detailed account of the development of the site, buildings and features of historic interest is included in the Council's Daedalus Conservation Area Appraisal (GBC March 2007)<sup>10</sup> and the Conservation Area Management Plan (HGP 2010)<sup>11</sup>.
- 2.3 In summary the site was open farmland until the 1880s, when there was an attempt to develop a seaside town health resort of Lee-on-the-Solent. Central to the development was the seafront itself and Marine Parade East and West, along with parkland (West Cliff Park and East Cliff Park), promenades and pier. A new 'village centre' soon appeared, with shops along Pier Street and a hotel. On the Daedalus site a few buildings of particular interest were developed and a grid of streets laid out, most notably Westcliffe House and its estate, Norbury House, Keith Cottages and Wykeham Hall.
- 2.4 In 1917 the site was requisitioned to provide a training school for seaplane pilots and permanent Admiralty Designed Hangars and a slipway were developed. By the end of the War the site had a staff of nearly 500, providing training for almost 100 pupils.
- 2.5 After World War 1, the site became the base for the newly formed Fleet Air Arm, and growth continued into the 1930s when the site became Coastal Command Headquarters. A number of important buildings appeared on the site during this period including Eagle Block, the Wardroom, the Barrack Blocks and Dining Room and Cookhouse.
- 2.6 At the outbreak of World War 2, and as a result of the transfer of Fleet Air Arm to Admiralty Control, the facility became HMS Daedalus.
- 2.7 During World War 2 the site became a key aviation base with an expanding camp and airfield to the north and north east, and was a crucial base for air sorties. The site suffered two air raids because of its military significance. The site performed an important role on D-Day.
- 2.8 Daedalus continued in military use after 1945, although on a smaller scale and focusing on technical training, particularly helicopter and hovercraft testing<sup>12</sup>. In 1992 1,600 personnel were still based at Daedalus even though the establishment was past the peak levels of use.
- 2.9 HMS Daedalus closed in 1996, and the MoD declared it surplus to requirements in 2004. It was subsequently acquired by SEEDA and the MCA in 2006. The MCA have a new building for its Search and Rescue (SAR) Helicopter Unit at Daedalus with proposals for additional facilities. They use the site as a helicopter base for sea and air rescue operations. The airfield is currently used by a limited number of existing small scale aviation users. The site is also home to a number of smaller and medium sized businesses that make use of the former hangars and military buildings on an interim basis until long-term arrangements are developed. More recently a driving test centre has been completed and is now in operation on the MCA-owned part of the site.
- 2.10 In August 2011 the Government announced that Daedalus would become an Enterprise Zone following a successful application by the Solent Local Enterprise Partnership (LEP). The benefits provided by an Enterprise Zone are set out in Section 8 'Implementation'.
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<sup>10</sup> <http://www.gosport.gov.uk/sections/your-council/council-services/planning-section/conservation/conservation-areas/area-appraisals/>

<sup>11</sup> Prepared by HGP on behalf of SEEDA

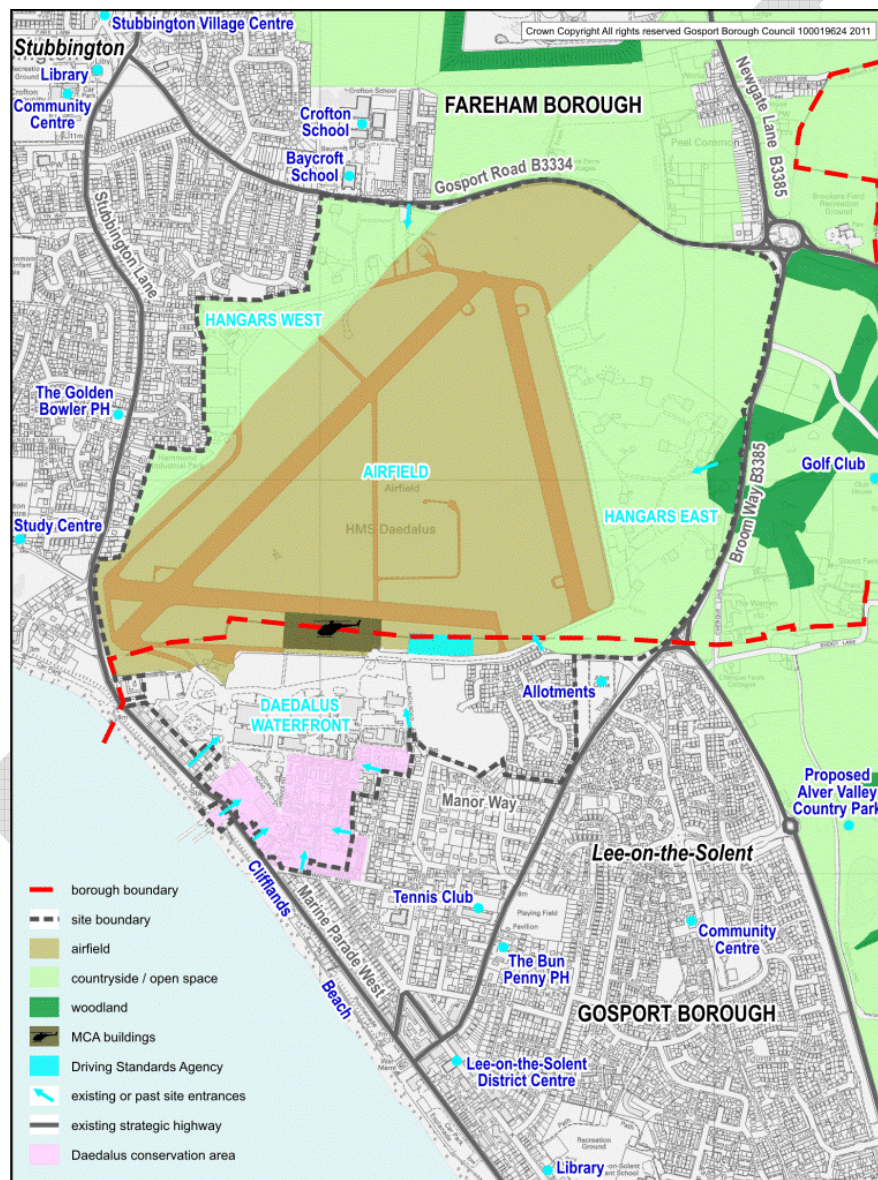
<sup>12</sup> In 1961 the Interservice Hovercraft Trials Units was founded at the site.



## Site Assessment

- 2.11 Daedalus can be divided into four key areas all of which have different characters and current uses: Daedalus Waterfront, Hangars West, Hangars East and the Airfield. It is considered that the airfield remains the focus for the site with built development being directed to the areas around the airfield. This SPD covers the parts of Daedalus within Gosport Borough, which is primarily the Daedalus Waterfront area, but also the southern edge of the airfield and Hangars East as shown in Plan 4. The SPD also gives attention to linkages with other parts of the site particularly the airfield itself. Most of the Airfield, Hangars East and Hangars West, are largely or entirely within Fareham Borough Council's area and will be covered by the Fareham Daedalus SPD.

**Plan 4: Daedalus and its surroundings**



Source: based on SEEDA's Visionary Framework (January 2009) (with additional material added by GBC)

**Daedalus Waterfront –  
31.5 Hectares**

- 2.12 This part of the site lies between the seafront, the built up area of Lee-on-the-Solent and the airfield. This area is the most developed part of Daedalus and has direct access to the Solent via the slipway. It comprises a combination of brick-face former offices and domestic buildings alongside large-scale industrial/ warehousing buildings. Some of the buildings are of historic and architectural value. Part of this area is a designated Conservation Area, in which three buildings are listed. The total built floorspace of the area extends to 67,640 sq m.



- 2.13 Part of the site has been retained by the Defence Infrastructure Organisation (DIO)<sup>13</sup> for residential development to support its operational requirements. 148 married quarters have been constructed. However a further proposed 152 dwellings had outline planning permission which has now lapsed (4.9 ha)<sup>14</sup>

**Hangars East – 40.5 Hectares**

- 2.14 Hangars East is located on the east side of the airfield and is accessed from Broom Way. This area consists of areas of hardstanding with groups of loosely clustered hangars adjacent to the airfield and a red brick building. There is 9,680 sq m of built space in this area.



<sup>13</sup> from 1<sup>st</sup> April 2011 includes the former Defence Estates. The DIO has now placed their undeveloped land within Daedalus on the Register of Surplus Public Sector Land

<sup>14</sup> February 2011- GBC refused planning permission to renew the consent as insufficient evidence was supplied regarding whether the Married Quarters are still required, particularly in the light of the latest review of defence spending.



**Hangars West – 14.4 Hectares**

- 2.15 Hangars West comprises three linked triangles of land formed by the serrated edge of Stubbington, and lies on the west side of the airfield. There is currently an unused access point on Gosport Road. It is a large, flat area bordering the remaining active runway, with various hangars and taxi ways. The buildings extend to 7,140 sq m.

**Airfield – 101.2 Hectares**

- 2.16 Most of the airfield is within Fareham Borough with its southern edge within Gosport Borough. Both Borough Councils strongly support the site's continued use as an airfield. The Maritime and Coastguard Agency (MCA) acquired most of the airfield<sup>15</sup> and a new high quality building for the MCA has recently been completed providing a benchmark for the quality of new employment floorspace that could be accommodated on other parts of the site.



<sup>15</sup> Long term management arrangements for the airfield are currently under discussion (as 1/4/11).

### 3.0 PLANNING POLICY CONTEXT

- 3.1 In preparing this supplementary planning document particular regard has been given to national<sup>16</sup> and local policies and consequently it will be necessary for developers to have regard to the implications of these policies when submitting development proposals.

#### **National Policy**

- 3.2 National planning guidance is set out in the Planning Policy Statements (PPSs) and Planning Policy Guidance (PPGs). A brief overview of the key guidance and its relevance to the Daedalus site is set out in Appendix 3.

- 3.3 Government policy seeks to promote the efficient use of land through higher density, mixed use development and the use of suitably located previously developed land and buildings. In particular, vacant and under-used sites and buildings should be brought back into beneficial use. It encourages the promotion of inclusive urban development, which supports existing communities and contributes to the creation of safe, liveable and mixed communities with good access to jobs and key services for all members of the community. Consequently Daedalus is particularly suitable for development.

#### **Sub-Regional Context**

- 3.4 The Daedalus site is located within the South Hampshire Sub-regional Strategy Area. At the sub-regional level a consortium of south Hampshire authorities, has come together to form the Partnership for Urban South Hampshire (PUSH). PUSH through local consultation produced its own sub-regional strategy for South Hampshire (2006-2026) which was submitted to the former South East of England Regional Assembly (SEERA) and was included (largely unchanged) in the South East (SE) Plan following an Examination in Public.
- 3.5 Despite the Government's intention to revoke the SE Plan<sup>17</sup> it is considered that the South Hampshire Strategy is still a valid consideration. It provides a policy framework to guide the preparation of the Council's emerging Core Strategy because it has been devised at a local level by a group of local authorities and has been subject to public consultation and examination.
- 3.6 The aim for the sub-region is to improve economic performance which has been under-performing relative to the region as a whole. The South Hampshire Strategy (May 2009)<sup>18</sup> requires that land is provided to accommodate two million square metres of new business floorspace in the sub-region with around 900,000 sq. m being provided in the south east part which includes Gosport. Further work conducted by the Partnership for Urban South Hampshire (PUSH) has identified that Gosport should aim to provide at least 81,500 sq. m of employment floorspace. Daedalus has been identified by PUSH as an area of strategic importance for employment purposes.

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<sup>16</sup> Includes current and subsequent Government policies

<sup>17</sup> The Government announced in July 2010 that it had revoked the South East Plan. On 10 November 2010 the High Court re-established Regional Strategies as part of the development plan. This will be on a temporary basis as the Localism Bill includes provisions to quash with the Regional Strategies.

<sup>18</sup> As included in PUSH's South Hampshire Sub-regional Strategy- Final Advice to SEERA (December 2005) and incorporated in the South East Plan (May 2009)

- 3.7 The South Hampshire Strategy (May 2009) aims to raise the economic performance of the sub-region and improve the skills of the labour force. Daedalus offers a clear opportunity to assist in achieving these targets, including providing floorspace for marine, aviation and general employment.
- 3.8 The Strategy<sup>19</sup> identifies a target of 2,500 dwellings in Gosport over the period 2006-2026. The Borough Council can demonstrate that it can meet this figure and that it has a five year land supply.<sup>20</sup>

## County Level

### Transport Policy

- 3.9 The Local Transport Plan for Hampshire (LTP3)<sup>21</sup> covers the period 2011-2031 and is produced by the County Council as the highway authority. It contains a joint strategy for South Hampshire and will provide a consistent transport strategy for the Transport for South Hampshire (TfSH)<sup>22</sup> area. Consequently the proposals contained in LTP3 are of particular relevance to the development timescale for Daedalus. LTP3 is based on the principles of Reduce, Manage and Invest. A key measure to reduce the number of trips is the creation of employment for local residents thereby mitigating the acknowledged transport constraints.
- 3.10 In addition the County Council has prepared the Strategic Access to Gosport (StAG) study (HCC/Mott Gifford 2010) which has informed LTP3. The StAG has identified schemes that will benefit the Gosport peninsula, and which are necessary to accommodate planned growth up to 2026. Further details are included in Section 6.
- 3.11 Currently there is uncertainty with regards to the capital funding of schemes, and given the pressures on Government spending over at least the next 5 years it is likely that there will be increased reliance on developers to fund improvements where necessary to mitigate the impacts of development.

### Minerals and Waste Policy

- 3.12 The Daedalus site has known sand and gravel deposits however for a variety of reasons this has not been safeguarded as a site for mineral extraction. The potentially workable reserve of mineral has been assessed as totalling up to 3.4 million tonnes (largely within Fareham Borough area).
- 3.13 The Minerals and Waste Core Strategy (adopted 2007) prepared by Hampshire County Council, as the minerals and waste authority for the Gosport and Fareham area includes the primary policies and proposals for the county and forms part of the Development Plan. Parts of this plan are currently under review<sup>23</sup>

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<sup>19</sup> As included in PUSH's South Hampshire Sub-regional Strategy- Final Advice to SEERA (December 2005) and incorporated in the South East Plan (May 2009)

<sup>20</sup> See the Council's Annual Monitoring Reports <http://www.gosport.gov.uk/sections/your-council/council-services/planning-section/annual-monitoring-report/>

<sup>21</sup> <http://www3.hants.gov.uk/tfsh/tfsh-what-tfsh-does/local-transport-plan3.htm>

<sup>22</sup> Transport for South Hampshire (TfSH) is the transport enabling and delivery agency for strategic transport projects in the South Hampshire sub-region, with the key role of developing major transport schemes, securing funding and implementation to meet the transport requirements arising from planned economic growth.

<sup>23</sup> Following a challenge in the high court by the Association of British Ports in 2009 resulted in the quashing of some policies

- 3.14 Hampshire County Council<sup>24</sup> is now preparing a replacement single Hampshire Minerals and Waste Plan. In early consultation relating to mineral sites, Daedalus was promoted as a safeguarded preferred area for extraction. Later HCC resolved to exclude Daedalus on the basis that it will be developed for employment uses and that the size of deposits in the area outside of the active airfield is relatively small. When the Borough Council is consulted further, it will again seek to ensure that the use of Daedalus as an operational airfield is not compromised by any future proposals for mineral extraction on the site.
- 3.15 The Hampshire Minerals and Waste Plan will also identify the locations to deliver the waste management requirements in Hampshire in accordance with the Minerals and Waste Core Strategy. HCC will be seeking views on possible sites to be identified in the emerging Plan.

### **Local Policy**

- 3.16 The 'saved' policies of the Gosport Local Plan Review (May 2006) remain a key element of the development plan for Gosport and will be used in determining planning applications for the Daedalus site. A summary of key policies are set out in Appendix 4. Reference to the key policies are included as part of the development considerations set out in Section 5.
- 3.17 The Local Plan Review promotes an employment-led strategy and identifies the need for new employment opportunities within Gosport which will improve the Borough's economic prosperity, help alleviate deprivation and reduce the amount of out-commuting and resulting congestion.
- 3.18 The Local Plan Review includes a specific policy for mixed-use development at Daedalus (R/DP4) and this represents the main policy to which this SPD is linked. This policy allocates the site for employment, residential development and leisure uses. Plan 5 includes the main Local Plan Review designations.
- 3.19 The northern part of the area within Gosport Borough is outside the defined urban area boundary and therefore Policy R/OS1 of the Local Plan Review is applicable which normally restricts development except that related to statutory undertaking and appropriate recreation uses. It is also designated as part of the Strategic Gap<sup>25</sup>. The emerging Core Strategy<sup>26</sup> recognises that this northern strip is appropriate for development as it will not significantly compromise the gap between Lee and Stubbington, particularly as the buildings will relate well to existing buildings associated with the airfield.
- 3.20 Once adopted the Council's Core Strategy will supersede parts of the Local Plan Review. The Core Strategy includes a policy relating specifically to the Daedalus site which identifies the site as being of strategic importance. This policy sets out the potential mix of uses on the site and the key development principles, which have been expanded upon within this SPD.
- 3.21 As shown in Plan 5, part of the site is within a Conservation Area. The Daedalus Conservation Area Appraisal was published by the Council in 2007 and provides a guide to the buildings and features that make a special contribution to the character of the area<sup>27</sup>. It

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<sup>24</sup> With its partner Mineral and Waste authorities in Hampshire i.e. Southampton City Council, Portsmouth City Council and New Forest Park Authority

<sup>25</sup> Policy R/OS2 is applicable and states that development proposals which would physically and/or visually diminish the Stubbington/Lee-on-the-Solent Strategic Gap will not be permitted.

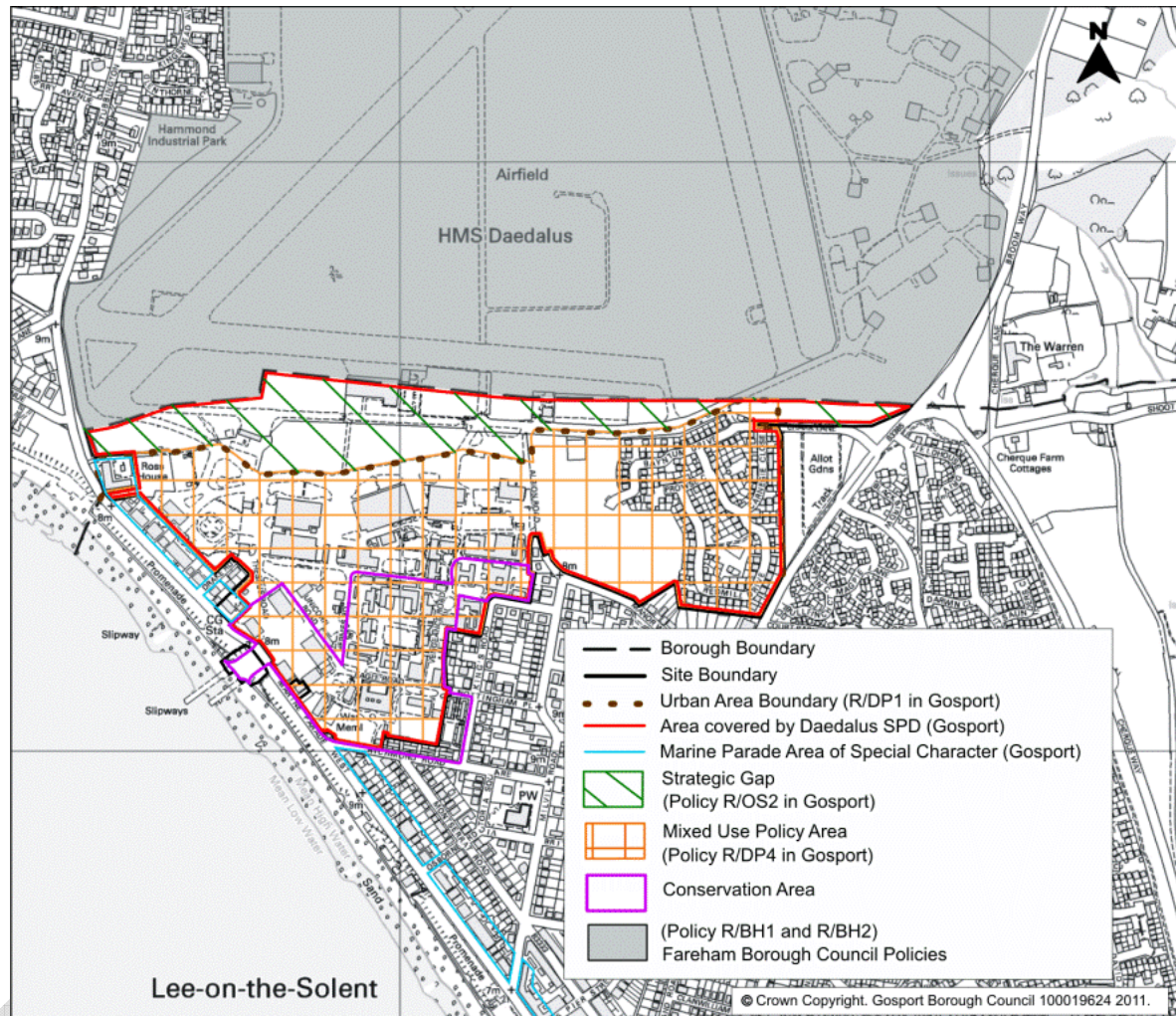
<sup>26</sup> expected to be adopted in late 2012

<sup>27</sup> view at <http://www.gosport.gov.uk/sections/your-council/council-services/planning-section/conservation/conservation-areas/area-appraisals/>



assesses the area's historic development, its character, the scale and form of development and provides details of possible enhancement opportunities that should be considered when future development is proposed.

**Plan 5: Key Planning Policy Considerations (as identified by the saved policies of the Adopted Gosport Borough Local Plan Review)** <sup>28</sup>



3.22 In addition to these documents, the Daedalus Planning Statement, whilst not part of the development plan, was adopted by GBC and FBC in 2006 and outlines the aspirations of both Councils. It was prepared in liaison with SEEDA, HCC, Defence Estates (DE)<sup>29</sup> and the MCA and confirms that the planning authorities will work together to ensure that the future of Daedalus is planned comprehensively.

<sup>28</sup> It will be necessary to liaise with Fareham Borough Council regarding the latest policy position in Fareham

<sup>29</sup> Now incorporated within Defence Infrastructure Organisation

**Planning History**

- 3.23 The planning history of the site is limited because much of the site was built before the need for planning permission and more recent development has had Crown immunity from planning control as it was an operational Ministry of Defence site. Appendix 5 contains the details of recent applications in the Gosport part of the site.
- 3.24 The most significant consents in relation to current uses are briefly outlined below:
- Planning consent has been given for 300 dwellings as Married Quarters for the Ministry of Defence (ref K/15857). 148 of these have now been built (K/15857/2) whilst permission for the other 152 dwellings has now lapsed<sup>30</sup>
  - Circular 18/84 consent was received for the Maritime and Coastguard Agency's Search and Rescue (SAR) Helicopter Unit, which has now been completed (K/16914/1).
  - A second phase of MCA buildings was approved at the Council's Regulatory Board in August 2010 (K/17819).
  - Planning consent was granted for a new driving test centre on the site on the airfield part of the site (owned by the MCA) which is now operational (K/17477).
  - Temporary consents have been granted to use existing buildings on the site for B1, B2 and B8 uses and open storage (ref K/15520/6). As part of the interim letting strategy many occupiers, including small and medium sized businesses make use of the former hangars and military buildings.

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<sup>30</sup> Planning application to renew the consent K15857/4 was refused by the Borough Council in February 2011 as insufficient justification was provided that these dwellings were required as Married Quarters.

## 4.0 DEVELOPMENT STRATEGY

- 4.1 The Development Strategy sets out the key principles for development and outlines the preferred mix of uses. Redevelopment of the Daedalus site presents an excellent opportunity to create a strategic high technology employment site providing a variety of jobs as well as leisure, commercial and residential uses within walking distance of each other.
- 4.2 Redevelopment will bring an under-used and partly derelict site back into productive use whilst being sensitive to its historic land use, the Listed Buildings and the designated Conservation Area.
- 4.3 To ensure delivery of a comprehensive development it is necessary to consider the site as a whole. (See Plan 1).

### Key Objectives

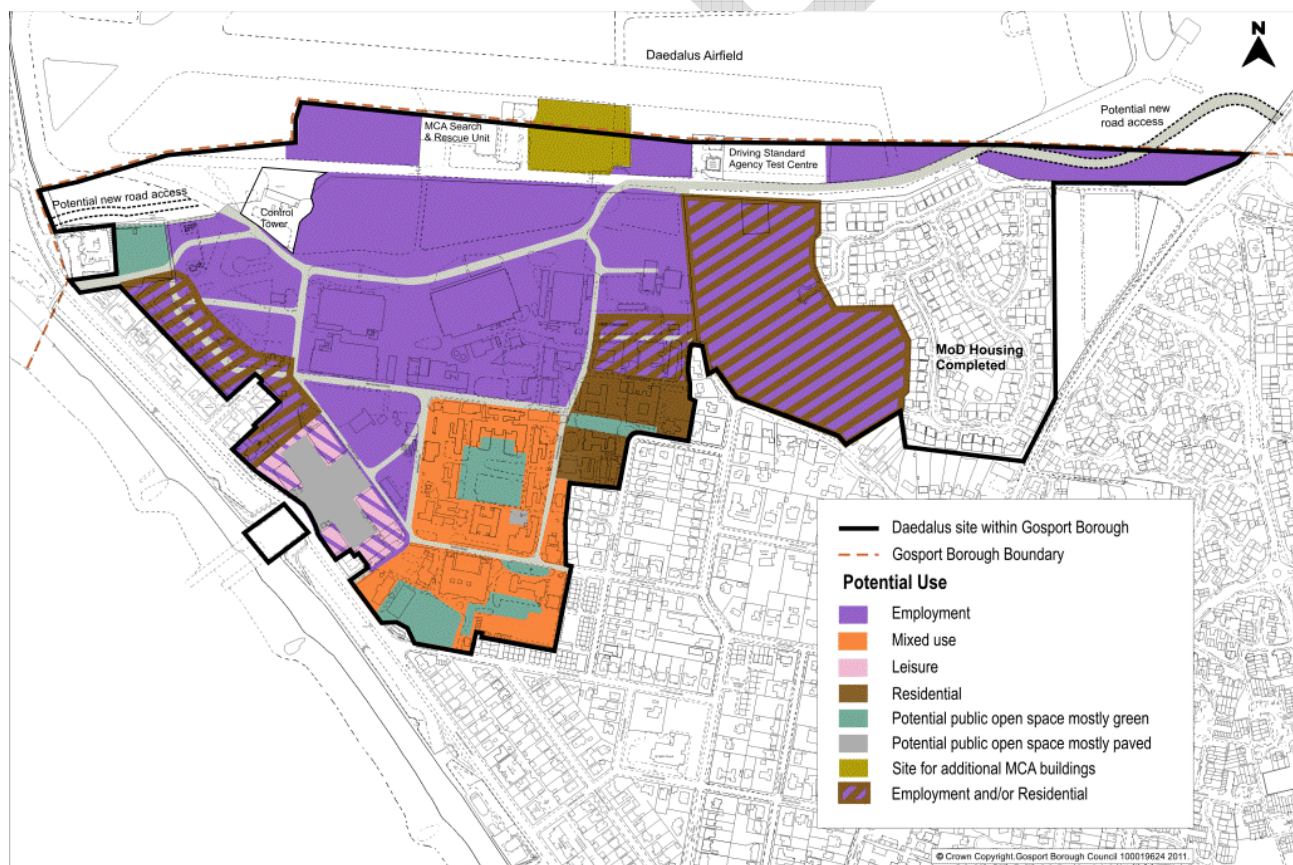
- 4.4 The key objectives for the development of Daedalus are as follows:
- To provide significant new employment opportunities for local residents which will assist in alleviating deprivation and reducing out-commuting from the Gosport Peninsula;
  - To provide a variety of employment premises to meet the needs of a wide range of modern businesses including those associated with aviation, marine, and hi-tech industries;
  - To ensure future development maximises the benefit of the existing runways for aviation industries;
  - To ensure that any new development enables the site to benefit from its direct links to the Solent (via the slipway) for marine industries and recreational uses;
  - To create a vibrant place with a mix of uses that is integrated with Lee-on-the-Solent and complements and supports the regeneration of the existing local centre and sea-front;
  - To provide public access to the site;
  - To ensure the site has good transport accessibility to make it attractive to new investment;
  - To ensure the provision of leisure and community facilities which complement existing facilities to the benefit of local residents;
  - To ensure that dwellings provided on the site include affordable housing and a mix of sizes and types to meet local requirements;
  - To foster a distinctive identity for Daedalus based on its heritage, through the careful reuse and restoration of existing buildings and the creation of high quality new buildings which complement and enhance the Daedalus Conservation Area and historic buildings;
  - To conserve and enhance the natural environment including: the protection of internationally and nationally important habitats within the vicinity; and the incorporation of green infrastructure within the site as well as the creation of appropriate linkages to the wider green infrastructure network;
  - To promote sustainable development and meet high standards of sustainable construction and design including energy efficient buildings, the use of renewable energy sources, the use of sustainable modes of transport, maximising recycling and minimising waste; and
  - To require that the site will be served by infrastructure to meet the requirements of businesses, residents and other users.



### Mix of Uses

- 4.5 Daedalus will be an employment-led mixed use site. It will be important to provide a mix of uses to create a vibrant and diverse community, which is active beyond the working day and therefore creates a greater feeling of safety and sense of place.
- 4.6 Plan 6 below highlights how a mix of uses can be potentially accommodated on the site. This plan is included for illustrative purposes only and acknowledges the need for some flexibility however it is clear that the following principles will need to be incorporated:
- employment is the dominant land use and opportunities are maximised throughout the site;
  - residential uses are suited to the historic core and in close proximity to existing residential areas; and
  - leisure uses are most suited to the areas fronting Marine Parade.
- 4.7 It is accepted that there will be a variety of possible mixes of uses and the Borough Council will consider alternatives to those outlined in Plan 6<sup>31</sup>. The detailed design elements will need to accord with the design principles set out in the Design Section (Section 7) which includes suggested uses for key buildings.

**Plan 6: Potential mix of uses to be accommodated at the Daedalus site within Gosport**



<sup>31</sup> As well as Plan 1 (Gosport part) and Plan 2



## Employment and Skills

- 4.8 Proposals should be ambitious with the aim of creating a dynamic and innovative employment area which can attract new and expanding businesses within the existing clusters such as marine, aviation and high technology industries. The site has the potential to attract businesses within new and emerging sectors such as technology-based clusters where the South East has a comparative advantage.
- 4.9 The Daedalus site represents an exceptional opportunity to contribute to the economic development of the Borough and the sub-region. The site has been identified by PUSH as a Strategic Employment Site<sup>32</sup>. This has been reinforced with the successful Solent LEP bid to the Government to designate Daedalus as an Enterprise Zone.. Consequently Daedalus is considered to have a significant role in delivering the total net additional employment floorspace and contribute to a Gross Value Added (GVA) growth of 3.5% by 2026 as identified by PUSH in the South Hampshire Strategy. The latest PUSH Economic Strategy (November 2010) emphasises the need to provide high quality jobs within the sub-region.
- 4.10 SEEDA's Daedalus Economic Scoping Report prepared by ARUP (2009) recognises that Daedalus should:
- Provide capacity for priority economic activities and sectors, with a focus on aviation and marine industries and other value-added knowledge-based industries;
  - Build upon the particular assets of the site, such as the runway, waterfront access and the ability to offer relatively large plots;
  - Contribute to sub-regional economic development objectives, creating jobs and increasing GVA productivity;
  - Use and enhance local skills;
  - Contribute to the sustainable development of the Gosport Peninsula; and
  - Provide improved social infrastructure for the local community and leisure opportunities at the strategic scale.
- 4.11 The Borough Council considers that the site will form a key element of its employment-led strategy set out in the Local Plan Review and emerging Core Strategy. The site will provide significant levels of employment which can create opportunities for all residents across the Borough including higher skilled residents currently out-commuting. It will also potentially provide work for those living in areas where there are significant levels of multiple deprivation such as Grange Ward, which is within 5km from the site and has the highest proportion of under-16's in England. Thus Daedalus will be important for providing a source of jobs and training for the local workforce.
- 4.12 In terms of gross floorspace<sup>33</sup> it is estimated that between 65,000 to 85,000 sq.m.<sup>34</sup> in the Gosport part of the site could be developed, which could accommodate approximately 2,000 jobs<sup>35</sup>. Within the Fareham part of the site it is estimated between 10,000 to 33,000 sq.m. of employment floorspace could be developed in addition to 17,000 sq.m. of existing hangar spaces<sup>36</sup>. Therefore the whole site has the potential to accommodate between

<sup>32</sup> Including in its Business Plan 2008-2011

<sup>33</sup> Including new buildings and the re-use of existing buildings (those with and without temporary planning permission)

<sup>34</sup> The higher end of the range assumes a greater proportion of buildings in the historic core can be converted for employment uses (offices and workshops). It is estimated that there is 24,000 Esq. of floorspace in Gosport Borough already in employment use (albeit with temporary planning permission)

<sup>35</sup> based on an average density of 1employee per 33 sq.m. which is an averaged out figure of small business units (32 m2 per worker) and general industrial buildings (34 m2 per worker) (Arup 2001) as cited by the Government's 'Employment Land Reviews: Guidance Note (ODPM 2004) and used in the Council's Employment Land Review (2010)

<sup>36</sup> As identified in the Pre-submission version of the Fareham Borough Council Core Strategy

92,000 to 135,000 sq.m. of employment floorspace depending on the type of business premises proposed.

4.13 The site has a number of advantages that make it attractive to a variety of sectors. Development proposals will need to fully utilise and where possible enhance a number of economic assets at Daedalus. These include:

- access to the airfield which has enormous potential to attract businesses within the aviation sector including both manufacturing and service businesses;
- access to the Solent via the slipway which has the potential to attract marine industries;
- the seafront location makes it a pleasant location which can be an important choice for businesses for which the quality of the environment is a priority, such as creative industries and knowledge services; and
- the large area of land available provides flexibility for a variety of building types to be accommodated.

4.14 It is envisaged the aviation sector will be a prime focus for new business activity on the site with the potential to create a centre of excellence. The airfield is a key asset and measures to improve facilities will be encouraged in order to attract long term inward investment and significant additional employment at Daedalus. SEEDA<sup>37</sup> identifies a number of opportunities at the Daedalus site including scope to enhance the General Aviation market as well as the potential for ancillary growth in aviation-related businesses such as light aircraft maintenance and manufacture. There are also opportunities for growth in the aerospace and/or marine related cluster of activities which include firms that would not need access to the runway but would benefit from close links with companies that do.

4.15 It is essential that the medium and long term arrangements for the management of the airfield<sup>38</sup> are established to ensure its continued use by a range of users and that it is viable. It will also be necessary to ensure the runway will be easily available to aviation industries located around the airfield creating a secure aviation business park. Such measures will improve the viability of Daedalus as an airfield focussed regeneration site and consequently it will be necessary to consider proposals for the airfield and associated hangars and land together. It is considered that the overall prospects for the aviation sector at Daedalus are good provided that management issues can be resolved and the site can attract the required investment to improve on-site facilities.<sup>39</sup>

4.16 In relation to the marine sector, SEEDA's Solent Waterfront Strategy recognises the importance of the Daedalus site for the marine industry. It is identified as the only sizeable near-coastal site in the Solent area on which marine industries can be accommodated and expand.

4.17 The site provides an excellent opportunity to develop centres of excellence and other employment sectors including high-tech 'clean' industries and emerging environmental energy-saving technologies. The site could provide skills, training and educational facilities, linked to the specialist sectors being developed on-site, which can assist in the development of appropriately skilled employees. It will be important to build on the wealth of technical expertise and skills already found within the area and to provide the resources

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<sup>37</sup> 'Aviation Potential of Lee-on-the-Solent Airfield (Formerly HMS Daedalus)' (York Aviation 2011)

<sup>38</sup> As at April 2011 negotiations are continuing between the MCA and SEEDA in respect of medium and long term arrangements for Daedalus

<sup>39</sup> Aviation Potential of Lee-on-the-Solent Airfield (Formerly HMS Daedalus)' (York Aviation 2011)

and infrastructure that these businesses will need to facilitate their expansion and create new job opportunities.

- 4.18 Due to the sheer size of the site there is also scope to develop different segments of the business premises market including:
- a high-tech business park type development; and
  - the potential for business start-up premises with managed shared facilities and move-on accommodation.

### **Leisure, Heritage and Community Facilities**

- 4.19 The Solent frontage of the site presents significant opportunities to enhance and diversify the visitor attractions of Lee-on-the-Solent, which is popular with day visitors. The re-use of historic buildings such as the Wardroom offer opportunities for hotel/conferencing facilities. There will be opportunities for a range of food and drink establishments.
- 4.20 The Daedalus site currently accommodates the Hovercraft Museum which uses hangar space and associated outdoor space in Seaplane Square. This popular attraction is open to the public on a small number of days each year as well as educational and private tours. A hovercraft museum facility should be accommodated on the Daedalus site given its historic links with the development of the hovercraft and the potential complementary role the museum would have with other leisure facilities on Daedalus and the Borough as a whole.
- 4.21 The developers of the Daedalus site will need to ensure that suitable accommodation for a Hovercraft Museum is provided and that it can be easily accessed by the general public. Whilst the use of existing historic hangar space close to the slipway appears to be an appropriate location for a Hovercraft Museum other options may be considered. It is acknowledged that the outdoor display of the hovercrafts will need to be managed to enable flexible use of Seaplane Square by a range of users. There will also be a need to provide facilities for related uses such as the Search and Rescue Hovercraft facilities.
- 4.22 Heritage interpretation facilities of the site's history particularly its aviation tradition should be considered. Early dialogue with the relevant heritage/community groups<sup>40</sup> is encouraged.
- 4.23 Certain buildings on the site may lend themselves for commercial indoor sport/leisure activities. There may also be potential to develop water sports facilities with access to the Solent via the slipway. Such proposals will particularly need to consider the impact on internationally important habitats in the vicinity.
- 4.24 Community uses, for example education and health facilities, could also be included within the overall redevelopment to provide services for both new and existing residents. A number of service providers have expressed interest in being accommodated on the Daedalus site.
- 4.25 Leisure and community uses on the site will need to complement the existing district centre of Lee-on-the-Solent some 500 metres to the south east.
- 4.26 Limited retail use may be appropriate, for example a small convenience store or specialist retail outlets (for example connected to the marine leisure sector) to serve the needs of the

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<sup>40</sup> Including the Hovercraft Museum, Hovercraft Society, Gosport Aviation Society, the Defence Heritage Support Group, Association of Search & Rescue Hovercraft Gosport Branch(ASRHGB)

site. However it will be necessary to ensure any retail provision does not significantly harm the viability and vitality of other centres, particularly Lee Centre (in accordance with the tests outlined in the latest national planning policy statement). The site is considered to be in close proximity to Lee Centre and therefore Lee Centre is well-placed to serve most, if not all, the local shopping needs of people working and living on Daedalus.

### **Residential**

- 4.27 It is considered important to have an element of residential development on Daedalus which will increase activity on the site and assist with blending new development with neighbouring residential areas. Many buildings in the historic core are appropriate for residential use. It is anticipated that residential development will be principally located adjacent to existing housing, where there is potential to enhance the urban fabric. It is recognised that an element of residential development will assist in increasing the financial viability of the scheme and therefore ensure that a genuine employment-led development is created with an emphasis on high quality jobs which suit the local skills base.
- 4.28 The Gosport Local Plan Review allocates 500 dwellings for the Daedalus site. The MoD has built 148 Married Quarters which count towards the overall allocation and consequently there is a remaining 352 dwellings that could be built on the site including any conversions within the proposed mixed use areas.
- 4.29 The MoD originally proposed a second phase of 152 Married Quarters<sup>41</sup>. The Borough Council will need to ensure that the MoD has a genuine need for a further phase of Married Quarters particularly in the light of the recent Defence Review. If a need can be sufficiently demonstrated the remaining land would be an appropriate location for the Married Quarters as it will be in close proximity to the service personnel and their families of the Phase 1 dwellings. The Borough Council considers that if the land for the second phase is no longer required for Married Quarters it may be appropriate to consider alternative development options. This could include employment uses on the northern part with residential on the southern part. Any residential development would count as part of the overall residential allocation and consequently if a second phase of 152 dwellings is completed this would leave a residual allocation of 200 dwellings for the rest of the Daedalus site. Similarly if an alternative residential proposal came forward for all or part of the site this would also count towards the outstanding 352 dwelling allocation.
- 4.30 As Daedalus is considered as the key employment site in the Borough it will not encourage proposals that exceed the outstanding 352 dwellings. The Council has demonstrated<sup>42</sup> that it will be able to meet its local housing target<sup>43</sup> without the need to find additional housing over and above this figure. It can also demonstrate that it has a 5-year housing land supply as required by the Government's PPS3.
- 4.31 In exceptional circumstances it may be appropriate to include some flexibility and consider a higher residential figure in order to help achieve the Council's key objectives in relation to maximising employment opportunities on the site particularly in relation to creating high quality jobs predominately within the aviation, marine and high-technology sectors. Developers that propose to exceed the allocated residential figure will need to provide a clear rationale as to why additional dwellings are required including design and viability considerations. The Borough Council will require an 'open book' approach regarding the proposed quantum of residential units and a robust justification relating to the economic

<sup>41</sup> An outline permission for a further 152 married quarters lapsed in 2009. A planning application to renew this permission was refused in February 2011 as the need for the Married Quarters was not sufficiently demonstrated.

<sup>42</sup> Through its Strategic Housing Land Availability Assessment (SHLAA) (GBC 2009) and its Annual Monitoring Report (GBC 2010)

<sup>43</sup> The South Hampshire Strategy covering the period to 2026 identifies that Gosport Borough should aim to provide 2500 net additional dwellings.

benefits of the scheme. It will also be necessary to ensure that the environmental capacity of the area will be considered in relation to any additional dwellings, particularly with regard to potential impacts on internationally important habitats within the vicinity.

- 4.32 A variety of housing types will be required, such as apartments and family housing, in order to encourage a balanced community. The exact mix will be established at the more detailed design stage. It will be necessary to include an element of affordable housing<sup>44</sup> on site, in accordance with the Borough-wide policy. Further details regarding the Borough Council's requirements for residential development are included in Section 5. In addition certain buildings on the site such as the Wardroom, Westcliffe House and Eagle Block may be suited for conversion to a residential institution such as a care home (see also paragraphs 4.19 and 7.11 for other potential uses for these buildings).

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<sup>44</sup> See paragraph 5.90 for further details

## 5.0 DEVELOPMENT CONSIDERATIONS

- 5.1 The following section sets out key requirements that developers will need to consider when submitting a planning application. These have been informed by planning policy, various evidence studies and consultation with key stakeholders and the general public. Key considerations are set out below:

<ul style="list-style-type: none"> <li>• design and built heritage</li> <li>• sustainable construction</li> <li>• energy efficiency/renewable energy</li> <li>• flood risk</li> <li>• waste and recycling</li> <li>• biodiversity</li> <li>• amenity issues</li> </ul>	<ul style="list-style-type: none"> <li>• contaminated land</li> <li>• utilities</li> <li>• specific requirements for               <ul style="list-style-type: none"> <li>- employment development</li> <li>- aviation-related development</li> <li>- marine related activity</li> <li>- residential development</li> </ul> </li> </ul>
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### Design and Built Heritage

#### Importance of Good Design

- 5.2 The Council requires that proposals for the site have a high standard of design to create a vibrant area in which to attract investment and be a pleasant place to work, live and visit. The Local Plan Review (including R/DP1) and the emerging Core Strategy place a significant emphasis on good design. The Design section of the SPD (Section 7) includes more detailed design considerations including overall design principles, design coding for different parts of the site, an open space/landscaping strategy and the Council's approach for protecting and enhancing historic assets on the site.
- 5.3 The design and layout of the site will need to reflect the historic character of the Daedalus Conservation Area which includes a number of nationally and locally important buildings (see Plan 7). It will also need to have regard to the characteristics of the Marine Parade Area of Special Character (R/DP10).

#### Conservation Area

- 5.4 Proposals within the Conservation Area and those affecting its setting will need to preserve and enhance its character (Policies R/BH1 and 2 of the Local Plan Review). The Council's Daedalus Conservation Area Appraisal<sup>45</sup> outlines the key features of the Conservation Area which need to be considered when designing proposals for the site. The SPD is also supported by a Conservation Management Plan<sup>46</sup> which provides detailed guidance for each building on features of interest and will need to be taken into account when designing schemes for the site.
- 5.5 The design of the proposals should be sensitive to its setting and planning applications should be accompanied by detailed visual impact assessments. It will be necessary to consider the setting of historic buildings outside of the site within the Conservation Area including the Fleet Air Arm Memorial and the former married quarters on Richmond Road and Kings Road.

<sup>45</sup> <http://www.gosport.gov.uk/sections/your-council/council-services/planning-section/conservation/conservation-areas/area-appraisals/>

<sup>46</sup> Prepared by HGP on behalf of SEEDA



**Listed Buildings**

- 5.6 There are a number of Listed Buildings and proposed Listed Buildings on the site (R/BH3 and 4). The buildings are set out below and shown on Plan 7. Further details are contained in the Daedalus Conservation Area Appraisal.

**Table 1: Listed Buildings at Daedalus**

<b>Name of Building (Blg)</b>	<b>Grade of Listing</b>
Dining Rooms and Cookhouse (Blg 91)	II
The Wardroom, Officers' Mess and Quarters (Blg 118)	II
Westcliffe House (Blg 119)	II
Type J Seaplane Hangars (WW1) (three hangars) and Winch House	Recommended for listing

- 5.7 These listed buildings make a significant contribution to the character of the area. It will be necessary to re-use these buildings in such a way which preserves and enhances their historic character. Any proposed development will need to ensure that the setting of these buildings is protected and enhanced included those buildings which are protected as being part of the curtilage of the Listed Buildings.
- 5.8 It should be noted that many of the listed buildings on the site will require a comprehensive repair and refurbishment programme. It is important that the re-use of these buildings take place at an early stage of the site's development.

**Other Buildings of Interest**

- 5.9 The Daedalus Conservation Area Appraisal identifies a number of other buildings of historic and architectural interest which contributes to the character of the site. These relate closely to the listed buildings in terms of their historical context, size, scale and design. The Council considers that these buildings should also be re-used as part of any redevelopment scheme as they form an integral part of the wider Conservation Area setting.

**Other Buildings/Demolitions**

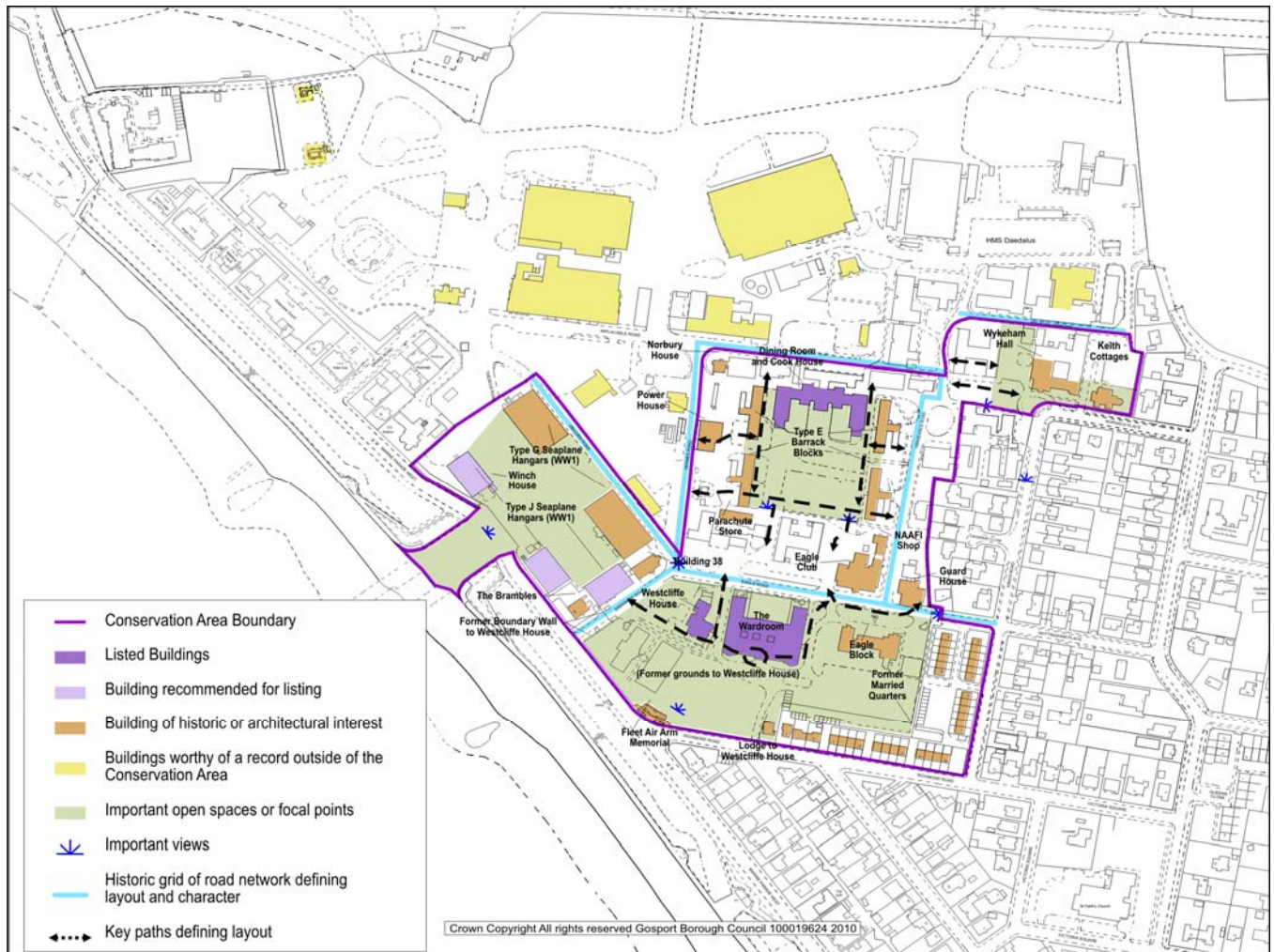
- 5.10 Within the Conservation Area there are a number of buildings of little historic or architectural merit which could be demolished. In some cases this provides an opportunity to redevelop the plots with buildings of higher quality. In accordance with the Conservation Management Plan a level of recording may be required prior to demolition.

**Archaeology**

- 5.11 Hampshire County Council, which maintains the Archaeology and Historic Buildings Record (AHBR), consider the Daedalus site to be an area with potential for archaeological deposits. The Historic Environmental Baseline Report (undertaken by Forum Heritage Services and Terence O'Rourke for SEEDA October 2007) for the site concludes that it is difficult to predict the significance of archaeological potential in the vicinity of the site.
- 5.12 It will be necessary for proposals to accord with saved Policy R/BH8 and consequently developers will be required to submit an archaeological assessment in consultation with the County Archaeologist. This assessment should include consideration of the above and below ground archaeological potential and an appropriate mitigation strategy. The mitigation strategy could include an archaeological evaluation (such as trial trenching) which would inform any further mitigation that might be necessary, such as area excavation or focussed watching briefs. This could be undertaken on a site-by-site basis.

- 5.13 Due to the history of the site there is the potential for contamination, including potential ordnance<sup>47</sup> Consequently appropriate precautions will be required when undertaking any appropriate survey work, such as during trial trenching.

**Plan 7: Key heritage and design designations affecting Daedalus**



<sup>47</sup> See Paragraph 5.62 for further details



## Green Infrastructure

Green Infrastructure (GI) is a strategically planned and delivered network of high quality green spaces and other environmental features. It should be designed and managed as a multifunctional resource capable of delivering a wide range of environmental and quality of life benefits for local communities.<sup>48</sup>

It includes parks and gardens, natural and semi natural greenspaces, green corridors, outdoor sports facilities, amenity greenspace, provision for children and teenagers, cemeteries and churchyards, accessible countryside in urban fringe areas, river corridors, allotments, domestic gardens, street trees, green roofs and sustainable drainage systems.

- 5.14 Green Infrastructure should be provided as an integral part of all new development. It should be strategically planned and be designed and managed as a multifunctional resource. It should also respect and enhance the character and distinctiveness of an area with regard to habitats and landscape types.
- 5.15 Given the built up nature of the Gosport part of the Daedalus site there are limited opportunities for extensive green infrastructure. However there is some potential on-site as well as the possibility to improve linkages to the wider local and sub-regional network. It may also be necessary to mitigate against the impact of development on internationally important habitats with the creation of new greenspaces to deflect recreational pressures on sensitive sites generated by new development at Daedalus.
- 5.16 On-site opportunities for green infrastructure on Daedalus include:
- Small areas of open spaces to serve the new neighbourhood such as the suggested park adjacent Ross House (see Plan 2) and other spaces for local informal recreation which could include on-site play facilities in accordance with the standards set out in Policy R/OS8 of the Local Plan Review;
  - sustainable urban drainage system (SuDs) (see paragraph 5.51);
  - measures to protect and enhance on-site biodiversity (see paragraphs 5.19-5.32);
  - street trees to provide shade and ameliorate climate change impacts as well as soften hard townscape;
  - opportunities for green roofs and green walls which can soften landscape, increase energy efficiency, reduce air pollution and ameliorate climate change impacts;
  - provision of domestic gardens
- 5.17 There is also a proposal in the Fareham Borough Council Core Strategy to manage and create a habitat area within the north east part of the Daedalus site within the Fareham Borough area (see Plan 1) which has the potential to link with the Alver Valley Country Park and with the network of footpaths in the countryside within the Strategic Gap between Fareham, Gosport, Stubbington and Lee-on-the-Solent.
- 5.18 There are also requirements and/or opportunities for off-site green infrastructure including:
- Developer contributions for off-site sports pitches and other outdoor sports in accordance with Policy R/OS8 of the Local Plan Review. Such funds will be directed towards provision in the Alver Valley Country Park which is in close proximity to serve residents and employees of the Daedalus site.
  - Further contributions may be required towards other facilities in the Alver Valley Country Park which has significant potential to deflect recreational pressures from

<sup>48</sup> Natural England see:

[www.naturalengland.org.uk/ourwork/planningtransportlocalgov/greeninfrastructure/default.aspx](http://www.naturalengland.org.uk/ourwork/planningtransportlocalgov/greeninfrastructure/default.aspx)

- the internationally important habitats at Hill Head. This could include improving pedestrian and cycling linkages between Daedalus and the Alver Valley.
- Similarly funds may be required to encourage recreational activities generated by the development (such as dog walking) in alternative locations rather than Hill Head mudflats. This could include contributions towards improved dog walking facilities in less sensitive sites and alternative management arrangements at the sensitive sites (in liaison with the relevant authorities).
- Provision for allotments, of which there is a significant need in Lee-on-the-Solent, will also be considered as a part of any developer contribution required under Policies R/DP3 and R/OS8 of the Local Plan Review.

## Biodiversity

### Internationally important habitats within the vicinity

- 5.19 The Daedalus site is within 100 metres of the mudflats at Hill Head which form part of the Solent and Southampton Water Special Protection Area (SPA) and Ramsar site which are of international importance for wading birds.
- 5.20 The Daedalus SPD has been subject to assessment under the Habitats Regulations 2010<sup>49</sup> which has influenced the development options for the site. The Council recognises that additional growth in the Borough, in-combination with growth in neighbouring authorities could without appropriate management and mitigation, lead to adverse effects on European sites. In order to prevent such effects, the Borough Council will work with other authorities (including the Partnership for Urban South Hampshire) to develop and implement a strategic approach to protecting European sites from recreation pressures and other impacts of development. Where development at Daedalus is shown to have an impact on European sites, the developer will be required to consider and implement a range of mitigation measures which are outlined below and in the other relevant sections<sup>50</sup> of this SPD.
- 5.21 The HRA has identified a number of potential direct or indirect impacts of proposed development of Daedalus on the SPA and Ramsar site either alone or in-combination with other development. This includes air pollution (mainly from vehicular movements), recreational disturbance (largely from new residential development), disturbance from the potential increase in use of the slipway and airfield as well as potential light and noise pollution.
- 5.22 The SPD includes a number of measures to ensure that the Daedalus site will not have an adverse effect on the European sites in the sub-region. Such measures include:
- reducing travel out of the Borough by providing new jobs and creating greater opportunities to travel to work by modes other than the private car and thereby reducing congestion and air pollution;
  - directing most traffic to the primary access to Broom Way which is further from the SPA at Hill Head and thereby reducing traffic and potential air pollution at this point;
  - requiring a Construction Environmental Management Plan including the consideration of the impacts of construction such as dust, noise and vibration (see paragraphs 5.62-5.70);

<sup>49</sup> The Habitats Regulations Assessment (HRA) Report containing the appropriate assessment can be viewed at [www.gosport.gov.uk/daedalus-spd](http://www.gosport.gov.uk/daedalus-spd)

<sup>50</sup> Including the sections on noise pollution, light, aviation and marine considerations.

- requiring the use and management of green infrastructure (see paragraphs 5.14-5.18) to provide new and/or improved open space to deflect from sensitive habitats as well measures such as tree planting and green roofs to ameliorate the effects of air pollution;
- incorporating water efficiency measures as required by the Code for Sustainable Homes and BREEAM measures (see paragraphs 5.33-5.35); and
- incorporating sustainable drainage systems as required by the Code for Sustainable Homes and BREEAM measures (see paragraphs 5.33-5.35 and 5.51) and the provision of the necessary infrastructure in liaison with Southern Water will help increase the capacity of waste water facilities.

- 5.23 The potential impacts from recreational disturbance generated by new development across the sub-region is considered a particular issue and consequently the Solent Forum has commissioned research on this issue, known as the Solent Disturbance and Mitigation Project<sup>51</sup>. The Borough Council, where applicable to the Daedalus site, will require developers to contribute towards mitigation measures identified in this Study which could include measures already identified in this SPD such as contributions towards new green infrastructure or particular management measures.
- 5.24 There is concern that residential development particularly on the western side of the site could have an adverse effect through recreational disturbance on the SPA. Access arrangements towards Hill Head will require careful management to avoid any adverse effects including the disturbance to birds on the intertidal habitats. Pedestrian access towards the south (i.e. Lee beach) and the east (Lee beach, Alver Valley and Stokes Bay) should be promoted to deflect pressure from Hill Head.
- 5.25 Any potential impacts on the European sites will need to be fully assessed through an Appropriate Assessment (AA) at the planning application stage when more detail is known (i.e. project level) under the Conservation of Habitats and Species Regulations 2010.
- 5.26 It will be necessary to consider appropriate mitigation measures depending on the results of the findings of this assessment. Possible measures include:
- developer contributions towards alternative greenspace for recreation to deflect pressure from European sites;
  - developer contributions towards the management of recreational activities which are, potentially, causing a disturbance as a result of the development; and
  - developer contributions towards the management of important habitats.
- 5.27 It is important to recognise that any development that would be likely to have a significant effect on a designated site, either alone or in combination with other plans and projects would not be in accordance with the Habitats Regulations 2010 or the development plan and would be refused.

#### **Protected Species on-site**

- 5.28 Several European and nationally protected species have been recorded within Daedalus<sup>52</sup>, including badgers, bats and birds (barn owl and skylark). The suitability of habitat for reptiles and amphibians was also established during the Phase 1 Habitat Survey. Protected species surveys will need to be completed at the appropriate time of year by a suitably qualified ecologist, in order to ascertain the number and extent of protected species

<sup>51</sup> [http://www.solentforum.org/forum/sub\\_groups/Nature\\_Conservation\\_Group/Disturbance%20and%20Mitigation%20Project/](http://www.solentforum.org/forum/sub_groups/Nature_Conservation_Group/Disturbance%20and%20Mitigation%20Project/)

<sup>52</sup> including areas within FBC

in order that development proposals can avoid and protect them. Where disturbance is necessary, suitable mitigation will need to be designed, in consultation with Natural England and GBC.

- 5.29 The Ecological Appraisal (Capita Symonds January 2009) undertaken on behalf of SEEDA identifies that certain buildings on the site have high bat potential. Development proposals would need to meet the tests set out in Natural England's standing advice in order for any necessary licence to be obtained.<sup>53</sup> Where a building is to be lost which has a bat roost, a licence will be required from Natural England prior to demolition. Loss of any roosting habitat should be mitigated for through the incorporation of bat bricks in new buildings and/or the provision of bat boxes on buildings and trees.

#### **Measures to enhance biodiversity on-site**

- 5.30 Future developments should recognise the ecological potential of the site, including the need to retain important features on the site such as mature trees. Measures to enhance biodiversity should be incorporated into detailed development design at the planning application stage including the planting of indigenous species. The use of sustainable drainage systems has the potential to enhance biodiversity on the site as well as the incorporation of green roofs and walls on appropriate new buildings. Consideration will need to be given of how enhancements to biodiversity link with the wider green infrastructure network.

- 5.31 Opportunities identified in the Ecological Appraisal include:
- further enhancement for badgers including access under fences via maintained corridors to foraging habitats;
  - bird boxes suitable for a range of species to be installed on trees and buildings;
  - creating habitats for reptiles and amphibians including the creation of small areas of rough grassland with shrub and creating log piles to provide hibernacular habitat; and
  - the creation of a wild flower meadow through planting a wild flower seed mix of native species which is managed under a long sward regime.

#### **Invasive Plant Species**

- 5.32 The Phase 1 Habitat Survey has identified the presence of a small area of the invasive plant Japanese knotweed. This is an extremely invasive plant and it is an offence to cause it to spread. Appendix 3 of the Ecological Appraisal<sup>54</sup> sets out a proposed Japanese Knotweed eradication strategy for the Daedalus site. Advice from specialists is required on this matter in accordance with Environment Agency guidelines.

#### **Sustainable Construction**

- 5.33 Proposals for development at the Daedalus site will be required to meet the appropriate sustainability standard which will help to encourage sustainable lifestyles. This includes the BREEAM for non-residential development and the Code for Sustainable Homes for new dwellings.
- 5.34 Early phases will be required to meet the national timetables for applying the Code for Sustainable Homes and BREEAM standards as they apply at the time of submitting a planning application. Once the Council has adopted its Core Strategy it will then be

<sup>53</sup> Natural England's standing advice on protected species is available at [www.naturalengland.org.uk/ourwork/planningtransportlocalgov/spatialplanning/standingadvice/default.aspx](http://www.naturalengland.org.uk/ourwork/planningtransportlocalgov/spatialplanning/standingadvice/default.aspx) This sets out the legal protection afforded by all bat species and the test that should apply for European Protected species licenses

<sup>54</sup> Capita Symonds January 2009

necessary to apply the standards contained within the relevant policy. The Borough Council will encourage high standards to reflect the potential for the Daedalus site to be an exemplar site setting a benchmark for other developments in the Borough and the wider sub-region.

- 5.35 If developers are unable to provide the required level then it will be necessary for them to demonstrate that the higher level is not viable in this particular instance. This will need to be done through an 'open book' process and be independently validated.

#### **Energy efficiency and renewable energy**

- 5.36 Work undertaken on behalf of SEEDA suggests the potential for a range of measures and given the site's size it represents a significant opportunity to develop such schemes.

#### **Energy efficient refurbished buildings**

- 5.37 When refurbishing buildings it will be important to consider the performance of the building fabric to create air tight and energy efficient building forms through insulation and double/triple glazing. With regard to historic buildings enhanced single glazing (through additions of draft strips and general refurbishment) may be necessary.

#### **District Heat and Power Network**

- 5.38 The proposed mix of uses and the energy load of existing buildings to be retained or refurbished, will generate a mixed pattern of energy demand for heating and electricity.
- 5.39 Learning lessons from the historic heat provision at Daedalus, an energy strategy for the site should be based around a district Combined Heat and Power network. The CHP system will work on a district scale with energy centres considered as part of the phasing. The district energy system, site services and infrastructure will need to be located on a network of central service corridors to maximise efficiency of the network and allow for maintenance access.
- 5.40 To ensure that the CHP strategy is robust it must be flexible to future fuel supply constraints and for that reason the CHP plant would ideally be dual fuel. This approach would provide future scope to convert bio-fuel as sources are identified and other alternative sources become more viable.

#### **Integrated Renewable Energy**

- 5.41 The proposed layout of the development should allow the use of solar water panels on roofs that collect energy from the sun to heat water that is piped directly to a hot storage device. Photovoltaic panels can also be roof mounted or an array can be distributed on facades to convert energy from the sun directly into electricity.
- 5.42 Installation on new build properties and retrofitting of refurbished buildings could offset the amount of energy required for providing domestic hot water.
- 5.43 The suitability of this technology in relation to Listed Buildings and their setting will need to be discussed further with the Council's Conservation and Design section on a case by case basis.

#### **Ground-source heat pumps**

- 5.44 The opportunity to distribute closed loop Ground Source Heat Pumps in open spaces can be tested at detailed design stages. Single bore holes require 60 metre depth and can provide hot or cold air throughout the year. Where this is not possible 'slinky' systems can be run along shallow trenches. The airfield and the open spaces to the north part of the site may offer the greatest opportunities for this.

- 5.45 Any testing or development of a ground source heat pump system must consider the potential for contamination. The EA would wish to be consulted on the development of any such scheme including the placement of any infrastructure required for use. Should the proposal be an open loop system, additional approval will be required for the abstraction and discharge of groundwater<sup>55</sup>.

#### **Adaptability**

- 5.46 Building fabric of new and refurbished buildings should be to the highest environment standards in order to maximise long term efficiency. The buildings must also be able to adapt to future service technologies and renewable energy technologies. The building layouts of both refurbished and new buildings must also be robust and flexible to allow for future market and user demands for the internal space.

#### **Use, and protection of, water resources**

- 5.47 Early phases of development will be required to reduce water consumption in accordance with the national timetables for applying the Code for Sustainable Homes and BREEAM standards as they apply at the time of submitting a planning application. Once the Council has adopted its Core Strategy it will then be necessary to apply the standards contained within the relevant policy. Depending on the required level measures could include:

- use of water efficient appliances;
- external water consumption measures (including water butts); and
- rain harvesting and greywater recycling

- 5.48 It is important that development proposals do not have an adverse effect on the quality of surface, ground or coastal water quality (Policy R/ENV2). This is particularly relevant in relation to the potential disturbance of contaminated land (see below) which can mobilise pollutants.

#### **Flood Risk**

- 5.49 The Government's Planning Policy Statement 25: *Development and Flood Risk* (PPS25) will be applicable for considering this issue. Daedalus is in Floodzone 1 and therefore it is not in a high risk area for tidal or fluvial flooding. However poor site drainage in parts of the site has caused localised flooding so it will be necessary to improve storm water drainage infrastructure.

- 5.50 Given the size of the site a flood risk assessment (FRA) will be required which will need to particularly consider the issue of surface water flooding and include recommended mitigation measures to reduce the risks both to and from the development to an acceptable level. It must be demonstrated that there will be no increase in current runoff rates or volumes, in accordance with Annex F of PPS25.

- 5.51 In order to minimise direct surface water run-off the FRA should include a Sustainable Drainage System (SuDS) feasibility study meeting the following objectives<sup>56</sup>:

- identifying the potential constraints to the use of SUDs, informed by both the ground investigation and contaminated land report/remediation strategy;
- identifying particular SuDS techniques that could be utilised on-site; and

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<sup>55</sup> Further information is available at <http://www.environment-agency.gov.uk/business/topics/128133.aspx>

<sup>56</sup> These are the minimum requirements for an outline planning application depending upon the particular matters for consideration.

Further information available from the EA.

- identifying the area of land that will be required to accommodate surface water management infrastructure (SuDS features plus any additional infrastructure requirements).

### **Waste and Recycling**

- 5.53 A Site Waste Management Plan (SWMP) will be required for Daedalus in accordance with the Site Waste Management Plan Regulations 2008.

### **Construction and Demolition Waste**

- 5.54 It will be necessary for commercial and residential development to incorporate best practice in design and construction for waste minimisation, recycling and the re-use of construction and demolition materials. Where hazardous wastes are identified these should be segregated from inert materials and disposed of in accordance with appropriate regulations and guidance.

### **Operational domestic and commercial waste**

- 5.55 The layout and design of the development should provide adequate space to facilitate storage, re-use, recycling and composting. Waste and recycling facilities will need to be provided in accordance with the relevant BREEAM or Code for Sustainable Homes requirements.<sup>57</sup> It will be necessary to provide appropriate facilities for the storage and collection of recyclable materials with guidance provided by Gosport Borough Council.

### **On-site recycling and other waste facilities**

- 5.56 It is considered that due to the size of the site there may be opportunities in consultation with Hampshire County Council, as the waste authority, to locate some form of recycling facility within the site. It will be important that such facilities do not have an adverse impact on the amenities of local residents nor have a detrimental impact on new businesses at the site. Importantly any assessment regarding suitability will need to ensure that such a facility would not deter other businesses including the high-tech sectors from locating at Daedalus. Proposals that could have a detrimental impact on the operational requirements of the airfield would not be acceptable. Consequently such facilities would need to complement and help deliver the Council's overall objectives for the site.

### **Amenity Issues**

- 5.57 The site is adjacent a residential area and it will be necessary for proposals to consider the impact of development on local amenities including existing residents in the vicinity as well as the potential impacts on residents of new properties on the Daedalus site. It will also be necessary to consider the operation of different types of businesses and how they could potentially impact on each other, for example in terms of noise, dust, smell and vibration. Policy R/DP1 of the Local Plan Review is applicable in this instance. Key considerations are set out below.

### **Daylight and privacy**

- 5.58 The layout of the development will be particularly important to ensure a satisfactory standard of daylight and privacy for existing residents adjacent the site and those future occupants of the site.

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<sup>57</sup> Early phases of development will be required to accord with the national timetables for applying the Code for Sustainable Homes and BREEAM standards as they apply at the time of submitting a planning application. Once the Council has adopted its Core Strategy it will then be necessary to apply the standards contained within the relevant policy.



**Security**

- 5.59 It is widely acknowledged that the built environment can influence criminal behaviour. Consequently it is important to ensure measures are considered early in the design process to minimise such opportunities. Planning applications will be assessed in order to ensure the risk of criminal and anti-social behaviour is minimised at the design stage. This includes appropriate layout design, boundary features and means of enclosure and to try to create a place which has a good level of natural surveillance. Developers are advised to contact Hampshire Constabulary's Architectural Liaison Officer for guidance.

**Lighting**

- 5.60 Lighting is needed for the safety of workers, residents and visitors and assists with overall security. However unsuitable lighting can cause a number of problems including shadowing and intrusion by glare and dazzle. There are a number of considerations relating to light pollution at the Daedalus site including:

- the need to be sensitive to the requirements of an operational airfield;
- the need to consider the proximity of the open urban fringe land to the north which is characterised as having limited external lighting;
- the potential impact on the amenities of local residents;
- the need to consider highway safety issues;
- the need to reduce wasted light to limit light pollution and reduce energy consumption;
- the need to maintain dark areas which may be important for bat roosting and foraging;<sup>58</sup>
- the need to ensure that there is no significant effect on the integrity of European sites within the vicinity; and
- the need for a safe environment for users at night.

- 5.61 All lighting should be the minimum necessary to be effective and be designed to limit spillage above the horizontal plane. It should be directed downwards onto the target rather than upwards towards the sky. Saved Policy R/ENV11 is applicable in this instance.

**Noise pollution and vibration**

- 5.62 Airfields and employment sites can be noisy locations and therefore noise will be a very important consideration when determining future planning applications. Noise levels will need to be assessed against previous levels when the site was in greater use. Saved Policy R/ENV10 of the Local Plan Review and the latest Government guidance is applicable in this instance. Such operations are often associated with increased vibration effects.
- 5.63 Construction noise could cause disturbance to nearby residents and wildlife. Good construction practice through the implementation of best practice mitigation measures in a Construction Environment Management Plan should be followed to minimise these disturbance effects.
- 5.64 Detailed assessments to determine the likely noise and vibration impacts from operational activities should be undertaken at the planning application stage to determine suitable mitigation measures. Potential mitigation measures include:

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<sup>58</sup> This will need to be ascertained from the relevant ecological appraisal.



- locating potentially noisy operations further from residential areas and other noise sensitive uses;
- hours of operation;
- sound-proofing of buildings; and
- the incorporation of sound-proofing barriers such as bunding, where appropriate.

5.65 To ensure a suitable internal noise environment in new residential units, PPG 24 assessments should be undertaken to enable acoustic ventilation requirements to be determined. High levels of sound-proofing and screening as part of sustainable housing design and construction will be an important consideration and forms part of the Code for Sustainable Homes.

5.66 Natural England should be consulted on the potential for noise impacts on the Solent and Southampton Water SPA and Ramsar site and determine necessary mitigation measures. These could include the timing of particular operations to avoid disturbing over-wintering birds if these are deemed to have a detrimental effect as identified in an appropriate assessment associated with a planning application.

### **Air pollution**

5.67 Development of the site is likely to result in impacts to local air quality during the construction phase and potentially once construction is complete. Construction phase impacts should be mitigated by the adoption of a Construction Environmental Management Plan (CEMP) requiring the adoption of best practice methods to minimise impacts from construction dust and construction plant, and vehicle emissions. Working hours must be agreed with GBC and consider potential impact on residents' amenity.

5.68 There are currently no Air Quality Management Areas (AQMA) in the Borough where national objectives for nitrogen dioxide (NO<sub>2</sub>) or fine particulates (PM<sub>10</sub>) are exceeded. However there is an AQMA in Fareham in the vicinity of Quay Street which is used by traffic going to and from the Gosport peninsula. Consequently an employment-led strategy at Daedalus which has the potential to reduce out-commuting has the potential to reduce pollution within the AQMA.

5.69 For operational phase impacts, detailed air quality dispersion modelling should be carried out to determine the potential impact on local air quality from traffic flows and commercial activities. Odour assessment and potentially dispersion modelling should also be carried out for relevant commercial developments, including waste facilities, to determine mitigation/abatement measures to be incorporated.

5.70 Natural England should be consulted on the potential for air quality impacts of the construction and operational phases on the Solent and Southampton Water SPA and Ramsar site and determine necessary mitigation measures.

### **Contaminated Land**

5.71 As with many former Ministry of Defence sites, the issue of contaminated land needs to be fully considered as part of the planning application process (Policy R/ENV5).

5.72 Baseline contamination reports are available for the site (Entec 2007). The strategic environmental assessment (see Ground Conditions Chapter)<sup>59</sup> has highlighted that contamination is present on-site. This includes contamination associated with processes undertaken within the workshops and hangars, fuel storage and on-site burning and

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<sup>59</sup> of the Drivers Jonas Report (November 2009)

disposal. Key types of contamination identified include a small number of radioactive hotspots, hydrocarbons, metals and asbestos. There may also be a risk of unexploded ordnance at the site and consequently further investigation and consultation with the MoD will be required. Details of the previous pipe mining clearance operation and any potential remaining risk is detailed in report by the Defence Logistics Organisation (DLO) and the Environmental Science Group (ESG) (2007)<sup>60</sup>.

- 5.73 The remediation of existing ground contamination will be required particularly for sensitive land uses such as gardens. Further surveys and assessments will need to be completed at the application stage to fully characterise the contamination and identify source-pathway-receptor relationships so that a remediation strategy can be formulated to render individual sites suitable for use for their intended purpose. The scope of intrusive assessments and remediation strategies will need to be agreed with GBC and the Environment Agency. The remediation strategy will need to be designed to prevent contamination of local surface waters.
- 5.74 Further explanation of the remedial measures required with regard to the limited radiological contamination hotspots identified are provided in the Entec Technical note.
- 5.75 For any large areas of car parking or internal access roads, oil interceptors will need to be installed to remove hydrocarbons from run-off, prior to discharge to the receiving water.
- 5.76 Best practice construction methods will need to be employed during ground disturbance, in accordance with a Construction Environmental Management Plan to avoid mobilisation of contamination and remove risk to workers. This will include the need to accord with EA Pollution Prevention Guidelines.

#### **Utilities**

- 5.77 Utilities include the supply of water, the drainage of foul and surface waters, gas and electricity, and Information and Communications Technology (ICT). New development can place increased demands on the functioning of these utilities both in the new development area and in the surrounding areas.
- 5.78 It will be necessary for prospective developers to have an early consultation with the statutory undertakers responsible for providing these services before submitting any planning applications. Any planning application will need to illustrate how the provision of new services will successfully integrate with existing facilities. Any offsite works to upgrade existing or provide new utilities infrastructure will be expected to form part of the planning application details. Further consideration of the key utilities is set out below.

#### **Water Supply, treatment and sewerage**

- 5.79 Residential and commercial development on site will place additional pressure on the mains water supply and foul drainage system.
- 5.80 Portsmouth Water advises that sufficient water supply resources are currently available but off-site reinforcements to the existing water mains network may be required. Potable water supply mains are located on site with connections to apparatus adjacent to the eastern and southern boundaries. It is understood that the main supply point is routed from the north-south service corridor in Manor Way to the junction of Implacable Road and Ark Royal Crescent. The mains supply feeds both the on-site potable water main network and a

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<sup>60</sup> DLO/ESG (2007): HMS Daedalus Phase II and III Explosive Ordnance Risk Assessment

separate fire mains system, which connects to both a pump house and storage water tank located in the eastern area of the site.<sup>61</sup>

- 5.81 Portsmouth Water advises that it may be sensible to consider a new 'spine main' associated with the new main access route to supply the commercial and housing developments.
- 5.82 Southern Water is responsible for waste water services in the area. The company advises that there are uncertainties associated with the available treatment capacity at the nearby Peel Common Wastewater Treatment Works due to environmental constraints. This constraint is not immediate but could emerge over time as new development comes forward over the next 10 to 15 years. The assessment of the constraint is dependent on the future environmental standards required in the treatment of wastewater which is set by the Environment Agency. If a constraint emerges a solution will need to be found and development will need to be phased to coincide with its delivery. Further capacity assessment will need to be undertaken in consultation with Southern Water regarding waste water in order to determine the likely impact of development and potential mitigation.
- 5.83 With regard to the local sewerage system (i.e. the underground pipes and associated pumping station) Southern Water advises that there is currently insufficient capacity to accommodate the proposed development. It will therefore be necessary for the development to provide the necessary off-site sewerage infrastructure to connect to the nearest point of adequate capacity, which is the Peel Common Wastewater Treatment Works. If the necessary infrastructure is not provided the existing sewers could become overloaded to foul water flooding. Early liaison with Southern Water is encouraged to ensure a comprehensive solution for the whole of the Daedalus site.
- 5.84 To minimise impact, water efficiency measures should be incorporated into all developments in accordance with the relevant Code for Sustainable Homes or BREEAM standards<sup>62</sup>

#### **Electricity and Gas Supply**

- 5.85 It will be important to ensure that a reliable electricity supply is established across the site. The HMS Daedalus sub-station immediately adjacent to Vengeance Road is connected to the mains network via a high-voltage below-ground electricity cable in the northern footway of Norwich Place. A low-voltage below-ground cable connects from Richmond Road and is routed into the site within the Nottingham Place/Eagle Road carriageway. There is a low-voltage below-ground cable within the eastern footway of Drake Road with potential on-site connections.<sup>63</sup>
- 5.86 Southern Gas networks have plans of gas pipes owned by them and they also note that low/medium/intermediate pressure gas mains are located in proximity to the site. A low pressure gas main<sup>64</sup> connects from the gas governor station in Brambles Road and is routed northwards on-site via a meter building adjacent to Brambles Road. It will be necessary for developers to contact Southern Gas Networks directly for full details.
- 5.87 The National Grid has confirmed that development on the site carries negligible risk with regard to the national operational electricity network and gas transmission network.

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<sup>61</sup> Cited in SEEDA's Design and Access Plan (2011)

<sup>62</sup> see paragraphs 5.33-5.35

<sup>63</sup> Shown on Distribution Network Operator (Scottish and Southern Electricity) records cited in SEEDA's Design and Access Statement

<sup>64</sup> Shown on Licensed Gas Transport records cited in SEEDA's Design and Access Statement

**Information and Communications Technology (ICT)**

- 5.88 It will be important that the site has the highest available standard of ICT infrastructure in order to meet the needs of modern hi-tech businesses. The delivery of superfast broadband is a key element of the Enterprise Zone designation of which Government support could be forthcoming.
- 5.89 BT has plans showing approximate locations of BT apparatus present in the vicinity of the site. They do not have details regarding communications within the Daedalus site itself.
- 5.90 Mobile telecommunications plant and apparatus are located within the site. There are plant compounds for a number of mobile phone networks<sup>65</sup>. The antennae also provide for emergency services communications apparatus<sup>66</sup>. Digital technology ducting/cabling (used for broadband) is located within the eastern footway of Drake Road<sup>67</sup>.

**Specific Employment and Commercial Development Considerations****Skills and Training Requirements**

- 5.91 As part of developing a sustainable community it is necessary to ensure that local residents have the skills required to take employment opportunities at the Daedalus site. Developers will be required to prepare a Training and Employment Plan to be approved prior to the implementation of the development. This should focus on the opportunities that the development can offer to the benefit of the local labour market. The Council's Economic Prosperity section will be able to provide advice on this matter.
- 5.92 Proposals for premises that provide appropriate training facilities will be supported at the Daedalus site. Developers and end-users will be encouraged to work with the Borough Council, training providers and other key partners to provide pre-employment and specialist training provision including apprenticeships.

**Developer Contributions**

- 5.93 The key developer contributions sought in connection with employment and commercial uses will be in relation to off-site transport improvements to make the site more attractive for investment. Further details are set out in Section 6 relating to the Transport Strategy for the site. There may also be the need to seek developer contributions for training purposes should this be identified as the most appropriate measure in a Training and Employment Plan (see Paragraph 5.91). There may also be the need for contributions for environmental improvements. This could include any mitigation measures identified as a result of the findings of an appropriate assessment in terms of potential impacts on internationally important habitats (e.g. such as alternative green infrastructure provision, alternative management requirements). There may also be other requirements identified in connection with Policy R/DP3 of the Local Plan Review.

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<sup>65</sup> O2, Vodafone and Three Networks, cited in SEEDA's Design and Access Statement

<sup>66</sup> Cited by SEEDA's Design and Access statement

<sup>67</sup> Virgin Media

### **Low Employment Generating Uses**

- 5.94 The Borough Council aims to maximise the employment opportunities on Daedalus and will limit low generating employment uses<sup>68</sup>. Planning applications should be accompanied with an assessment of estimated employment densities envisaged on the application site. Low employment generating uses will only be considered if it is the most appropriate use, is ancillary to a higher density business use or forms a smaller element of a comprehensive scheme (Policy R/EMP7 of the Local Plan Review is applicable).

### **Specific Aviation Considerations**

- 5.95 As the airfield, including the runways, is within the Fareham Borough Council area, development proposals relating to the level and type of usage will need to be determined by Fareham Borough Council, in consultation with Gosport Borough Council. The SEEDA Aviation Study<sup>69</sup> has identified a range of aviation and aviation-related uses for the Daedalus site as set out earlier in paragraphs 4.14 and 4.15. It would appear from the SEEDA Aviation Study that investment is required to improve the condition of the runway and other associated airfield infrastructure.
- 5.96 Gosport Borough Council will ensure development proposals in its area do not unduly affect the operation of the airfield as it is important that the site can attract aviation-related businesses. An application will need to include details that demonstrate that the siting of new development and infrastructure will not undermine the future operation of the airfield. The Airfield and Safeguarding Study (Mott MacDonald 2011) commissioned by SEEDA sets out the potential aerodrome operational constraints relating to the site's current status as an unlicensed aerodrome as well as the potential to become a licensed aerodrome at some point in the future. It concludes that the proposed western access just north of Ross House would not have any impacts on the current operation of the Daedalus airfield.
- 5.97 It states that should future operators wish to consider making the airfield a licensed site it would be necessary to reduce the length of the runway by 110m to 1199m. This would be as a result of the presence of the existing Ross House residential building rather than the proposed new access. The report concludes that this length of runway would bring it within a Code 2 Licensed Aerodrome<sup>70</sup>.
- 5.98 When developing the Daedalus site it will also be important to ensure aviation-related businesses operating in the Gosport part of the site can gain access to the airfield facilities.<sup>71</sup>
- 5.99 An application which proposes aviation use will need to be accompanied by an aviation study which sets out details regarding the level and type of use of the airfield. This will be necessary to ascertain the overall infrastructure requirements for the site including for the airfield itself. It will also inform any ecological assessments that may be necessary.
- 5.100 The Civil Aviation Authority (CAA) advises that it and/or the aerodrome operator will need to be consulted on proposals for wind turbines and telecommunications installations<sup>72</sup>. It adds

<sup>68</sup> The PUSH Study 'Property Requirements for Distribution and Logistics' (Tym and Partners/Lambert Smith Hampton/MDS Transmodel June 2008) has demonstrated that there is little demand for warehouse uses on the Gosport peninsula

<sup>69</sup> Aviation Potential of Lee-on-the Solent Airfield (York Aviation January 2011)

<sup>70</sup> Civil Aviation Publication (CAP) 168: Licensing of Aerodromes-Civil Aviation Authority.

<sup>71</sup> The York Aviation Study identified that the existing blue fence around the airfield which separates it from many of the existing hangars can represent a problem for aircraft manoeuvring through the gates in the fence.

<sup>72</sup> Also tall buildings (over 90metres in height)- but no such buildings would be appropriate for Daedalus

that 'safeguarding' responsibilities rests in all cases with the relevant aerodrome licensee/operator and it is essential that the views of the operator are ascertained for proposals that could affect the safeguarded areas around an airfield.

### **Specific Marine Activity Considerations**

- 5.101 It is important to ensure that the slipway<sup>73</sup> remains available for businesses and other activities linked to the Daedalus site in order to retain a link to the Solent which gives the site a potential locational advantage over other employment sites. The operation arrangements of crossing Marine Parade from the Daedalus site to the slipway (and vice versa) will need to be considered. Measures could include the introduction of traffic signals. The anticipated level of use will need to be set out in future applications in order to assess any highway implications regarding its operation.
- 5.102 It will be necessary to ensure the type and level of usage associated with marine activities generated by the site does not have any detrimental impact on the nature conservation features of internationally important sites within the vicinity. This needs to be demonstrated with detailed studies at the planning application stage to inform an appropriate assessment under the requirements of Habitats Regulations 2010. Proposals that will harm the features of the internationally important sites will not be permitted.
- 5.103 In terms of other marine activity issues, consideration has been given in the past to a possible marina option at Lee-on-the-Solent adjacent the Daedalus site. It is important to note that a marina does not form part of the SPD. However for the purposes of providing a comprehensive guidance document for developers it is considered important to outline the potential issues if a marina proposal were to come forward by a developer with the potential complementary links with the Daedalus site.
- 5.104 There are a number of significant issues that would need to be addressed when designing any marina proposal. This includes the proximity to the internationally important habitats of the Solent including the Special Protection Area immediately adjacent at Hill Head; the impacts on the Site of Special Scientific Interest (SSSI) on Lee beach for geological reasons; and the SSSI at Browdown further to the east which could be affected by changes to the local hydrology. Early dialogue with Natural England and the Environment Agency will be critical. Any development should provide appropriate measures that would mitigate any significant effects on a designated site either alone or in combination with other plans and projects. If these effects can not be successfully mitigated the proposal would not be in accordance with the Gosport Borough Local Plan or the emerging Core Strategy and would be refused.
- 5.105 A number of other issues will need to be considered including flood risk<sup>74</sup>, the design and the impact on the visual qualities of the area, access (safety and congestion issues) and infrastructure (transport, utilities).
- 5.106 Any proposal will be required to secure the necessary permissions from the Maritime Management Organisation.

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<sup>73</sup> Also owned by SEEDA as at April 2011

<sup>74</sup> Flood Defence Consent from the Environment Agency may be required



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## Specific Residential Development Considerations

### Affordable Housing

- 5.107 The Borough Council will seek the provision of 40% of the proposed residential development to be affordable housing, in accordance with saved Policy R/H5 of the Local Plan Review. The affordable housing will be required to be built on-site.

### Mix of dwelling sizes and types

- 5.108 The site should include a mix of dwelling sizes and types of dwellings (Policy R/H4 of the Local Plan Review) in order to ensure a genuinely mixed community. It is recognised that the conversion of historic buildings on the site will generally be more suitable as apartments.
- 5.109 Dwellings will need to reflect that Lee-on-the-Solent has one of the oldest age profiles in Hampshire and will continue to remain a popular location for older residents particularly as the age profile of the Borough is forecast to become more dominated by older people. At the same time it will also be necessary to provide a mixed community and that family housing will also be required to form an element of the mix.
- 5.110 It will be necessary to incorporate lifetime home standards as part of the new dwellings to ensure that a range of people can live in the properties including those with small children, people with disabilities and elderly residents. The Borough Council currently seeks at least 15% of all new market housing should be designed to lifetime home standards (Paragraph 5.53 of the Local Plan Review).

### Housing Design

- 5.111 The Design Section (Section 7) sets out the key principles in relation to the design of the site and requires that residential development is of a high standard. The conversion of some buildings in the historic core may be suited for higher density development to ensure these buildings have a viable future but only where viability is directly enabled by such a density.
- 5.112 Housing will need to have regard to the CABE and the Home Builders' Federation, '*Building for Life*' standards. Planning applications will need to be accompanied with a Design and Access Statement<sup>75</sup> which cover these issues.

### Working from Home

- 5.113 As part of the Council's strategy to reduce out-commuting residential units which encourage working from home will be supported. Such dwellings will form part of the Council's total site allocation of 352 remaining dwellings and will not be additional to it. Associated facilities such as meeting rooms and associated facilities to serve those working from home will be supported.

### Developer Contributions

- 5.114 The Borough Council will require that new residential development is supported by appropriate infrastructure and facilities (as set out in Policy R/DP3 and the relevant policies of the LDF). Contributions in relation to improved transport infrastructure to serve the whole site are set out in the Transport Strategy (Section 6). In addition the Borough Council will normally require specific developer contributions in relation to new residential developments for education and open space provision. There may be other requirements

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<sup>75</sup> For further guidance on the Council's requirements see [www.gosport.gov.uk/sections/your-council/council-services/planning-section/requirement-for-design-and-access-statements/](http://www.gosport.gov.uk/sections/your-council/council-services/planning-section/requirement-for-design-and-access-statements/)

that may need to be funded in accordance with 'saved' Policy R/DP3 of the Local Plan Review including measures to conserve and enhance the natural environment which may be necessary to mitigate potential impacts on important habitats in the vicinity.

- 5.115 **Education:** 'Saved' Policy R/CF6 of the Local Plan Review requires that development proposals of more than 10 dwellings make appropriate provision for education facilities to the satisfaction of the Hampshire County Council as the local education authority. It is considered that in many cases additional education provision is required to accommodate a demand that has been created by residential development and that it is appropriate for the developer to make a contribution towards this extra requirement in accordance with the provisions set out in the Government Circular 05/2005 *Planning Obligations*. As part of any planning application the Borough Council will liaise with Hampshire County Council on the need for additional provision in accordance with its guidance, '*Developer Contributions towards Education Facilities*', which includes the formula for calculating the developer contributions. In the recent past there has been the need for additional provision to be made in Lee-on-the-Solent and there continues to be pressure on local provision.
- 5.116 In order to ensure contributions relate to where there is a direct impact, schemes for accommodation for the elderly including sheltered accommodation will not be required to provide a contribution.
- 5.117 **Open Space:** New residents on the Daedalus site will also place additional pressure on the existing public open space (both natural and amenity), children's play areas, sports facilities and other recreational facilities. Policy R/OS8 (and the supporting Appendix O) of the Local Plan Review requires that provision is made for sports pitches, other outdoor sports facilities and children's play facilities. Where on-site provision is not possible or appropriate the Borough Council may accept developer contributions in lieu of on-site provision, with suitable justification, in accordance with the provisions of the Local Plan Review (and subsequent policies in the Gosport Core Strategy)<sup>76</sup>.
- 5.118 The sports pitch and other outdoor facilities will be required off-site as the character of the site is not suitable for on-site provision. This provision can be in the form of part-funding improvements of existing facilities or proposed new facilities in the Borough.
- 5.119 It is likely that some form of children's play area will be required on-site to serve family housing provided on the site. However it may be more appropriate to consider whether improvements can be made to the play areas provided in association with the Married Quarters development. A reduced open space contribution is required for accommodation associated with older residents.
- 5.120 Under Policy R/DP3 developers may be required to make contributions towards other types of open spaces and related environmental improvements (including other public open spaces, countryside management and the appropriate management of habitats). This could include the need to fund mitigation measures in order to reduce the impacts (such as recreational disturbance) of residential development on important habitats. The developer will need to provide sufficient information in order that the Borough Council can undertake an 'appropriate assessment' in accordance with the Habitat Regulations 2010 to understand whether there are any impacts and whether it is possible to mitigate for these impacts without harming the important features of the international sites.

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<sup>76</sup> Details of the Council's current developer contributions for residential dwellings (one, two and three and over bedrooms) can be found at [www.gosport.gov.uk/sections/your-council/council-services/planning-section/pre-application-advice/](http://www.gosport.gov.uk/sections/your-council/council-services/planning-section/pre-application-advice/)

- 5.121 The emerging Core Strategy also aims to use developer contributions for a wide range of open space and green infrastructure requirements and consequently the Borough Council will consider the use of developer contributions for other open spaces including the Alver Valley Country Park as well as allotments<sup>77</sup> for which a local need has been demonstrated.
- 5.122 **Other requirements:** There may also be the need for contributions for other requirements identified as part of a proposed development (see Policy R/DP3) which could include environmental enhancements, community uses and indoor leisure facilities. Such requirements, together with those outlined above, may be included as part of the Borough Council's forthcoming Community Infrastructure Levy (CIL).

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<sup>77</sup> The Borough Council may also consider the use of land at Manor Way in lieu of the full on-site provision or the required financial contribution. The site is outside of the Daedalus site but within close proximity to future occupants of the site. It has the potential for a number of open space functions including allotments. It is currently owned by SEEDA.

## 6.0 TRANSPORT AND ACCESSIBILITY STRATEGY

### Introduction

- 6.1 A Transport Assessment<sup>78</sup> will be required to assess in detail the transport requirements and the impacts of the proposed development at Daedalus. It will need to identify suitable measures to achieve a sustainable development and reduce the need to travel; make best possible use of existing transport infrastructure; and any improvements necessary to mitigate residual impacts. Proposals will need to accord with the Highway Authority's Strategic Access to Gosport (StAG) study, which is the transport strategy for the Peninsula.

### Existing Transport Conditions

#### Highways

- 6.2 A description of existing traffic conditions, transport provisions and traffic flow data is provided in the Transport Baseline Report (MVA Consultancy June 2007<sup>79</sup>) and summarised below.
- 6.3 The Gosport Peninsula has two main road accesses to the north; the A32 Fareham Road, and B3385 Newgate Lane. Both routes converge south of Fareham town centre and connect via the A27 to M27 Junction 11. Titchfield Road (B3334) offers a route from Stubbington heading north-west to M27 Junction 9 (see Plan 8).
- 6.4 There is presently a large volume of out-commuting exacerbated by a lack of available jobs on the Peninsula. The road and public transport infrastructure is inadequate to accommodate extended peak hour demands resulting in congestion on the access roads, which is a major inconvenience to commuters moving off the Peninsula in the am peak and returning in the evening. However in-commuters experience few delays in the am and pm peaks. It is also important to recognise that in the off peak, the Borough has relatively good access to the motorway network.
- 6.5 During peak periods there is extensive queuing on the A32 Fareham Road and Gosport Road due to a lack of capacity at several junctions along the route, particularly the Quay Street roundabout at the junction with A27. The Longfield Avenue/ Speedfields roundabouts contribute to slow moving traffic on Newgate Lane, with queuing on the Broom Way and Rowner Road approaches to the Peel Common roundabout in the am peak. There are also queues on the Gosport Road (eastbound) approach to this roundabout in the pm peak.
- 6.6 Queuing occurs on Stubbington Lane and the Gosport Road approaches to Stubbington Village in the am peak and on the Titchfield Road and Mays Lane approaches in the pm, reflecting peak hour tidal traffic flows.
- 6.7 Southern parts of both Newgate Lane and Titchfield Road are of a width and alignment not well-suited to HGV's and cycles.

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<sup>78</sup> The TA will need to comply with the Department for Transport's *Guidance on Transport Assessment* (2007)

<sup>79</sup> <http://www.daedalus-seeda.co.uk/site/seeda/publications--documents/publications--documents?LanguageId=0>

**Existing Access to Daedalus**

- 6.8 Currently only one access to Daedalus is in use at Chark Lane (off Broom Way to the east of the site) with internal links to Hangars East and the Waterfront area. There are six potential access points from Marine Parade West, which is an important local distributor road and a strategic route to southern parts of Gosport. Additional access at three points from the east is also available through predominantly residential areas.

**Public transport**

- 6.9 Public transport in Gosport is provided by local bus services and the passenger ferry between Gosport and Portsmouth, which also carries cycles. The ferry is well used and is in close proximity to both the Gosport and Portsmouth Hard bus stations, and the Portsmouth Harbour railway station. A new ferry pontoon on the Gosport side of the harbour has recently been constructed.
- 6.10 Existing bus services mostly run on a variety of routes between Gosport and Fareham Town Centres. The frequency of services to Lee-on-the Solent is relatively poor and all peak hour services can be delayed due to the variable effects of congestion. Nearly all destinations beyond Fareham require a change of service at Fareham Bus Station and few services currently serve Fareham Railway Station directly.
- 6.11 The results of a public transport accessibility audit are included in the Transport Baseline report. Whilst some areas, such as Stubbington centre and Collingwood Retail Park, are relatively accessible from the Daedalus site, public transport accessibility to many other key destinations is poor.
- 6.12 The first phase of a Bus Rapid Transit (BRT) system will be completed in early 2012 which will improve accessibility for some parts of the Peninsula. It will operate along the former railway line between Tichborne Way and Redlands Lane (see Plan 8). It may be utilised by services in whole or part and will thus enable buses to bypass congestion on the A32 and the northern part of Newgate Lane and provide faster and more reliable journeys. It will also result in more services providing direct access to Fareham railway station. In the future BRT is expected to be extended further south into Gosport and northwards via West Street to Fareham town centre, with later bus links to the proposed North of Fareham Strategic Development Area.

**Walking / Cycling**

- 6.13 Due in part to the favourable topography and climate there is a high level of cycling on the Peninsula. Across the Borough there is a good network of existing cycle lanes and off road paths, but some key links to Lee-on-the-Solent and Daedalus are missing. Broom Way and Gosport Road have good shared use off-road cycle routes linking Lee-on-the-Solent to Stubbington. However Newgate Lane has no dedicated cycle facilities to encourage cycling northwards to Fareham and in southern parts the road is intimidating due to its heavy traffic, narrow and poor alignment.
- 6.14 There are no dedicated cycle facilities on Marine Parade, but there is potential to link the site with off-road cycle routes to Lee town centre and existing routes from Gosport town centre which at present terminate at Portsmouth Road.

**Summary of Existing Conditions**

- 6.15 Overall, there are clear problems of road-based access to the Gosport Peninsula. There is a need for local highway improvements, improved management of the existing network and the promotion of alternative transport modes to accommodate growth.
- 6.16 The scale of the transport infrastructure deficit is significant and the Highway Authority (Hampshire County Council) has developed an outline programme of transport

interventions identified in the Strategic Access to Gosport Study (StAG),<sup>80</sup> which will need to be delivered through Government, County Council and developer funding. The StAG Report identifies the most appropriate and deliverable schemes to improve access to Gosport and support growth and economic development. It includes improvements to address specific local issues including junction and carriageway improvements along Newgate Lane and improvements to the Peel Common and Stubbington roundabouts through signalisation.

### **Transport Objectives and Key Principles**

6.17 The transport strategy for Daedalus is based on the following key principles:

- reducing the need to make a journey and reducing the need to travel off the Gosport Peninsula;
- making greater use of sustainable modes; and
- making better use of existing transport infrastructure and providing new transport infrastructure where necessary to achieve an attractive and successful employment-led development.

#### **Reducing the need to travel**

6.18 Daedalus is strategic employment site and will provide significant local employment. One of the main reasons for high levels of out-commuting is a lack of available jobs in appropriate business sectors. The proposal for an employment-led mixed-use site should create a significant number of suitable jobs at Daedalus to give residents in the Borough a greater opportunity to work locally. It should afford them choice as to how far they travel for employment, and providing employers convenient access to a strong pool of potential workers. This accords with the Strategic Access to Gosport (StAG) study in that the strategic network serving the peninsula has spare capacity for in-commuting during the peak travel time and because the opportunity to meet employment needs locally has the potential to reduce out-commuting during the morning peak.

6.19 Provisions for home working and broadband Internet connections can facilitate flexible and sustainable working practices.

#### **Promotion of Sustainable Modes**

6.20 An improved frequency and range of bus services will be sought to improve accessibility and journey time to and from Daedalus and provide an attractive alternative to the car. Early discussions between the developers and the bus operators will be required to explore potential improvements.

6.21 A permeable network of access routes should be provided for all modes to assist in reducing the need to travel and to encourage cycling and walking. The site's close proximity to Lee-on-the-Solent and Stubbington presents opportunities for the improvement of pedestrian and cycle connections to these communities. In addition the development of comprehensive travel plans will be crucial to promote sustainable modes.

#### **Improving infrastructure**

6.22 Additional traffic will be generated by the redevelopment of Daedalus, and the opportunities for substantial local employment will modify the existing distribution of traffic over the highway network. It will be necessary to ensure that the main access roads to the peninsula, together with the local road network can accommodate the changes in traffic flow. Mitigation measures may be required to ensure that the development's traffic is

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<sup>80</sup> published in February 2010 by Transport for South Hampshire (TfSH)



accommodated in terms of capacity, operation and safety. Improvements to the main access routes, in particular the Newgate Lane corridor, will be important in attracting inward investment to Daedalus and creating new local employment opportunities. The Enterprise Zone designation at Daedalus may provide opportunities to secure further transport infrastructure.

### **Transport Assessment and Contributions**

- 6.23 The measures required to support and promote development and to mitigate transport impacts, should be determined by a full Transport Assessment (TA) prepared in accordance with national and Hampshire County Council guidance. This will need to be carried out to the satisfaction of the Highway Authority and the Borough Councils prior to the determination of any individual applications for development and must account for the likely scale and progress of development over the whole Daedalus site including areas within Fareham Borough. The TA will identify the transport impacts of the proposed development and the measures that can be used to meet its access and transport requirements. These measures should be drawn from the relevant Highway Authority strategy. Where transport and access mitigation measures are identified then these will be the subject of negotiations between the developer and the local authorities. The latest Hampshire County Council Transport Contributions Policy will form the basis of these negotiations as an indicative measure of funding required from the development.
- 6.24 It will be necessary to secure the following by means of a legal agreement:
- transport contributions to fund off-site schemes;
  - relevant on-site and off-site transport works; and
  - any maintenance costs in respect of adopted highways or infrastructure and landscaping maintained by the Highway Authority
- 6.25 An Implementation Plan will be required which links the delivery of the transport measures to the progress and phasing of the development to ensure the timely delivery of suitable access and transport measures appropriate to the scale and nature of the development.
- 6.26 The TA will need to inform further assessments<sup>81</sup> relating to the potential impact of air pollution from traffic generated by the development and whether there will be particular concentrations at junctions which could impact on local residents and/or features of important habitats.

### **Provision of Off-Site Infrastructure**

- 6.27 Development at Daedalus will first look to minimise any impact on the surrounding network by reducing the need to travel through the provision of significant employment and through the promotion of public transport, walking and cycling as sustainable modes of travel.
- 6.28 The Daedalus development will also seek to make the best use of existing infrastructure where the strategic access routes have some spare capacity. However, some off-site improvements will be required to mitigate the direct impacts of additional traffic generated by development at Daedalus and to promote the site as a strategic employment location.
- 6.29 The Strategic Access to Gosport Study (StAG)<sup>82</sup> has indicated a number of schemes (Plan 8) which will improve access to the Gosport Peninsula and consequently support the local

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<sup>81</sup> Including an Environmental Statement (as part of Environmental Impact Assessment) and an Appropriate Assessment undertaken as part of the Habitats Regulations 2010.

<sup>82</sup> See paragraphs 3.9-3.14 of this SPD for further details

economy and enable growth. Improvements<sup>83</sup> in relation to Daedalus may include the following:

- Improvements to Peel Common roundabout, including possible signalisation and improved entry lanes;
- Improvements to Stubbington Village roundabouts, including possible signalisation;
- Improvements to Newgate Lane<sup>84</sup> including straightening and widening the section between the Speedfields and Peel Common roundabouts to make the road more suited to goods vehicles and allow the provision of an off road cycle lane; and
- Measures to facilitate pedestrian and cycle access, including cycle measures on Marine Parade and pedestrian / cycle crossing facilities.

6.30 The StAG Report also identifies provision for a 'Western Access to Gosport' as a potential scheme. Whilst Government funding for this scheme is unlikely to be available in the short-medium term, justification for its construction may arise in the future in order to relieve congestion on Junction 11 of the M27, caused by future traffic growth from new development in the area including Daedalus.

### **Public Transport**

6.31 The developer will need to work with the local bus operators, Hampshire County Council and the Borough Councils to develop and implement an improved bus service network to enhance accessibility to the site, other employment areas, local shops, schools and services. Better public transport connections for the residents of Daedalus and the wider area to the key transport interchanges in Fareham and Gosport should also be promoted. Improvements could be based on a combination of enhanced services and diverted routes which seek to improve the overall bus service in all parts of Lee-on-the-Solent.

6.32 The introduction of BRT services on the Peninsula offers an opportunity to provide better quality buses and a more frequent and reliable service on a number of routes. The developer and local bus operators will need to consider the means of bringing some of the benefits of BRT to Daedalus.

6.33 The site design and layout should enable through bus services. Provision of bus shelters and accessible stops, in and adjacent the site, will need to be considered, as well as the provision of travel information at bus stops and through travel plans. Ideally all parts of the site should be within a 400m walking distance of bus stops serving a range of locations.

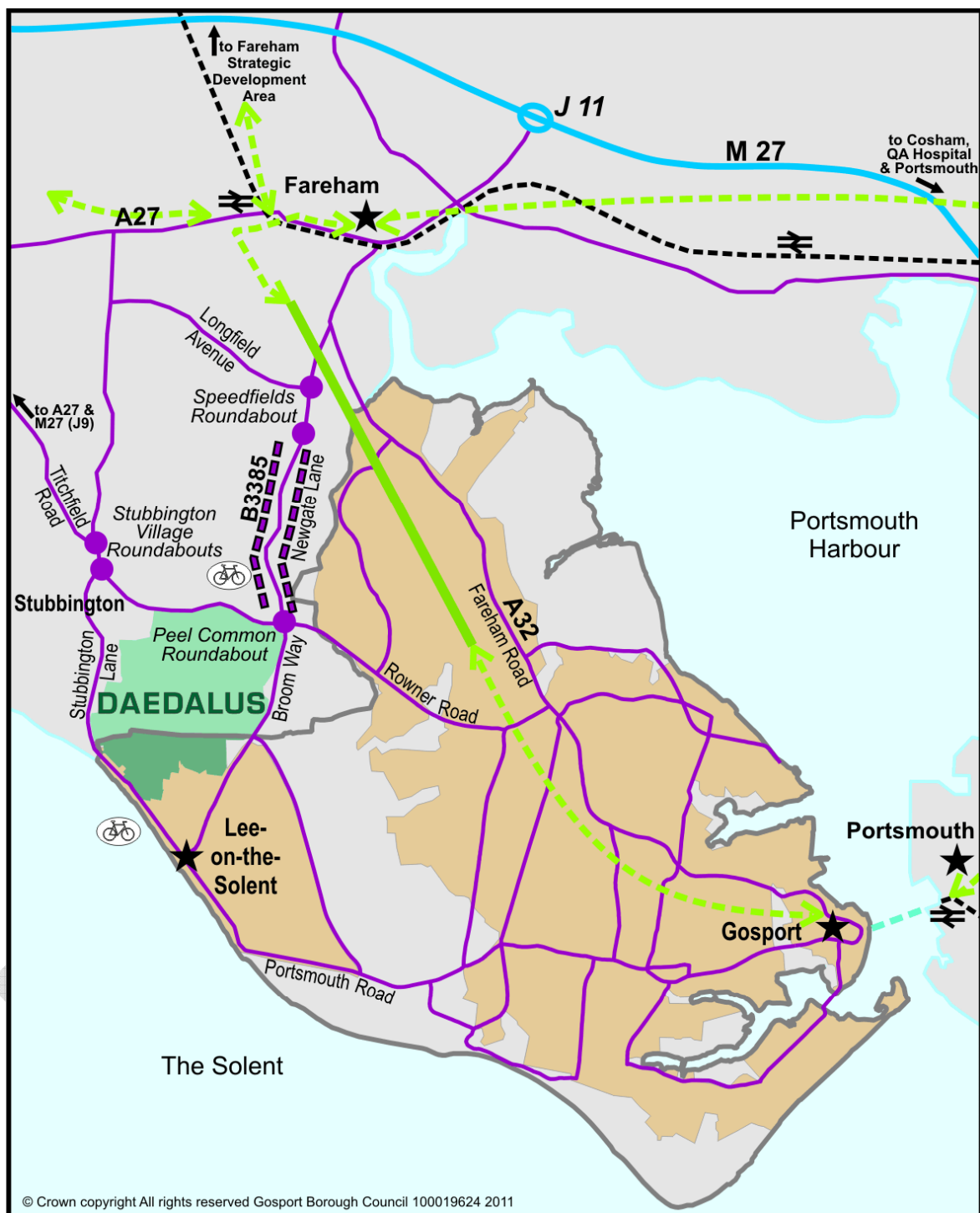
6.34 The public transport provision should be an integral part of the site Travel Plan, and the TA should demonstrate how modal shifts and forecast patronage will be achieved.

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<sup>83</sup> Such improvements will need to accord the provisions of Circular 05/05 where it can be demonstrated that the works are 'directly related, fair and reasonably related in scale and kind to the proposed development'

<sup>84</sup> The LTP3 includes proposals for the widening of Newgate Lane as part of the integrated transport programme for 2013/14

**Plan 8: Strategic Access to Gosport Study- Proposed transport measures particularly relevant to Daedalus**

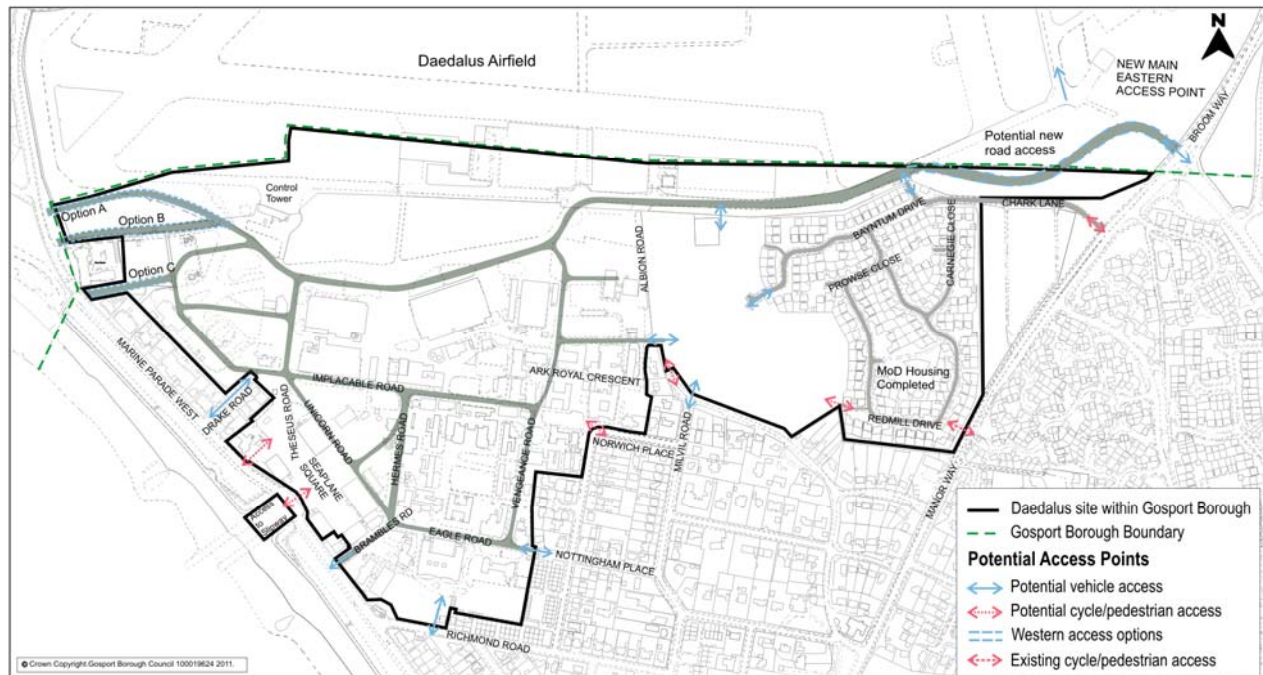


- |   |                       |   |                                   |
|---|-----------------------|---|-----------------------------------|
| ★ | Town and City Centres | — | BRT Phase 1                       |
| — | Motorway              | ↔ | Indicative BRT Future Phases      |
| — | Main Roads            | ● | Priority Junction Improvements    |
| — | Railway               | — | Newgate Lane Corridor Improvement |
| — | Ferry Link            | 🚲 | Proposed Cycleways                |

## Access Points

- 6.35 It is important to integrate the site within the local area, through the provision of efficient and flexible access, which reduces the need to travel and encourages sustainable modes. Daedalus should therefore achieve high levels of permeability through the use of a number of access points and an appropriate internal network of roads, footways, footpaths and cyclepaths<sup>85</sup> It will be important to demonstrate that traffic using the proposed accesses can be accommodated without causing significant demonstrable harm to the highway network. Plan 9 identifies potential access points to Daedalus which would help integrate the site with the rest of Lee-on-the-Solent.

### Plan 9: Daedalus Access Points



- 6.36 It is recognised that there is potential for an increase in lorry movements through Stubbington which is not desirable in view of the nature of the existing roads, in particular southern parts of Titchfield Road. Accordingly a lorry route signing strategy from the M27 and A27 corridors should be developed and implemented in consultation with the Highway Authority to direct heavy goods vehicles to Newgate Lane, from where access can be gained to the Gosport section of the site and the development sites within Fareham at Hangars West and Hangars East. The developer will be required to fund signing of this lorry route.
- 6.37 The primary vehicular access point to the Gosport employment areas will be provided by means of a new access road from the Broom Way / Cherque Way signal controlled junction within Fareham Borough<sup>86</sup> The access should be all-purpose and suitable for all heavy goods and articulated vehicles. It should include controlled crossing facilities to accommodate the existing off-road shared cycle route on the west side of Broom Way. It is

<sup>85</sup> This network will need to be in accordance with DfT Manual for Streets (2007 and 2010), Hampshire County Council's Companion Document to Manual for Streets (April 2010), and Design Manual for Road and Bridges (Highway Agency et al)

<sup>86</sup> As included in Policy CS12 in the Fareham Core Strategy: Pre-submission Draft (December 2010)

considered that all the land necessary to achieve a satisfactory layout is available within the existing highway and the Daedalus site. The timing and delivery of the new access point will be linked to the phases of development and having regard to the capacity and suitability of the existing arrangements.

- 6.38 The main internal road should extend from Broom Way and enable circulation and servicing of the whole site. Where appropriate the network should be suitable for rigid and articulated heavy goods vehicles. The alignment of the internal road network is flexible and may be adjusted to reflect the requirements of the proposed employment development. This could include the need for business premises to be incorporated within a larger secure airfield facility and consequently the road alignment may need to be further south than indicated on Plan 9. Where possible, the road should avoid bringing commercial traffic in close proximity to residential areas.
- 6.39 A secondary access should be provided from Marine Parade or Stubbington Lane by means of a signal controlled junction, including crossing facilities for cyclists and pedestrians. Although traffic management should be employed to focus heavy commercial traffic on the primary access at Broom Way, the secondary access must be capable of carrying 12m buses and 11m rigid goods vehicles. It should be carefully designed so as not to encourage articulated lorries whilst providing access for residents, employees and local services. Land availability for this access is restricted and it should be provided with regard to the restraints imposed by existing development and the reasonable operational requirements of the runway.
- 6.40 Effective off-site traffic management measures must be identified and implemented to forewarn and redirect articulated vehicles via appropriate routes to Broom Way.
- 6.41 With regard to the secondary (western) access various options have been investigated as follows :
- Access across MCA land to form a junction with Stubbington Lane, and Crofton Avenue (Option A on Plan 9) (within Fareham Borough);
  - Access just to the north of the Ross House access (Option B) (within Fareham Borough)
  - Two-way access between Ross House and West Lodge (Option C)
  - Access through Drake Road;
  - Entry only access between Ross House and West Lodge with exit only through Drake Road; and
  - Exit only access between Ross House and West Lodge with entry only through Drake Road.
- 6.42 The Borough Council's preferred location is just north of Ross House (Option B). This location is prominent, and is expected to offer sufficient space to accommodate the required standard of access. The road will be separated from Ross House by the parking/drive area which will minimise the impact on the amenities of the residents. The access to the parking area can be relocated from Marine Parade to the new link road, thereby offering residents safer access onto Stubbington Lane/Marine Parade via a controlled access point. This access will be less intrusive on the operation of the runway than the more northerly access option (Option A).
- 6.43 Option B will not present the 'canyonning effect' arising with access to the south of Ross House (Option C) as it will not be closely confined to both sides by existing buildings. Option C, and other access points considered, may not afford sufficient space within available land to achieve an appropriate standard of access.

- 6.44 The Borough Council acknowledges that further detailed assessment of the access options will be required. The Borough Council will also consider other options with developers if it is considered that these will be better suited to attract and support employment on the site. These alternative options will need to meet other planning considerations outlined in the SPD.
- 6.45 In addition to the above access points have been identified for the Gosport part of the site and would be considered by Hampshire County Council and the Borough Council. These are:
- Chark Lane - this is currently the main vehicular access to the Daedalus site. Once the new Broom Way junction is in place it is anticipated that this access will be closed to vehicular traffic but will still be available for cyclists and pedestrians. It also has potential as a bus route should that provide an advantage over the Broom Way access.
  - North-end of Milvil Road - opening this road would help integrate any proposed residential development within the southern part of the undeveloped MoD land with the adjoining community. If employment development was proposed for this part of the site it would not be appropriate to introduce a new access at this point instead it will be necessary to use Broom Way.
  - Queen's Gate- to be re-opened as a pedestrian and cycle access
  - Norwich Place - it is considered that this should be a pedestrian/cycle access point associated with an open space adjacent Wykeham Hall. There may be scope for a small no through access to serve proposed dwellings in the immediate vicinity.
  - Nottingham Place/Eagle Drive - this is considered an important road access to integrate the new uses of Daedalus with the existing residential neighbourhood. It will also be an important cycle/pedestrian link to Lee district centre.
  - Access off Richmond Road - to primarily serve the uses associated with the Wardroom and Westcliffe House.
  - Brambles Road - to form part of the local network off Marine Parade West.
  - Seaplane Square (off Marine Parade West) - this is viewed as the 'front door' of the Waterfront site and pedestrians using the Lee seafront will be encouraged to enter the site through the square and enjoy a variety of facilities. There will be no public road access however it will be suitable for service vehicles and those vehicles required to transfer boats to the slipway on the opposite side of the road. Appropriate safety measures will be required to protect all users of Marine Parade and Seaplane Square.
  - Drake Road - to form part of the local network off Marine Parade West.
- 6.46 All these access points will need to be constructed to the satisfaction of the Highway Authority. It will also be necessary to provide pedestrian and cycle crossing facilities on Marine Parade West in association with new access arrangements.

### **Street Layout and Hierarchy**

- 6.47 Recent guidance, such as Manual for Streets (2007 & 2010) indicates the importance of the dual function of streets; partly as a link for movement and partly as a place to dwell and socialise. The internal layout of Daedalus will incorporate these principles of creating 'living streets' as appropriate within the residential and mixed use areas



- 6.48 It is important to ensure that appropriate access routes are suitable for wide loads<sup>87</sup> often associated with marine and aviation uses including a link from the northern hangars<sup>88</sup> through 'the Triangle'<sup>89</sup> and Seaplane Square to the slipway.
- 6.49 Distributor and connector routes should include or enable the provision of bus stops and shelters in appropriate locations.
- 6.50 The developer should seek the adoption of the main service road, other potential bus routes and dedicated cycle links as publicly maintainable highway to ensure public rights of access. The adoption of other streets and places should be considered in consultation with the Highway Authority.

### **Parking Strategy**

- 6.51 Sufficient parking should be provided for business and residential needs, including visitors, taking account of expected levels of car ownership, the importance of promoting good design and using land efficiently. The design and provision should contribute positively to the appearance and function of the site through considered allocation and placement of parking spaces to reflect reasonable needs in every part of the site. The provision should be determined with regard to the likely success of travel planning and other measures in encouraging travel by sustainable modes and reducing car ownership and use.
- 6.52 Non-residential parking standards will be based on those included in Appendix E of the Local Plan Review<sup>90</sup>. The Council's revised residential parking guidelines are also applicable<sup>91</sup>. The proposed mix of uses at the Daedalus site may presents opportunities for efficiencies in car parking allocations, for example through the sharing of spaces used for employment sites during the day and residential parking in the evening. Any efficiency on spaces or shared parking arrangements should be justified on a case by case basis and secured by legal agreement.
- 6.53 Due consideration must be given to potential impact on the surrounding areas. The availability of parking to existing residents and businesses should not be compromised. Appropriate parking capacity must also be provided for larger vehicles that are likely to service businesses at Daedalus, or be stored there if the business is the operating base.

### **Walking and Cycling Opportunities**

- 6.54 Aside from reducing car use to cut congestion the promotion of walking and cycling meets other policy objectives including healthy lifestyles, obesity reduction, carbon reduction and environmental protection.
- 6.55 It will be important to establish a safe, convenient and direct network of high quality pedestrian and cycle routes providing good access and permeability to, and within the site.
- 6.56 Good linkages should also be established with key local destinations such as the Lee-on-the-Solent district centre, the Clifflands and the beach, bus stops, schools, other local facilities and neighbouring residential areas.

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<sup>87</sup> A figure of 15.75m has been suggested by SEEDA

<sup>88</sup> Character Area 8 –see Section 7

<sup>89</sup> Character Area 4–see Section 7

<sup>90</sup> <http://www.gosport.gov.uk/sections/your-council/council-services/planning-section/local-plan-review/saved-local-plan-review-may-2006/appendices/> or any revised future guidance produced as part of the LDF (which will eventually supersede the Local Plan Review).

<sup>91</sup> <http://www.gosport.gov.uk/sections/your-council/council-services/planning-section/residential-car-parking/>

or any revised future guidance produced as part of the LDF (which will eventually supersede the Local Plan Review).

- 6.57 The pedestrian and cycling network in the vicinity of Daedalus presently follows the road layout. There is significant potential to link various parts of the site with these existing cycle/pedestrian routes along Broom Way and Gosport Road.
- 6.58 There are opportunities off-site to fill gaps in existing networks, such as the creation of a cycle link along Marine Parade which would link with the existing network in Gosport Borough. There is also potential to improve links between Daedalus and the proposed Alver Valley Country Park with through-movements to Rowner and other parts of the Borough. There may be further opportunities within the Fareham part of the site to improve cycle and pedestrian links with surrounding settlements including Stubbington and the existing network.
- 6.59 Appropriate lighting, surfacing and visibility should be provided on cycle routes to ensure pedestrians and cyclists feel safe on these routes. Strong legibility of routes and wayfinding is also an important requirement. The layout of the site should promote the principles of the Safer Routes to School programme.
- 6.60 Commercial and residential properties will need to adhere to the cycle parking standards within Appendix E of the Local Plan Review (or any subsequent standards produced as part of the LDF). Long stay cycle parking should be convenient, covered and secure. It should be considered early in the development process to ensure it is properly integrated into the site design to ensure high standards of design.

#### **Travel Plan**

- 6.61 A comprehensive Framework Travel Plan will need to be developed in accordance with Hampshire County Council<sup>92</sup> and Department for Transport guidance. The Travel Plan will set out a series of measures to be implemented to encourage behavioural change and sustainable travel amongst residents, employers and employees. It will need to include measures which are designed to maximise the use of existing and proposed public transport facilities and services for the site.
- 6.62 This Framework Travel Plan will need to cover the whole Daedalus site and set out measures of how it will be co-ordinated, monitored and reviewed. Supplementary details relevant to each detailed planning application will need to be submitted. This will set out the requirements of individual sites within the overall Daedalus site to create their own Travel Plans, which are consistent with the wider targets and objectives of the Framework Travel Plan.
- 6.63 Specific measures should be included to:
- Facilitate residents working from home, or changing mode or time of travel;
  - Encourage employers to put in place facilities that offer workers transport choices; and
  - Encourage employees to modify commuting behaviour through mode choice or work patterns to reduce their transport impact.

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<sup>92</sup> See guidance on [www3.hants.gov.uk/workplacetravel](http://www3.hants.gov.uk/workplacetravel)

## 7.0 DESIGN

- 7.1 This section focuses on the overall layout of the site and key design principles for the different character areas within Gosport Borough's part of Daedalus.

### Design Concept

- 7.2 The design concept relates to the key objectives set out in the development strategy (see Paragraph 4.4). It has been informed by the work undertaken by the Borough Council and studies carried out on behalf of SEEDA to understand the historic development of Daedalus and the significance of the buildings and spaces present on the site.

- 7.3 This Section should be read in conjunction with the Design and Built Heritage part of Section 5, with particular reference to Plan 7 which shows buildings and features of interest and key spaces within the Conservation Area. Plan 2 also provides some useful guidance to opportunities for new development within the Conservation Area.

- 7.4 The design of the Gosport part of the site should be built upon a number of basic principles which include:

- **A critical mass** of new employment development to the north, creating a cluster of aviation, marine, innovation and technology industries;
- **A strong grid** network throughout the site, with clear and convenient pedestrian and cycle routes linking into the surrounding neighbourhoods;
- **Clear and convenient links** between Daedalus and Lee-on-the-Solent and Stubbington by breaking down established barriers to movement surrounding the site;
- **A main service road** which provides access to employment facilities from the east and to mixed-use development to the west;
- **Areas adjacent Marine Parade** (i.e. Seaplane Square and Wardroom Area) to be opened to the public with opportunities for cultural activities;
- **The WWI Seaplane Hangars** and their associated open space, which has the potential to provide both leisure facilities for the community and marine based employment;
- **The Wardroom and Westcliffe House** area, where a number of uses could be accommodated including hotel/conferencing, institutional uses or care facilities;
- **Barrack Square**, which forms the mixed-use heart of the scheme and reinterprets a historic open space;
- **Residential development** along the eastern and south western boundaries providing a buffer between the existing communities and the employment and mixed use areas of Daedalus;
- **Airside permeability** for relevant business use as well as the need for airside security;

- 7.5 There may also be cross-boundary design considerations which will need to be assessed with Fareham Borough Council. Design principles for the Fareham part of the site are contained within Policy CS12 of the Fareham Core Strategy: Pre-submission version (December 2010).

## Character Areas

### General Design Considerations

- 7.6 To assist in understanding key design issues the site has been broken down into a number of different character areas (Plan 10) which reflect both the nature of the historic fabric and identify opportunities to meet the objectives for the site. Each character area includes a description of key principles that need to be taken into account when considering integrating new development.

## 7.7 A number of common design considerations have been identified:

- New buildings and spaces should respect their context and incorporate a palette of appropriate quality materials.
- New buildings should address public spaces and streets, providing active frontages.
- Careful consideration will need to be given to integrating parking into the landscape to ensure that it does not harm the quality of the landscape or setting of key groups of historic buildings.
- Road, pavement and pathway finishes should be informed by the historic character and contemporary function and use.
- Streets should be well landscaped, incorporating high quality street furniture consistent throughout the waterfront area.
- Retention of important natural features on the site such as mature trees with visual amenity value
- Well-designed secure and convenient cycle parking facilities should be provided throughout the site. Resident and employee cycle parking should be covered.
- Access for disabled people should be convenient and easy, providing direct access from parking areas to various uses.
- Consideration should be given to taking the opportunity to integrate a feature or sculpture which celebrates the legacy of naval aviation on the site.
- Create safe environments which encourage investment, where crime and disorder or fear of crime does not undermine quality of life.

### Plan 10: Character Areas plan





## Character Area 1: Wardroom and Westcliffe House Area (Conservation Area)



### 7.8 **General Character**

This area retains some of the sites most prominent historic buildings within an important open landscape setting.

### 7.9 **Buildings and features of historic interest to be retained**

- Westcliffe House: Grade II Listed
- The Wardroom: Grade II Listed
- Eagle Block
- The Lodge to Westcliffe House
- Boundary Wall to Westcliffe House
- Fleet Air Arm Memorial
- Historic open landscape to Westcliffe House

### 7.10 **Key Principles**

- The need to retain and respect the historic buildings and their setting.
- The open space to the south of both listed buildings which forms the core of the original grounds to Westcliffe House should be retained and enhanced.

### 7.11 **Land Use**

- The internal configuration of the Wardroom lends itself to an institutional use, particularly the ground floor. For example this could include a conference facility with accommodation on the upper floors, a hotel, sheltered accommodation or a college.
- Westcliffe House (and indeed any of the proposed buildings within the character area) could provide supporting accommodation. Alternatively it could provide office, hotel, or residential accommodation.
- Eagle Block is suitable for office uses, either independently or in relation to other buildings.
- There may be scope for some new buildings west of Westcliffe House. These buildings could include residential or office use.
- New development may be possible towards the southern side of the large car park in this area. This development would need to have regard to the scale and orientation of

the nearby residential properties and be mindful of the setting of Eagle Block and properties along Richmond Road and Kings Road

#### 7.12 **Building Details**

- The Wardroom, Westcliffe House and Eagle Block should remain the dominant buildings, with any new buildings being subservient in scale so as to sit comfortably in their setting as well as retaining key views of these landmark buildings.
- The scale and mass of any new buildings south west of Westcliffe House will need to sit comfortably within the scale and mass of development within its context, be mindful of the Council's policy relating to development along Marine Parade, and respect the sensitive context of the Conservation Area.
- The boundary wall to Westcliffe House should be retained and provides an important sense of enclosure to the open landscape.

#### 7.13 **Public Realm**

- The heart of the character area is focused around the existing open space to the south of the Wardroom and Westcliffe House.
- Improvements to this landscape should consider including the reinstatement of historic planting elements and pathways and be sensitive to the proximity of the Fleet Air Arm Memorial.
- The form of the original footpaths throughout the character area, but most notably in front of Westcliffe House, should be retained.

### **Character Area 2: The Seaplane Hangars (Conservation Area)**



#### 7.14 **General Character**

This is the first phase of the military use of Daedalus dating back to 1917. The seaplane hangars are the finest group of WWI buildings of this type in Britain. The expanse of hard standing, referred to as Seaplane Square, and the slipway which provides access to the sea are essential to the character of the hangars, three of which have been recommended for Listed Building status. The wide entrance between the two roadside hangars allows important views into the area of open space and to the rest of the Daedalus site beyond. The south-eastern part of the character area is almost fully enclosed by three hangars.



**7.15 Buildings of historic interest to be retained**

- 3 x J Type Seaplane Hangars (Put forward for listing by English Heritage)
- Winch House (Put forward for listing by English Heritage)
- 2 x G Type Hangars

**7.16 Key Principles**

- The need to safeguard the position and scale of the Hangars and the space between them.
- To ensure the area becomes the vibrant 'front door' of the site with public access and strong linkages with Marine Parade.

**7.17 Land Use**

- Due to their close proximity to the seafront, suitable uses for the Seaplane Hangars may include a combination of leisure facilities including heritage uses, such as a museum, café/bar uses and other indoor and outdoor leisure uses, as well as marine related employment.
- A facility for a Hovercraft Museum and associated heritage uses is supported although it is recognised that the areas currently used will need to be re-organised and balanced with other potential commercial and leisure uses.
- There is the potential for a new building to be located on the west side of the square, closing the space between the Type G and Type J hangars. The most appropriate use would be complementary or ancillary to the hangars in the western side of Seaplane Square.

**7.18 Building details**

- Respecting the external massing of the hangars and their layout as a group is of prime importance in this area.
- The cladding is not original and there is scope to add glazing and make horizontal and vertical subdivisions within structures subject to discussions with Gosport Borough Council. Any changes to the cladding need to be respectful of the internal structure of the buildings.
- Visually, the hangars should be seen to remain as a group (for example through the treatment of any external colour finish). The options for the colour of the buildings are open to discussion, based on further historic research or an agreed sympathetic palette.
- The form and massing of the potential building proposed to enclose the north-western face of the square should reflect that of the building opposite, on the south-eastern face.

**7.19 Public Realm**

- Seaplane Square is a highly flexible space. Subdivision of the space should be avoided. However it could either be used as one space or could be broken down into smaller areas as required. There should be no physical division of the space. If used as several spaces it should still be capable of being used as one area for events.
- Depending on the use of the seaplane hangars and the amount of parking required, some parking may be able to be accommodated within Seaplane Square. The central corridor between the two sets of Hangars to the south-east and north-west should be kept clear of parking. A parking strategy and management plan would be required as part of an application.
- There will be the need to balance the interests of the Hovercraft Museum with that of other commercial and public interests.
- The provision for access for service deliveries and pedestrians would also be important.

### Character Area 3: Barracks Square (Conservation Area)



#### 7.20 **General Character**

Barracks Square is the most formal space within the site and is framed by the Dining Room and Cookhouse (Grade II Listed) to the north and the four 1935-6 barrack blocks of Anson, Duncan, Cunningham and Blake to the east and west. Although there was formerly a group of chapels within Barracks Square, the existing open space is regarded as a highly sensitive area, which has little potential to accept new development. Historically the character is neoclassical with buildings of simple design and detailing incorporating pediments, elongated windows (many sash) and shallow pitched slate roofs. These buildings are set within a relatively formal open space.

#### 7.21 **Buildings of historic interest to be retained**

- Dining Room and Cookhouse (Grade II Listed)
- Barracks (Anson, Duncan, Cunningham and Blake blocks)
- Parachute Store

#### 7.22 **Key Principles**

- The need to safeguard the historic buildings and their setting.
- The need to protect and enhance Barracks Square.

#### 7.23 **Land Use**

- The Barracks Square character area forms the mixed-use heart of the development, with the potential to provide a range of residential and commercial accommodation.
- Appropriate uses for the Dining Room and Cookhouse could include community facilities or studio space for start-up businesses.
- The four barrack blocks are extremely flexible in their design and could be used either for commercial uses or for residential dwellings.
- There is potential for a new landmark building to the south of the square, this would replace existing buildings of low significance. This new building should enclose the square and provide active frontages to all of its facades and especially towards Barracks Square and Eagle Road.

#### 7.24 **Building Details**

- New buildings should have regard to the vertical and horizontal rhythm of the 1930s buildings and should respect the classical principles that characterise the area in terms of proportion and massing.
- Each of the four Barrack blocks includes a mid-century flat-roofed toilet block extension which runs parallel to the original building. These could be removed.

#### 7.25 **Public Realm**

- There is flexibility in the design of Barracks Square, which would vary depending on the uses of the surrounding buildings. The historic form of the square should be enhanced, with scope for an avenue of small trees and possibly a landmark feature to commemorate the history of the site.

### **Character Area 4: Implacable Road and Hermes Road (part Conservation Area)**



#### 7.26 **General Character**

This character area takes in 'the triangle' of land bounded by Unicorn Road, Implacable Road and Hermes Road. It also includes a length of Implacable Road.

#### 7.27 **Key Principles**

- To provide a zone of transition between the historic core and the larger employment area to the north.

#### 7.28 **Buildings of historic interest to be retained**

- The Power House



**7.29 Land Use**

- This character area is predominantly employment, however of a smaller scale than that in the Northern Hangars area.

**7.30 Building Details**

- New buildings in close proximity to the Conservation Area should show particular sensitivity through their scale and materials.
- New buildings should be horizontal and relatively low in form reflecting the classical rhythm of the buildings in Barracks Square, with scope for deep buildings if required.
- A variety of architectural styles should be encouraged.
- All buildings should front onto the street along a consistent building line.
- The Power house should remain a landmark building on Hermes Road with new development in its immediate setting remaining subservient in scale.
- The 'Triangle' is a particularly prominent and sensitive location between the fine grained historic core and the very large buildings to the north. It is bounded on two sides by the Daedalus Conservation Area boundary and therefore careful consideration needs to be given on how proposed buildings will affect the setting of the Conservation Area. The design of the new buildings in this location will be particularly critical as development in this area could impact on the character of Seaplane Square.
- Buildings in the area immediately to the north of the seaplane hangars should be no taller than the eaves of the seaplane hangars fronting onto Unicorn Road. Particular consideration needs to be given as buildings in this location will be highly visible and enclose the view from Marine Parade.
- At the junction of Hermes Road and Eagle Road there may be an opportunity to create a landmark building facing the axis of Brambles Road. The visual relationship of a new building on this site to the surrounding areas will need particularly careful consideration.

**7.31 Public Realm**

- Implacable Road and Hermes Road have the potential to become high quality boulevards where avenues of trees would significantly enhance their setting.
- Areas to the front of the buildings should be well landscaped and should present an attractive front-of house.
- A route through 'the triangle' should be reserved to allow for the movement of boats and other equipment from the Northern Hangars character area to the Solent via the slipway at the Seaplane Hangars. This area should be kept clear of all street furniture, planting and parking.

## Character Area 5: Vengeance Road (largely Conservation Area)



### 7.32 **General Character**

This is a pleasant north-south link with Eagle Block forming a prominent landmark building at the southern end. The buildings reflect the domestic scale of development to the east.

### 7.33 **Key Principles**

- The Guardhouse and the complex of 1930s buildings around Eagle Club are important landmark buildings and should be retained and enhanced. There is also the opportunity to strip back a number of poor quality buildings in the context of the 1930s Sick Bay.

### 7.34 **Buildings of historic interest that should be retained**

- The Guardhouse
- Eagle club and adjacent buildings
- The Sick Bay

### 7.35 **Land Use**

- The former Guardhouse at the entrance to the site on Eagle Road, as well as land to its immediate north, may be suited to community uses such as a GP surgery.
- With the exception of the Guardhouse the eastern side of Vengeance Road should be predominantly residential in character to merge with the existing adjacent area.

### 7.36 **Building Details**

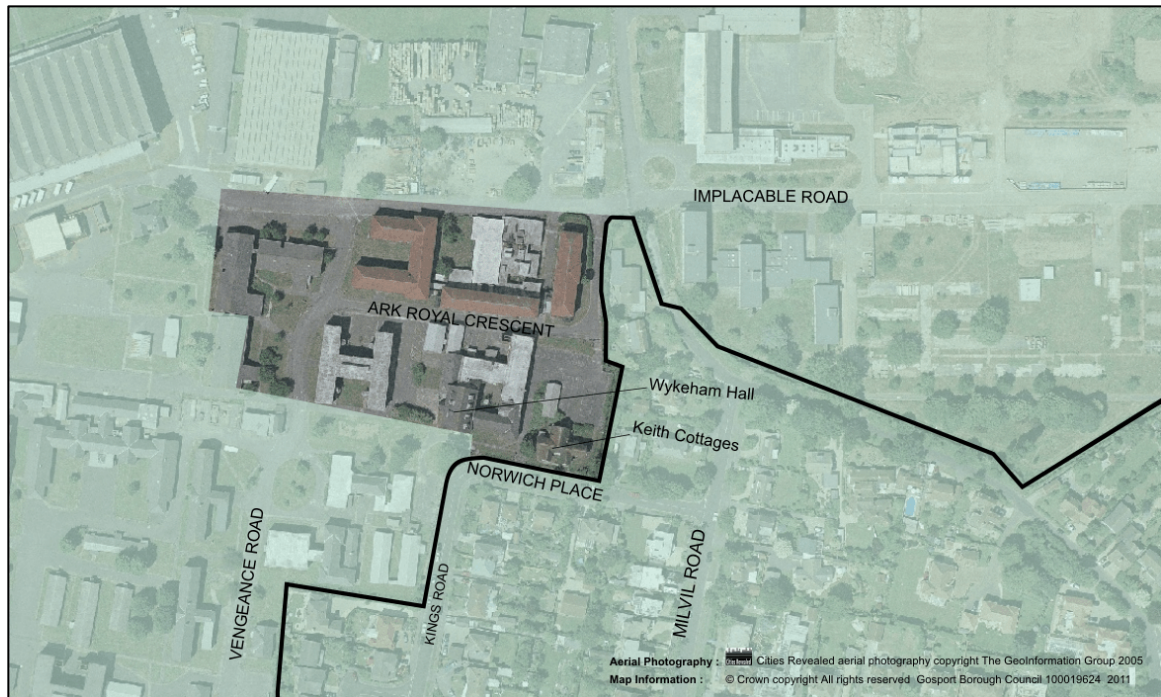
- There is an opportunity to enhance the Eagle Club building by removing the unsympathetic mid-century extension to its southern façade.
- New buildings should be of low density, generally of no more than 2 storeys in height, and have their principal façades addressing Vengeance Road. The 1930s neo-classical character that predominates should influence the massing and rhythm of new development.
- Particular care will need to be given to the form of development at the junction of Vengeance Road and Implacable Road. In this area there is an opportunity to create a landmark building that closes the view along Vengeance Road (much as Eagle block

does to the south) whilst being sensitive to the important views towards this site from all directions (This being a key visual junction).

#### 7.37 **Public Realm**

- The strong linear character of the road should be retained.
- Careful consideration of the landscaping in the context of the former Sick Bay will be necessary and an opportunity to create some soft open landscaping in this area should be considered.

### **Character Area 6: Norwich Place (Conservation Area in part)**



#### 7.38 **General Character**

Wykeham Hall and Keith Cottages pre-date the military use of the site. Wykeham Hall is of significant historic importance to the history of the Fleet Air Arm. The general character of this area forms a transitional zone between the residential properties to the south and east and larger scale buildings towards the north and west. The open grassed area to the south of these buildings contributes to the character of the area.

#### 7.39 **Buildings of historic interest to be retained**

- Wykeham Hall
- Keith Cottages

#### 7.40 **Key Principles**

- To preserve and enhance the historic buildings and their setting.
- To ensure that this area is well integrated with the adjoining existing residential area.

#### 7.41 **Land Use**

- Due to its location on the boundary between the existing residential streets of Lee-on-the-Solent and the remainder of Daedalus, the character area should be predominately residential in nature.



#### 7.42 **Building Design**

- In the eastern half of this area new buildings should reflect the residential scale, rhythm, form and height of the existing dwellings along Kings Road and Milvil Road.
- Wykeham Hall should remain the dominant structure and any new buildings should be sensitive to its setting. There is scope to remove or remodel the later rear extensions of the building as they are of limited architectural value.
- The north western half of the site forms a transitional zone between the residential area to the east and the employment area to the north and west. This should be reflected in the layout and design of buildings.
- The non-residential buildings in this area will need to be to a low density and scale and follow the grid like layout suggested by the axis of the roads and arrangement of plots.

#### 7.43 **Public Realm**

- The future landscaping of the open space south of Wykeham Hall would need to have regard to the potential for enhanced landscaping towards the former Sick Bay to the south west, and the prevailing soft landscaped character that merges well with the adjacent residential area.

### Character Area 7: Western buffer area



#### 7.44 **General Character**

This area is located at the western edge of Daedalus, bounded by the residential properties of Marine Parade to the south-west, the airfield to the North and the main employment area to the east. The main service road passes through the northern part of the character area.

#### 7.45 **Key Principles**

- To provide a transitional zone between Marine Parade and the main employment area.

#### 7.46 **Land Use**

- Due to its location on the boundary between the existing residential properties of Marine Parade and the remainder of Daedalus, the character area lends itself to a mix of residential and compatible employment uses.

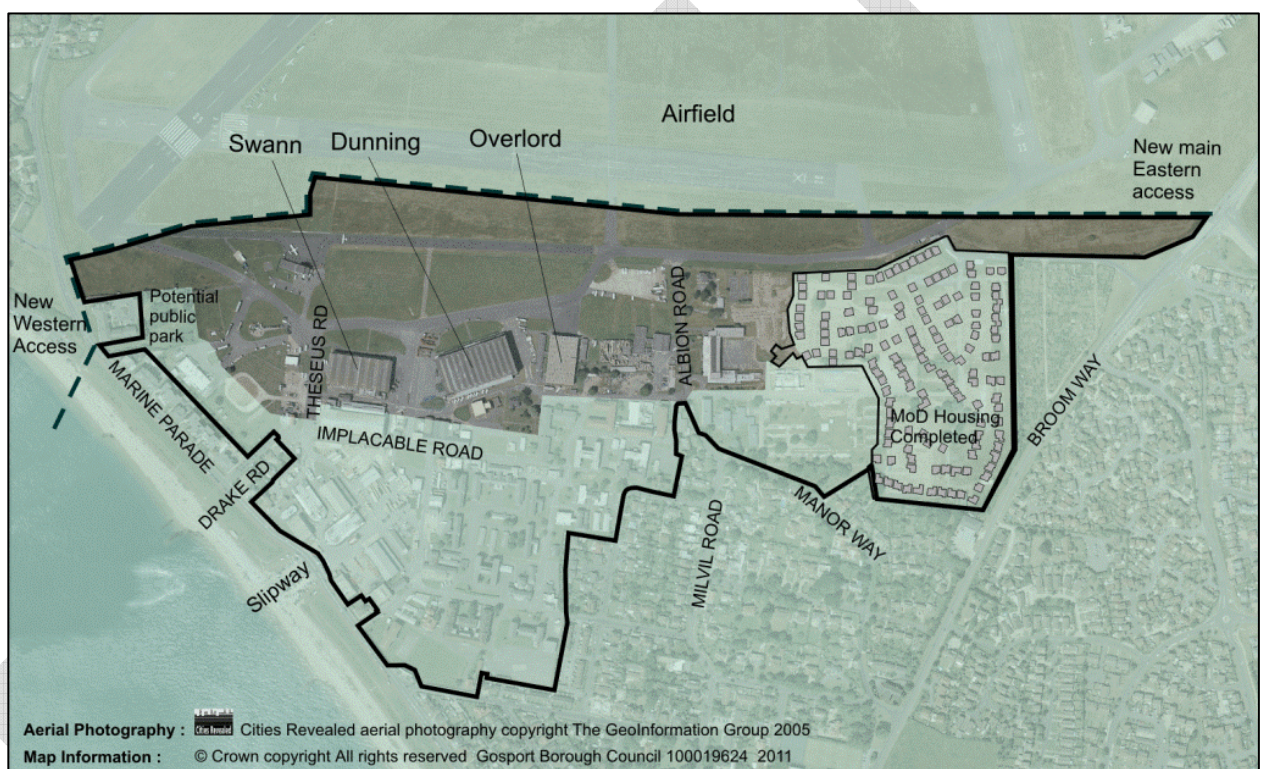
#### 7.47 **Building Design**

- Buildings should be sensitive to their context including the existing residential development along Marine Parade and the airfield to the north.

#### 7.48 **Public Realm**

- The land to the rear of Ross House has the potential to be used for open space and soft landscaping due to the concentration of trees in this area. It formed the gardens to the original Ross House.

### Character Area 8: Northern Hangars



#### 7.49 **General Character**

This area represents part of the extension of the Lee-on-the-Solent seaplane base prior to WWII, and is dominated by the three large existing hangars of Dunning (the largest of the hangars), Swann and Overlord. These three hangars dominate the skyline in views to the north and represent a distinctive element of the character of Daedalus.

#### 7.50 **Key Principle**

- To provide a mix of employment premises to suit a range of business needs.

#### 7.51 **Land Use**

- The character area should be employment based, with opportunities for aviation and marine-related business, as well as for hi-tech sectors.
- The three large hangars may provide opportunities for re-use for employment purposes.

- There are opportunities for a range of business premises including small units (particularly in transitional areas close to residential properties) through to medium-large size premises.
- This area may be best placed to provide a building to supply heat and electricity across the site via a combined heat and power unit (CHP)<sup>93</sup>.
- The area west of the existing Married Quarters has the potential to be used for employment purposes but could also be considered for further Married Quarters (if a need has been demonstrated) or other residential uses.
- Similarly a narrow strip just to the north of Character Area 6 could also be appropriate for residential use.

#### 7.52 **Building Design**

- Smaller buildings should generally be located on the western and southern boundary of the character area.
- The eastern part of the site adjacent Broom Way (part within Fareham) forms the main gateway to the site and it is important that the employment buildings in this area are well-designed to give the entrance a prominent presence and a sense of arrival to this employment-led site.
- If the hangars are to be retained, the interiors are large flexible spaces which can accommodate significant change without compromising the heritage interest of the buildings.

#### 7.53 **Public Realm**

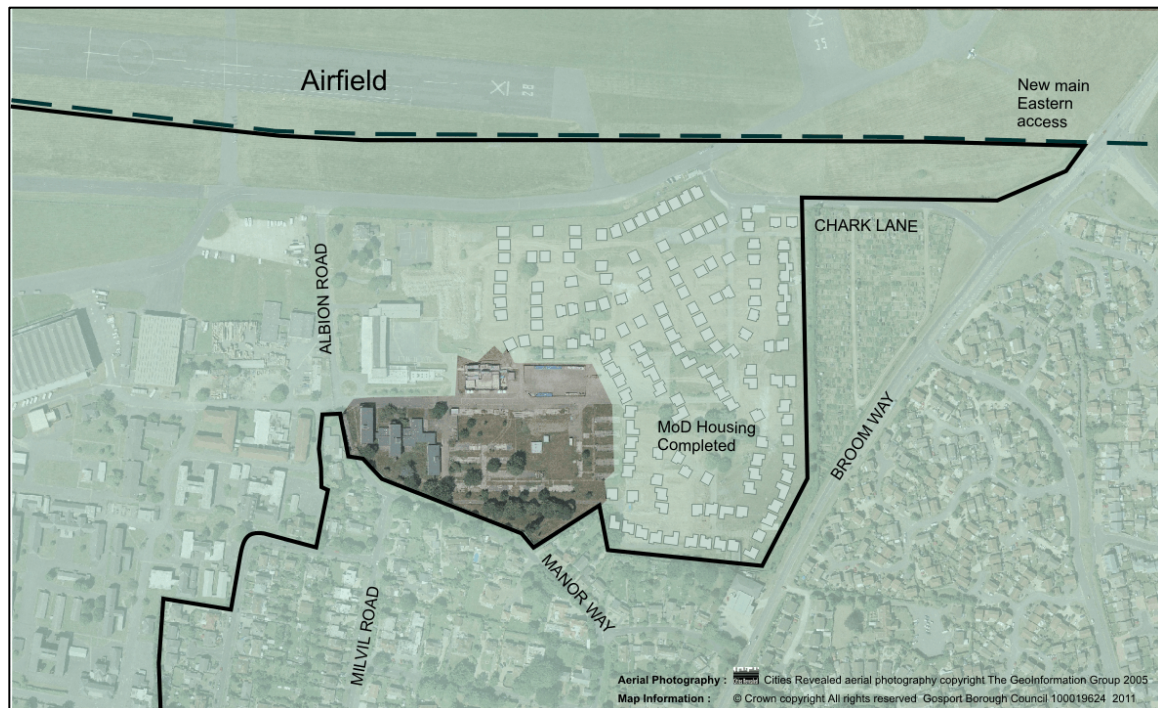
- The majority of the character area comprises functional hard standing related to the uses within the hangars. Appropriate soft landscaping would enhance the area.
- The main service road runs through the character area. Its route is not fixed and may be routed further south than indicated on plans 1 and 2 in order to accommodate a greater level of aviation-related floorspace which may need to be air-side (i.e. north) of the road.
- A north-south route through the centre of the character area should be reserved to allow for the movement of boats and other equipment to the Solent via the slipway at the Seaplane Hangars. This area should be kept clear of all street furniture, planting and parking.
- The eastern edge adjoining the existing Married Quarters will need be supplemented with a vegetation barrier to screen any employment areas from the existing residential buildings.

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<sup>93</sup> other locations on the site would be considered if shown to be more appropriate.



## Character Area 9: North of Manor Way



### 7.54 **General Character**

This discreet area is enclosed to the south and east by residential development. The section of Manor Way, which borders the southern edge of the area, forms part of the ancient medieval road from Lee northwards. This road is characterised by soft cover and a more established 'semi-rural' character.

### 7.55 **Key Principle**

- The soft southern boundary to Manor Way should be retained and acts as an important screen to the site as well as enhancing the character of Manor Way.

### 7.56 **Land Use**

- Although there may be opportunity for some mixed use this site seems more appropriately developed as discreet low density residential development, especially towards its southern boundary.

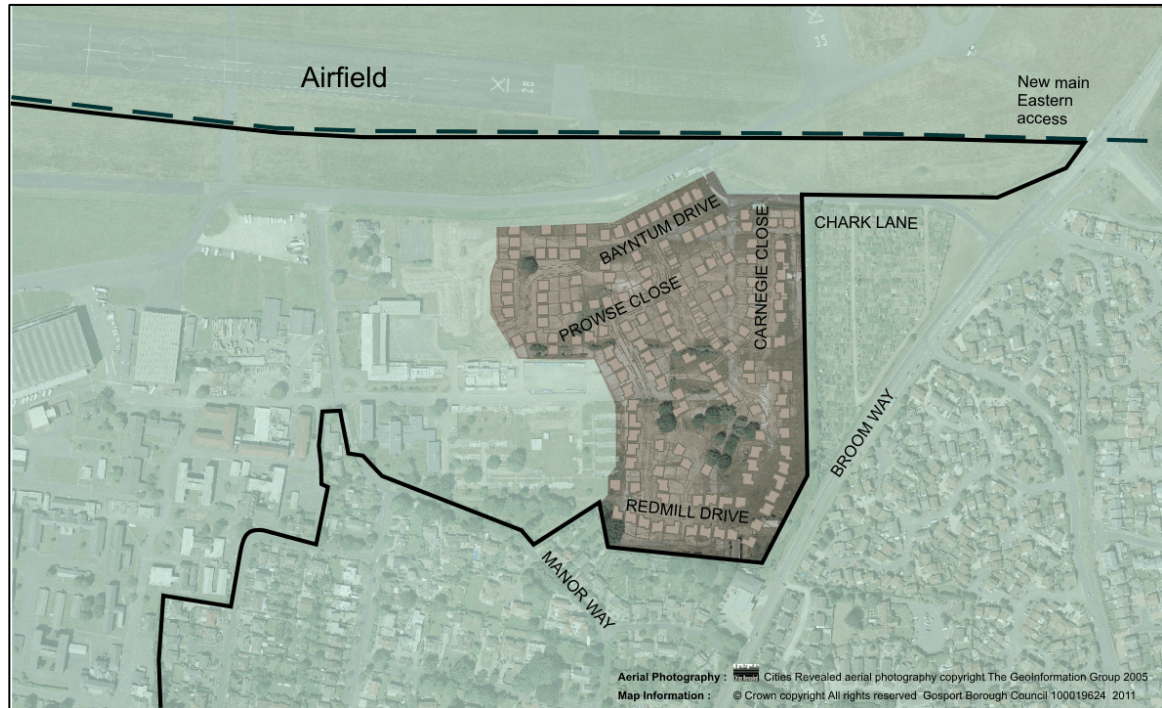
### 7.57 **Building Design**

- Development in the vicinity of Manor Way should be kept discreet in design and low in height and density.
- Development to the north and north east of the site could follow the general pattern of the recent MoD housing.

### 7.58 **Public Realm**

- Trees should be retained or planting along the southern boundary enhanced to reinforce the separation of the site from Manor Way.
- This character area should be permeable for cyclists and pedestrians and well-connected with the surrounded area including Milvil Road.
- The main access to this character area should be from the north and east, although a limited local access from the south via Milvil Road may be appropriate to serve part of this character area.

## Character Area 10: Existing MoD Married Quarters



### 7.59 **General Character**

- The area is a modern housing estate built within the past 10 years with widening residential roads and characterised by detached houses.

### 7.60 **Land Use**

- The existing residential use will be retained.

### 7.61 **Building Design**

- No changes proposed for the area itself.
- It will be important to ensure that proposed uses in the adjacent character area to the west respects the residential character of this area.

### 7.62 **Public Realm**

- The existing main road on the northern edge of the character area will be retained with a new access point at the junction with Cherque Way.
- The existing access point on Broom Way via Chark Lane will be closed for motor vehicles but still used by pedestrians and cyclists. Consequently access to the estate is proposed from the north rather than the east.
- One of the residential roads within the site has been constructed to allow an extension into Character Area 9, immediately to the west.



## 8.0 IMPLEMENTATION

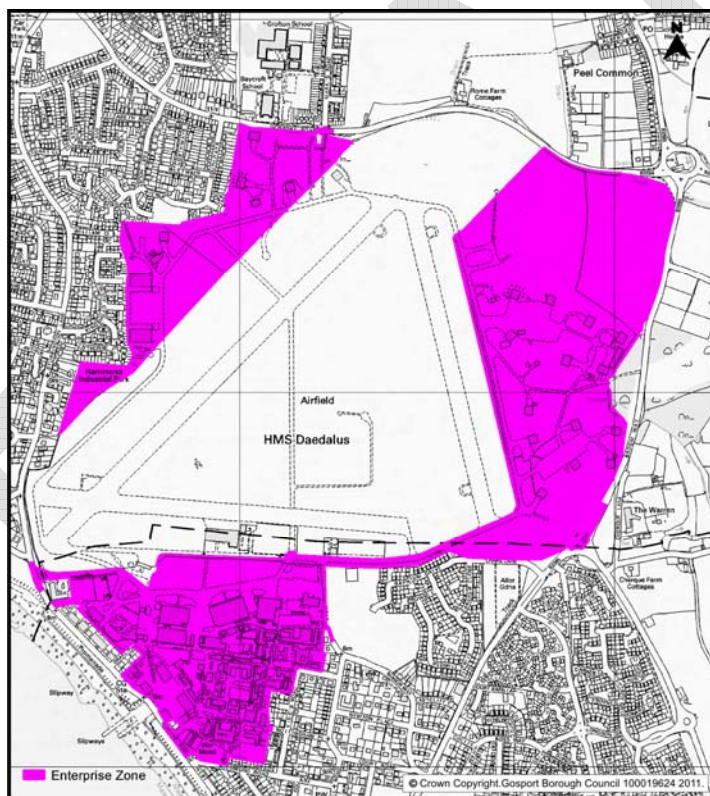
### Enterprise Zone

8.1 The announcement that Daedalus has become an Enterprise Zone (see Plan 11) has a number of potential measures which can help encourage business and employment opportunities to the site. Current known measures include:

- A business rate discount worth up to £275,000 per business over a five year period.
- All business rates growth within the zone for a period of at least 25 years will be retained by the local area, to support the Local Enterprise Partnership's economic priorities and ensure that Enterprise growth is reinvested locally.
- Potential for a simplified planning system to cover part of the site. This could take the form of an Local Development Order. At present the geographical coverage and nature of the LDO have yet to be determined. However there will be parts of the site that can not be covered by an LDO and consequently a planning application will need to be submitted in the normal way.
- Government support to ensure that superfast broadband is rolled out throughout the zone.

8.2 The designation of an Enterprise Zone can also assist with bids for the Regional Growth Fund<sup>94</sup> which can be used to fund necessary infrastructure or remediate land to allow employment growth.

**Plan 11: Daedalus Enterprise Zone**



<sup>94</sup><http://www.bis.gov.uk/RGF> The Regional Growth Fund (RGF) is a £1.4bn fund operating across England from 2011 to 2014. It supports projects and programmes that lever private sector investment creating economic growth and sustainable employment. It aims particularly to help those areas and communities currently dependent on the public sector to make the transition to sustainable private sector-led growth and prosperity.



### **Submission of Planning Applications**

- 8.3 Notwithstanding that the Borough Council will be considering the use of simplified planning measures there will be a number of instances where a planning application will still be required, which are not covered by such measures as a Local Development Order<sup>95</sup>. The supporting documents required to accompany a planning application can be viewed on the Council's website as part of the 'Local List' of documents<sup>96</sup>. The level of detail required will be dependent on the type of application.
- 8.4 Proposals will need to be supported by a number of evidence studies which demonstrate the various impacts of the scheme and how these can be mitigated. Much work has already been undertaken by SEEDA, which has helped inform this SPD, and consequently is available to use as baseline material by the applicant to inform their own detailed proposals. A list of links is included in Appendix 2.
- 8.5 The requirement for an Environmental Impact Assessment (EIA) should be determined at the pre-planning application stage in accordance with the appropriate regulations and supporting Government guidance.
- 8.6 Key studies required to support all major applications for development include:
- a transport assessment;
  - ecology assessment;
  - assessments of contamination, noise and other pollution issues
  - an assessment of how proposals relate to the operation of the airfield
  - flood risk assessment
  - townscape/landscape appraisal
  - details of an archaeological watching brief
- 8.7 Consideration will need to be given to the requirements of the 2010 Habitats Regulations and the need to provide sufficient information in order that the Council can undertake a Habitats Regulations Assessment, where appropriate. The ecological assessment will need to include an avoidance and mitigation strategy (where it has been demonstrated to be necessary), green infrastructure provision and biodiversity enhancements. The flood risk assessment will need to provide information regarding the surface and drainage infrastructure requirements;
- 8.8 An Outline application for Daedalus will require at least the following information:
- quantum of development;
  - indicative layouts, land uses, built form with areas or units of development identified;
  - a phased programme with likely implementation arrangements;
  - off-site highway and infrastructure works;
  - on-site highways, cycleways, footpaths and design of points of access into the site<sup>97</sup>;
  - a travel plan;
  - an ecological assessment;
  - a landscape appraisal and proposals;
  - sufficient detail regarding the treatment of the Listed Buildings and their setting and how the proposals will protect and enhance the Conservation Area and its setting;

<sup>95</sup>LDOs can not be used in areas which include Listed Buildings or their setting; or for development which could have a significant effect on a European site. In such cases a planning application would be necessary in order to consider the principle and detailed nature of development.

<sup>96</sup> <http://www.gosport.gov.uk/sections/your-council/council-services/planning-section/applying-for-planning-permission/>

<sup>97</sup> This should be indicative unless the developer is seeking specific approval of access and layout under the Outline Application

- a management and maintenance strategy for the site.

8.9 Further studies may be required by the Borough Council in the light of the details of a particular application and how it relates to the relevant development management policies (including the 'saved' policies of the Local Plan Review).

### **Phasing**

8.10 Both Gosport and Fareham Borough Councils will aim to ensure that development at Daedalus is not undertaken on a piecemeal basis and that all development will be required to have regard to the comprehensive development of the whole site. The overall timescale to develop the site will extend over a number of years and it is anticipated that some parts of the site will be developed sooner than others.

8.11 It will be necessary for developers, in agreement with the Borough Council, to agree a phasing programme which accords with the following principles:

- Daedalus will be developed in a comprehensive way where the development of one part of the site does not prejudice the successful development of another part of the site (as required by R/DP1).
- The priority phasing areas will be:
  - identified employment areas in order to maximise job opportunities; and
  - development within the Conservation Area including the re-use of historic buildings to prevent further deterioration of the quality of these buildings.
- The infrastructure will be phased in accordance with an agreed trigger list in relation to a specified level of development.

8.12 It is considered that a set of principles rather than a prescribed phasing plan will allow developers flexibility of developing parts of the site which suits the end-users.

8.13 Certain mitigation measures and infrastructure requirements may need to be undertaken before works commence, whilst other measures may be required at each individual phase. The timing will largely be determined by the findings of the various supporting studies which accompany the planning application. For example, the requirement for, and phasing of, access provisions and off-site transport infrastructure should be determined by the Transport Assessment to the satisfaction of Gosport Borough Council in liaison with the Highway Authority in order to meet the needs of the development and mitigate impacts upon the existing transport network.

8.14 Phasing of development should ensure that retained premises can continue to operate during the course of development. The phasing of construction will need to minimise the impact on existing businesses and adjoining landowners. Routeing agreements will be considered to minimise the impact of construction traffic on the surrounding area and existing occupied properties.

8.15 Phasing of demolition will be sought to maximise the reuse of material arising on site and minimise the need to transport material off site<sup>98</sup>

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<sup>98</sup> In accordance with the Site Waste Management Regulations 2008

**Planning Obligations**

- 8.16 In line with the latest Government advice<sup>99</sup> and in accordance with local planning policy, any development which requires a planning application will be expected to provide facilities both on and off site to serve the proposed development. Where such requirements can not adequately be secured by a condition on a planning permission the Council will seek a Section 106 Agreement to deliver the required facilities. Such requirements<sup>100</sup> include:
- transport measures/contributions;
  - open space, green infrastructure provision/ contributions and on-going management;
  - affordable housing;
  - education contributions;
  - training requirements;
  - community facilities; and
  - other requirements as part of the detailed planning application process.
- 8.17 It is likely that future funding arrangements for infrastructure and facilities required for new development will be secured through the Government's proposed new Community Infrastructure Levy (CIL)<sup>101</sup>. Consequently once the Council has its local arrangement adopted, development at Daedalus will need to be in accordance with these arrangements.

**Other funding mechanisms**

- 8.18 Due to the strategic importance of the Daedalus site there may be opportunities for developers, local authorities and/or other organisations to access particular funding mechanisms in order to enable development to take place on this site. This could include the Regional Growth Fund, the use of Tax Increment Finance powers, and or the provisions of the New Homes Bonus<sup>102</sup>

**Viability/Enabling Development**

- 8.19 In order to attract new investment to the area, and to ensure successful implementation of the vision, it is important that the site attracts commercially viable development opportunities.
- 8.20 The assessment of viability will be an ongoing process, and will need to be reviewed and refined as detailed proposals are brought forward. It must take account of employment, residential and other uses of the entire development site. In the exceptional cases where the developer is proposing a higher element of housing than the remaining allocation of 352 dwellings it will be necessary to undertake a viability assessment. This must be able to demonstrate that the proposed level is required in order to make the site viable and deliver the Council's key employment objectives for the site with an emphasis on high quality jobs particularly those within the aviation, marine and high-technology sectors. The assessment will need to be transparent and be subjected to independent scrutiny. The Borough Council will require an 'open book' approach regarding the proposed quantum of residential units and a robust justification relating to the economic benefits of the scheme.

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<sup>99</sup> Circular 05/05 or replacement documents

<sup>100</sup> Further details included in the relevant section of the SPD

<sup>101</sup> As at January 2010, the Government's latest consultation on the Community Infrastructure Levy are available to view <http://www.communities.gov.uk/publications/planningandbuilding/communityinfrastructurelevy1>

<sup>102</sup> further details are contained within the Government's White Paper- *Local Growth-Realising Every Place's Potential* (HM Government 28 October 2010)

**On-going Maintenance**

8.21 The long term management of the site infrastructure will need to be fully considered including:

- Energy provision;
- Utilities provision;
- Waste management and recycling;
- Surface water drainage;
- Management of open space and landscaping
- Highways (if not adopted);
- Management of community facilities; and
- Maintenance of historically important buildings

DRAFT

# Daedalus SPD:

## Appendices

Gosport Borough Council

September 2011

## Appendix 1: Consultation to Date

### **Daedalus SPD: Consultation Draft (24<sup>th</sup> January to 4<sup>th</sup> March 2011)**

The Borough Council conducted significant consultation in relation to the Daedalus SPD: Consultation Draft and the accompanying Habitat Regulation Assessment: Screening Report. This included:

- letters to 136 organisations and individuals in its contact database who had expressed an interest on LDF matters generally and Daedalus specifically;
- statutory notice in local press;
- two press releases (one relating specifically to the consultation draft the other to the public meeting which resulted in articles in the Portsmouth News and the BBC website;
- radio interview with Councillor Lane promoting the consultation document;
- public exhibition for the six week period in Lee-on-the-Library, Gosport Discovery centre and the Planning Reception area in the Borough council Town Hall. Each exhibition included:
  - display boards;
  - summary leaflets;
  - comments form which could be posted in a box at each exhibition (this generated significant responses)
  - staffed sessions attended by GBC planning officers to deal with queries( these were advertised in leaflets and on exhibition boards)
- public meeting held at St Faith's Church , Lee-on-the Solent 17<sup>th</sup> February at 7pm. This was attended by around 200 people.

The Council received 110 responses from a variety of organisations as well as local residents. Each representation has been summarised and considered by officers to inform the final version of the SPD.

### **SEEDA's Consultation**

To date a significant amount of consultation has been undertaken by Groundwork Solent on behalf of SEEDA in accordance with a consultation strategy (March 2007)<sup>103</sup>. Each phase has resulted in significant public interest with high level of attendances at public exhibitions.

Since Spring 2007 there have been several phases of consultation which have included workshops; exhibitions; meetings with resident groups, schools, business forums and support agencies; regular updates on a dedicated Daedalus website; and the circulation of newsletters. Each stage of consultation is set out below. The results of all these phases are included on SEEDA's website<sup>104</sup>

- Phase 1 Community Consultation (June 2007): A questionnaire was sent to local residents. 5,187 responses received (26% return rate). Questions related to uses residents would like to see on the site.
- Phase 2 Community Consultation (September 2007): Included a number of workshops on a range of topics including transport, heritage, leisure, employment and greenspace. Representatives from a number of strategic bodies and the local community attended and participated in various mapping exercises.

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<sup>103</sup> <http://www.daedalus-seeda.co.uk/site/seeda/publications--documents/publications--documents?LanguageId=0>

<sup>104</sup> <http://www.daedalus-seeda.co.uk/site/seeda/publications--documents/publications--documents?LanguageId=0>



- Business Consultation Phases 1 and 2 (October 2007): Phase 1 consisted of letters being sent to a large number of businesses to ascertain views on future proposals on Daedalus and developer interest. Phase 2 included one to one meeting with various business support agencies.
- Phase 3 Community Consultation (December 2007): Five initial masterplan concepts were presented to the public, businesses and other organisations as part of a public exhibition in Lee-on-the-Solent. 819 people attended.
- Phase 4 Community Consultation (December 2008): A draft Visionary Framework was made available through a public exhibition to gain the views of the local community. 750 people attended with 160 comments forms completed. Formal consultation also took place with Gosport and Fareham Borough Councils.
- Phase 5 (2010): SEEDA's Daedalus Masterplan Proposals which has been made available on-line during 2010 for general comment.

In March, SEEDA have held an exhibition to inform local residents of their proposals contained in the forthcoming planning application.

### **Other relevant Gosport Borough Council consultation.**

To date the Borough Council's consultation in relation to proposals at Daedalus has been linked with the wider planning policy function of the Borough Council, particularly in relation to the emerging Core Strategy. Consultation has been carried out in accordance with the Council's Statement of Community Involvement (2007)<sup>105</sup>. Key phases to date include:

- Making Your Mark (December 2006)- a joint Borough Council Planning Policy and Gosport Partnership public event. The event in Gosport town centre was well attended by the public in which attitudes to a number of issues were explored including future development in the Borough. The aim was to inform the emerging Core Strategy and Community Strategy.
- Gosport Core Strategy: Issues and Options (Jan/Feb 2007)- linked to the Making Your Mark event, this stage involved consultation with residents, businesses, statutory and non-statutory organisations via letters, website and public exhibition.
- Gosport Core Strategy: Preferred Option (Oct-Dec 2009) - this document included proposals relating to Daedalus. The public were invited to make representations on the document. The Council received a number of detailed comments relating to Daedalus which have informed the emerging Core Strategy and Daedalus SPD.

This consultation draft of the Daedalus SPD will be the main opportunity for interested parties to comment on the Council's planning policy framework for the Daedalus site. The SPD will be subject to six weeks consultation, including a public exhibition. Representations will be reported to the relevant Board with the appropriate changes made to the SPD where necessary before it is formally adopted by the Borough Council.

### **Fareham Borough Council**

Similarly Fareham Borough Council's (FBC) consultation in relation to Daedalus has been in connection with its emerging Core Strategy<sup>106</sup>.

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<sup>105</sup> <http://www.gosport.gov.uk/ldf-sci/>

<sup>106</sup> <http://www.fareham.gov.uk/council/departments/planning/ldf/cssreport.asp>

## Appendix 2: List of Background Papers

ARUP (March 2009) - Daedalus Economic Scoping Report

<http://www.daedalus-seeda.co.uk/site/seeda/publications--documents/publications--documents?LanguageId=0>

Capita Symonds (January 2009) - Daedalus Ecological Appraisal

DLO/ESG (January 2007) – HMS Daedalus- Phase II and III Explosive Ordnance Risk Assessment

Drivers Jonas (July 2009) - Environmental Assessment Scoping Report for Daedalus, Lee-on-the-Solent Supplementary Planning Documents

The following topic papers have been included in the Environmental Assessment

■ Socio-economics (employment, population & community, education);	■ Ecology & nature conservation;
■ Recreation & leisure;	■ Transport & traffic;
■ Local air quality;	■ Noise;
■ Cultural heritage & archaeology;	■ Landscape & visual impact;
■ Waste;	■ Ground conditions;
■ Water resources & flood risk assessment (FRA);	

Entec UK Ltd (May 2007) - HMS Daedalus Land Quality Assessment:

- Phase 2 Site Investigation DE Project 05002, Final Land Quality Assessment Report;
- Radiological Survey Report DE Project 05002, Final Land Quality Assessment Report;
- Phase Two: Radiological Survey Report DE Project 05002, Final Technical Note - Remediation Proposal;
- Phase Two: Intrusive Investigation DE Project 05002, Final Technical Note.

Forum Heritage/ Terence O'Rourke (October 2007) - Historic Environment Baseline Report for Daedalus, Lee-on-the-Solent

<http://www.daedalus-seeda.co.uk/site/seeda/publications--documents/publications--documents?LanguageId=0>

GBC (May 2006) - Gosport Borough Local Plan Review accompanied with list of 'saved' policies outlined in the Direction under Paragraph 1(3) of Schedule 8 to the Planning and Compulsory Purchase Act 2004 (GOSE May 2009).

<http://www.gosport.gov.uk/sections/your-council/council-services/planning-section/local-plan-review/>

GBC (March 2007) - Daedalus Conservation Area Appraisal.

<http://www.gosport.gov.uk/sections/your-council/council-services/planning-section/conservation/conservation-areas/area-appraisals/>

GBC (May 2007) - Marine Parade Area of Special Character - Supplementary Planning Document.

<http://www.gosport.gov.uk/sections/your-council/council-services/planning-section/local-development-framework/supplementary-planning-documents/marine-parade-spd/>

GBC (July 2007) - Statement of Community Involvement

<http://www.gosport.gov.uk/ldf-sci/>

GBC (September 2009) - Gosport Core Strategy: Preferred Options

<http://www.gosport.gov.uk/sections/your-council/council-services/planning-section/local-development-framework/core-strategy/>

HCC (Feb 2011) : The Third Local Transport 2011-2031 (LTP3)

<http://www3.hants.gov.uk/hampshire-transport/local-transport-plan.htm>

HCC, Portsmouth City Council and Southampton City Council (1998) - Hampshire, Portsmouth and Southampton Minerals and Waste Local Plan

<http://www3.hants.gov.uk/planning/mineralsandwaste/planning-policy/documents-2/other-documents/local-plan.htm>

HCC, New Forest National Park Authority, Portsmouth City Council, Southampton City Council (2007) - Hampshire, Portsmouth, Southampton and New Forest National Park Minerals and Waste Core Strategy

[http://www.newforestnpa.gov.uk/core\\_strategy](http://www.newforestnpa.gov.uk/core_strategy)

HGP (2010) – Conservation Area Management Plan

Mott MacDonald (February 2011) Airfield and Safeguarding Study

MVA Consultancy (October 2007) - Designing the Future at Daedalus: Transport Baseline Report-Final.

<http://www.daedalus-seeda.co.uk/site/seeda/publications--documents/publications--documents?LanguageId=0>

PUSH (December 2005) - South Hampshire Sub-Regional Strategy- Final Advice to SEERA

<http://www.push.gov.uk/partnership/background/content-advice-to-seera.htm>

PUSH (January 2008) –Strategic Flood Risk Assessment undertaken on behalf of the Authorities for the Partnership for Urban South Hampshire

[www.gosport.gov.uk/sfra](http://www.gosport.gov.uk/sfra)

PUSH (March 2009) – PUSH Sustainability Policy Framework

<http://www.push.gov.uk/work/sustainability-and-social-infrastructure/sustainability-policy-framework.htm>

SEEDA (January 2009) - Daedalus Visionary Framework

<http://www.daedalus-seeda.co.uk/site/seeda/publications--documents/publications--documents?LanguageId=0>

Terence O'Rourke (June 2007) -Urban Design- Baseline Report

<http://www.daedalus-seeda.co.uk/site/seeda/publications--documents/publications--documents?LanguageId=0>

Terence O'Rourke (September 2007) - Landscape Appraisal- Baseline Report

<http://www.daedalus-seeda.co.uk/site/seeda/publications--documents/publications--documents?LanguageId=0>

UE Associates (September 2009) - Habitat Regulation Assessment of the Gosport Borough Council Core Strategy: A Screening Report

<http://www.gosport.gov.uk/cs-hra>

York Aviation (April 2011) Daedalus-The Aviation Study

### Appendix 3: Summary of National Government Guidance relevant to the Daedalus Site used in the preparation of the SPD (as at September 2011)

Planning Policy Statement/ Guidance	Key Elements of the PPS/PPG relevant to Daedalus
PPS1: Delivering Sustainable Development	<p>Sustainable development is the core principle underpinning planning. It encourages the promotion of inclusive urban development. It also states that local planning authorities (lpa) should aim to achieve sustainable development through the following measures:</p> <ul style="list-style-type: none"> <li>• Making suitable land available for development in line with economic, social and environmental objectives to improve people's quality of life;</li> <li>• Protecting and enhancing the natural and historic environment, the quality and character of the countryside, and existing communities;</li> <li>• Ensuring high quality development through good and inclusive design, and the efficient use of resources;</li> <li>• Ensuring that development supports existing communities and contributes to the creation of safe, sustainable, liveable and mixed communities with good access to jobs and key services for all members of the community; and</li> <li>• Providing improved access for all to jobs, health, education, shops, leisure and community facilities, open space, sport and recreation, by ensuring that new development is located where everyone can access services or facilities on foot, bicycle or public transport rather than having to rely on access by car.</li> </ul> <p>The Government encourages development on previously developed land.</p>
PPS1: Planning and Climate Change Supplement	<p>Tackling climate change is a key Government priority for the planning system. Developers should consider how well their proposals contribute to a low-carbon economy and how well adapted they are for the expected effects of climate change. Local authorities should ensure:</p> <ul style="list-style-type: none"> <li>• that the proposed provision of new development, its spatial distribution, location and design be planned to limit carbon dioxide emissions;</li> <li>• new development be planned to make good use for opportunities for decentralised and renewable or low carbon energy; and</li> <li>• new development be planned to minimize future vulnerability in a changing climate.,.</li> </ul>
PPS 3: Housing	<p>Housing development should be in suitable locations which offer a good range of community facilities and with good access to jobs, key services and infrastructure.</p> <p>It encourages developers and local authorities to develop a shared vision with their local communities of the type(s) of residential environments they wish to see and develop design policies that set out the quality of development that will be expected for the local area.</p>
PPS4: Planning for Prosperous Economies	<p>Economic development includes development within the B Uses classes, public and community uses and main town centre uses. PPS4 aims to achieve sustainable economic growth and deliver more sustainable patterns of development including reducing the need to travel, and promoting vitality and viability of town and other centres.</p> <p>Policy EC10 states that proposals for economic development should be assessed against the following considerations:</p> <ul style="list-style-type: none"> <li>• whether the proposal has been planned over the lifetime of the development to limit carbon emissions and minimise vulnerability and provide resilience to, climate change;</li> <li>• the accessibility of the proposal by a choice of means of transport including walking, cycling, public transport and the car; as well as the effect on local traffic levels and congestion after public transport and traffic management measures have been secured;</li> </ul>

	<ul style="list-style-type: none"> <li>• whether the proposal secures a high quality and inclusive design which takes opportunities for improving the character and quality of the area and the way it functions;</li> <li>• the impact on economic and physical regeneration in the area including the impact on deprived areas and social inclusion objectives;</li> <li>• the impact on local employment.</li> </ul> <p>Policies EC15-17 relates to town centre uses that are not in a centre and not in accordance with an up to date development plan.</p>
PPS5: Planning for the Historic Environment	<p>The Government's overarching aim is that the historic environment and its heritage assets should be conserved and enjoyed for the quality of life they bring to this and future generations. To preserve such assets it will be necessary to understand the significance of the asset and that they are put to an appropriate and viable use that is consistent with their conservation.</p> <p>Policy HE1 relates to heritage assets and climate change and recognises that where appropriate modifications should be made to historic assets so as to reduce carbon emissions and secure sustainable development.</p> <p>Policy HE6 relates to the information requirements for consent affecting heritage assets. The level of detail should be proportionate to its importance.</p> <p>Policy HE7-HE10 outlines principles for determining applications including the need to ensure the protection of historic assets and their setting. These policies set out detail on the various elements that need to be considered when determining an application which potentially affects a historic asset.</p> <p>Policy HE11 relates to enabling development. This is where local planning authorities assess whether the benefits of an application for enabling development to secure the future conservation of a heritage asset outweigh the disbenefits of departing from the development plan.</p>
PPS7: Sustainable development in Rural Areas	<p>The guidance seeks to protect the countryside for the sake of its intrinsic character and beauty and where possible enhance the quality and character of the wider countryside.</p>
PPS9: Biodiversity and Geological Conservation	<p>Any proposal will need to have regard to maintaining and enhancing the biodiversity value of a site. In taking decisions local planning authorities should ensure that appropriate weight is attached to designated areas of international, national and local importance and protected species. Planning authorities should refuse permission where harm to the species or their habitats would result from development unless the need of, and benefits of, development clearly outweigh the harm.</p>
PPS10: Sustainable Waste Management	<p>Encourages sustainable waste management through considering waste as a resource. New developments should be supported by a Site Waste Management Plan. PPS10 promotes good design and layout in developments to secure opportunities for sustainable waste management without creating adverse impacts on the street scene.</p>
PPG13: Transport	<p>It promotes more sustainable methods of transport, promote accessibility to jobs, shopping, leisure facilities and services by public transport, walking and cycling and reduce the need to travel, especially by car. PPG13 introduced maximum parking standards and obligated all highway and planning authorities to adopt maximum vehicle parking standards.</p>
PPG17: Open Space, Sport and Recreation	<p>Sets out guidance in relation to the provision of adequate open space and sporting facilities for the local community.</p>
PPG20: Coastal Planning	<p>The site is adjacent to the Solent coast. PPG20 states that public access to the coast should be a basic principle unless it can be demonstrated that this is damaging to nature conservation interests or impractical (Para 3.9).</p>
PPS22:	<p>One of the Government's key objectives is to reduce carbon emissions through</p>

Renewable Energy	the use of renewable energy.
PPS23: Planning and Pollution Control	Any consideration of the quality of land, air or water and potential impacts arising from development, possibly leading to an impact on health, is capable of being a material planning consideration. Local planning authorities have an important role in encouraging the sustainable re-use of land whilst preventing harmful development and mitigating the impact of potentially polluting developments. Further details are contained in PPS23 Annex 1: Pollution Control, Air and Water Quality.
PPG24: Planning and Noise	It provides guidance when determining planning applications both for noise sensitive developments (including residential development) and for those activities which will generate noise (including transport and industrial).
PPS25: Development and Flood Risk	The broad aim of PPS25 is to minimise the number of people and properties at risk from flooding. To achieve that aim, planning authorities are required to ensure that flood risk both to and from a proposed development is properly assessed during the initial planning stages.



## Appendix 4: Gosport Borough Local Plan Review Saved Policies

Please refer to the relevant policy for full details. See [www.gosport.gov.uk/localplanreview](http://www.gosport.gov.uk/localplanreview).

GBLPR Policy	Policy Title	Comment in relation to Daedalus
R/DP1	General Standards of Development within the Urban Area	This is the key overarching policy for dealing with planning applications for the Daedalus site in Gosport and includes a list of key considerations including design, amenities, and the protection and enhancement of important natural and built features. It aims to ensure contamination and flood risk issues are fully considered and that there is sufficient infrastructure. It requires that any new scheme does not prejudice the comprehensive development of adjoining land.
R/DP3	Provision of Infrastructure, Services and Facilities	Aims to ensure that sufficient infrastructure, services and facilities are available to serve the site including the need to take account of the cumulative impact of development.
R/DP4	Mixed-Use Developments	<b>Identifies Daedalus as a mixed use site and is the key policy which links the SPD to the Development Plan</b>
R/DP9	Outdoor Advertisements	Will be used in relation to any outdoor advertisements proposed on the Daedalus site.
R/DP10	Marine Parade Area of Special Character	The Marine Parade Area of Special Character runs along Lee seafront in front of the Daedalus site. The design of new buildings will need to consider the character of Marine Parade, which is supported by its own SPD.
R/T1	Land Use and Transport	Aims to ensure that developments are served by a choice of transport modes and consequently the operation of efficient public transport will be permitted.
R/T2	New Development	Permits development proposals that are likely to generate significant levels of travel demand such as Daedalus provided that: it is convenient for public transport; accessible to pedestrians and cyclists; any new or improved road access and traffic generated, does not have any unacceptable environmental implications, nor interfere with the safety, function and capacity of the road network; and a travel plan is provided. It requires transport assessments to be submitted alongside planning applications.
R/T3	Internal Layout of Sites	Requires that the internal layout of the site (amongst other things) is safe and convenient for pedestrians and cyclists, provision is made for buses, provision is made for vehicles to park, manoeuvre, and load and unload in a convenient manner.
R/T4	Off-Site Transport Infrastructure	Requires development contributions to be made for off-site transport infrastructure which is directly related in scale and kind to the proposed development.
R/T6	Improvements to Public Transport	Encourages the improvements to public transport including bus corridors and bus priority measures.
R/T8	New Roads Safeguarding of Proposed Routes	Safeguards two road routes. One is the Cherque Farm link road which has recently opened and has improved accessibility to Daedalus from the south. The other is the proposed Newgate Lane Improvement Scheme which has significant potential to improve access to Daedalus from the north.
R/T9	Cycleways and Footpaths	Encourages the improvement and extension of footways and cycleways.
R/T10	Traffic Management	Recognises the importance of traffic management measures to accommodate traffic generated by the development.
R/T11	Access and Parking	Requires appropriate provision is made for vehicles including people with disabilities.

R/H3	Major Housing Proposals as Part of a Mixed-Use Development	Allocates 500 dwellings at Daedalus as part of a mixed use site. Identifies that 300 dwellings already had planning permission for Married Quarters (as at 1/5/05) and that 200 dwellings were outstanding as part of the allocation.
R/H4	Housing Densities Type and Size	Recognises the potential of higher density housing development in locations close to a District Centre such as Lee-on-the-Solent centre. Also recognises the need to provide a mix of dwellings sizes and types.
R/H5	Affordable Housing	Seeks the provision of 40% affordable housing.
R/H8	Accommodation for the Elderly	May be applicable if existing buildings on the site are used to accommodate elderly residents including the potential for residential institutions. Such conversions need to be compatible with the building and not affect the amenities of adjoining residents.
R/H9	Lifetime Homes	Encourages the provision of lifetime homes.
R/EMP2	Land Allocated for Employment Use as Part of Mixed-Use Development	Allocates Daedalus for employment use as part of a mixed-use site.
R/EMP4	Marine Related Employment	Encourages marine-related employment, which is of particular relevance to Daedalus.
R/EMP7	Low Employment Generating Uses	Aims to maximise the employment potential of sites in Gosport by limiting low-employment generating uses.
R/S2	Location of Additional Shopping & Leisure Floorspace	Sets out the criteria for ensuring shopping and leisure development does not affect the vitality and viability of existing defined centres such as Lee-on-the-Solent District Centre. Needs to be read together with the latest government guidance on retail tests.
R/S10	Protection of Commercial and Leisure Uses in the Marine Parade Area of Special Character	Aims to protect existing commercial and leisure uses on Marine Parade to help attract visitors to Lee-on-the-Solent.
R/CF1	New or Improved Community and Health Facilities	Would enable the provision of new community and health facilities to be located at the Daedalus site.
R/CF3	Provision of Community Facilities on Major Housing Development	Aims to ensure that new residential development is served by appropriate community facilities.
R/CF5	Development of Childcare and Day Care Facilities	If such facilities are proposed at Daedalus they will need to be easily accessible and not have a significant impact on the amenities of local residents.
R/CF6	Provision of Educational Facilities	Aims to ensure development proposals of 10 or more dwellings make appropriate provision for educational facilities. The requirement of a development contribution will be considered following discussions with Hampshire County Council as the local education authority.
R/CF7	Land for the provision of Additional Educational Establishments	Land in the northern part of the Alver Valley (which is close to the Daedalus site) is no longer required for education purposes.
R/CF8	Provision of Built Leisure Facilities	Sets out criteria for the provision of built leisure facilities which may be applicable for the Daedalus site.
R/CF11	Improvement or Development of Tourist Accommodation and Conference Facilities	Encourages the use of tourist accommodation and conference facilities, which may be applicable for the Daedalus site.

R/BH1	Development in Conservation Areas	Part of the Daedalus site is within the Daedalus Conservation Area and consequently proposals will need to accord with the criteria set out in this policy.
R/BH2	Demolition in Conservation Areas	Sets out the criteria which needs to be considered if it is proposed to demolish a building in the Conservation Area
R/BH3	Development Affecting Listed Buildings	There are listed buildings on the site and consequently this policy sets out the criteria relating to their alteration, change of use or a change to their setting.
R/BH4	Demolition of a Listed Building	It is not anticipated that any of the listed buildings will need to be demolished and consequently this policy is not considered applicable.
R/BH5	The Local List	There are currently no local listed buildings on the site.
R/BH6	Registered Historic Parks and Gardens	None on Daedalus
R/BH7	Parks and Gardens of Local Historic Interest	None on Daedalus
R/BH8	Archaeology and Ancient Monuments	Sets out the requirements relating to any archaeology found on the site.
R/OS1	Development Outside of the Urban Areas	Aims to restrict development outside of the urban area boundary except for appropriate recreational use and development essential to the operation requirements of public and other essential services. A relatively small part of the Daedalus site within Gosport is outside of the Urban Area. Permission has been granted for the Maritime and Coastguard Agency's new headquarters and the new Driving Test Centre as these have been considered an appropriate use on this site.
R/OS2	Strategic Gaps	Aims to prevent development that would physically and/or visually diminish the Stubbington/Lee-on-the-Solent and Fareham/Gosport Strategic Gaps. The Gap covers most of the area of Daedalus within Fareham Borough to the north as well as a relatively small area within Gosport between the built-up area and the airfield.
R/OS3	Urban Gaps	Not applicable.
R/OS4	Protection of Existing Open Space	No parts of the Daedalus site is currently protected open space.
R/OS5	New Open Space Provision	Enables the provision of new open spaces within Gosport if considered appropriate.
R/OS6	Recreation Allocation in the Alver Valley	The proposed Country Park in Gosport will be of significant benefits to residents and workers at Daedalus. Could potentially help attract investment to the site.
R/OS8	Recreational Space for New Residential Developments	Sets out the open space requirements for new residential developments.
R/OS9	Allotment Gardens	Protects allotment land including the area immediately to the east of the site (adjacent the married quarters area).
R/OS11	Protection of Areas of National Nature Conservation Importance	<p>Aims to protect nationally important biodiversity and geological sites. Lee beach is a Site of Significant Scientific Interest due to geological reasons, particularly bird fossils.</p> <p>The area just to the west (within FBC area) is a SSSI for its bird habitats and is of internationally important as part of the Solent and Southampton Water Special Protection Area and Ramsar Site (see the Habitats Regulations for key policy considerations). The Local Plan Review details other SPA, Ramsar and SSSI sites in the area.</p>

R/OS12	Locally Designated Areas of Nature Conservation Importance	Aims to protect locally important sites. None are present on Daedalus. The Local Plan Review details the local designated Sites of Importance for Nature Conservation (SINCs) in the Borough.
R/OS13	Protection of Habitats Supporting Protected Species	Aims to protect important habitats and sets out the requirements to safeguard such habitats.
R/OS14	Biodiversity Action Plans	Aims to ensure that opportunities are taken to promote biodiversity on sites in accordance with the National and Hampshire Biodiversity Action Plans.
R/CH1	Development within the Coastal Zone	The Daedalus site is adjacent the Coastal Zone. Proposals should aim to preserve or enhance the coastal environment.
R/CH2	Pedestrian Access Along the Coast	Proposals should not result in the loss of existing public access to the coast and should improve public access to the shore where practical and appropriate. This is of particular relevance in relation to proposals relating to the slipway.
R/CH3	Reclamation and Dredging	May be applicable for proposals in association with the slipway
R/CH4	Marina Development	Aims to restrict marina development in Portsmouth Harbour due to capacity considerations not the Solent itself.
R/CH5	Moorings	Aims to ensure additional moorings have adequate on-shore facilities, have no detrimental impact on areas of nature conservation value, that the distinctive landscape of the coastline is safeguarded and that design incorporates the appropriate consideration of flood defences.
R/ENV2	River and Groundwater Protection	Aims to ensure development proposals will not have an adverse effect on the quality of surface, ground or coastal water quality.
R/ENV3	Water Resources	Aims to ensure the necessary water resources are available to serve the development. When they are deficient development proposals should be phased to safeguard the environmental qualities of the area. Measures should be included to minimise the use of water.
R/ENV4	Treatment of Foul Sewage and Disposal of Surface Water	Aims to ensure the use of sustainable drainage systems where practical and that sewerage, sewage disposal facilities and surface water drainage capacity is adequate to serve the development.
R/ENV5	Contaminated Land	Aims to ensure that on sites such as Daedalus that a site assessment of contamination is submitted. It sets out a number of requirements to treat, contain or control any contaminants.
R/ENV7	Hazardous Substances	Is only of relevance if there are any proposals to use, move or store hazardous waste on the site.
R/ENV8	Development within the Proximity of Hazardous Substances	Is only of relevance if there are any proposals to use, move or store hazardous waste on the site.
R/ENV9	Safeguarded Areas	Proposals will need to consider any constraints to development (e.g. building heights) in relation to the safeguarding area associated with the Daedalus airfield.
R/ENV10	Noise Pollution	States those development proposals which are noise sensitive will not be permitted if the users would be affected by noise from existing or proposed noise generating uses.  Noise generating proposals will not be permitted if they would be liable to increase adversely the noise experienced by the users of existing or proposed neighbouring noise sensitive development.
R/ENV11	Minimising Light Pollution	Will permit external lighting if there are no significant adverse impacts from light pollution on the environment or on residential amenity.
R/ENV12	Air Quality	Aims to restrict development if it would lead to the National

		Air Quality standards or objectives being exceeded.
R/ENV13	Telecommunications	Will be of relevance if there are any proposals for such development on the Daedalus site. Policy sets a number of criteria for such proposals. It will also be necessary to have regard to the operations of the airfield.
R/ENV14	Energy Conservation	Aims to encourage measure which conserve energy and reduce the use of other resources (water, materials).
R/ENV15	Renewable Energy	Aims to seek renewable energy provided it does not have an adverse affect on other consideration such as built heritage, landscape and ecology.



## Appendix 5: Recent Planning History<sup>107</sup>

Planning Reference	Description	Borough Council Decision	Decision Date
K.15520	Circular 18/84 Consultation - Use of land and existing buildings for open storage and industrial use (Class B1/B2 and B8) (Conservation Area)	Withdrawn	
K.15520/1	Use of land and existing buildings for open storage and industrial use (Class B1/B2 and B8) (Conservation Area)	Grant Permission	21/06/2000
K.15520/2	Renewal of temporary consent - Use of land and existing buildings for open storage and industrial uses (Class B1/B2 & B8) (Conservation Area) (as amended by letter dated 12.02.02)	Grant Temporary Consent	14/03/2002
K.15520/3	Circular 18/84 Consultation - Demolition of buildings (nos. 52, 59, 70, 85, 127 and 129) (part in Conservation Area) (as amended by letter dated 15.3.05)	Raise No Objection	16/03/2005
K.15520/4	Circular 18/84 Consultation - Demolition of buildings (nos. 103-105) (Conservation Area) (as amplified by email dated 12.09.05)	Raise No Objection	15/09/2005
K.15520/5	Circular 18/84 Consultation - Demolition of building no. 167 (Conservation Area) (as amplified by email dated 12.09.05)	Raise No Objection	22/09/2005
K.15520/6	Extension of temporary consent (K.15520/2) from July 2007 to December 2010 - Use of land and existing buildings for open storage and industrial use (Class B1/B2 and B8) (Conservation Area)	Grant Temporary Consent	15/12/2005
K.15520/7	Circular 18/84 Consultation - Demolition of buildings (nos. 123-126) (Conservation Area)	Raise No Objection	16/12/2005
K.15857	Outline Application - Erection of 300 units to provide officers and other ranks married quarters: phase 1 to comprise 148 units and phase 2 to comprise 152 units (area 6) (as amended by plans received 12.07.02 **)	Grant Outline Consent	26/10/2004
K.15857/1	Circular 18/84 Consultation - Erection of 300no. officers married quarters (area 6) (as amended by plans received 12.07.02 and 28.01.03)	Withdrawn	
K.15857/2	Details pursuant to K.15857 - Erection of 148 no. officers and other ranks married quarters (phase 1) (as amplified and amended by letters dated 16.12.04, 04.01.05 and 20.01.05 and by plans received 05.01.05, 21.01.05 and 24.01.05)	Grant Permission	04/02/2005
K.15857/3	Installation of foul pumping station and 1.8 metre high perimeter fencing	Grant Permission	31/05/2005
K.15857/4	Renewal of planning permission to extend the time limit for implementation of phase 2 - outline application - erection of 300 units to provide officers and other rank married quarters: phase 1 to comprise 148 units and phase 2 to comprise 152 units (area 6) (as amended by plans received 12.07.02 and 28.01.03 and amended and amplified by letters dated 09.07.02., 29.07.02, 11.12.02 and 24.01.03)	Refused	21/02/11
K.16180	Erection of 18 metre high lightweight lattice telecommunications tower, 6 antenna, 2 microwave dishes and equipment cabinets (as amended by plans received 18.10.02)	Grant Permission	07/11/2002

<sup>107</sup> As at 31<sup>st</sup> March 2011

K.16797	Erection of 18 metre high lattice telecommunications mast, 3 antenna, 2 dish aerals (max. height 20M) and equipment cabinets	Grant Permission	17/12/2004
K.16810	Erection of 20 metre high telecommunications tower, 3 antenna, 2 dish aerals and equipments cabinets	Grant Permission	17/12/2004
K.16914	Circular 18/84 Consultation - Erection of new search and rescue facility to include helicopter hanger, associated buildings and airfield fencing (as amplified by letters dated 05.05.05 and 11.05.05 and plan received 06.05.05)	Raise No Objection	31/05/2005
K.16914/1	Circular 18/84 Consultation - Erection of new search and rescue facility to include helicopter hanger, associated buildings and airfield fencing (amended plans)	Raise No Objection	19/01/2006
K.17477	Construction of a multi-purpose driving test centre with motorcycle manoeuvring area (as amended by plans received 20.12.07)	Grant Permission	14/02/2008
K.17819	Construction of proposed maritime rescue co-ordination centre (MRCC) building, single storey sector base building, communications tower and associated on site parking and landscaping	Pending completion of a Section 106 Agreement	Outstanding

# **Daedalus Supplementary Planning Document:**

## **Appendix B: SUMMARY AND ANALYSIS OF CONSULTATION RESPONSES**

## **Introduction**

Gosport Borough Council conducted consultation on the Daedalus SPD: Consultation Draft between 24<sup>th</sup> January and 4<sup>th</sup> March 2011, and received 110 representations, of which 77 were from residents and 33 from a range of organisations. This document sets out a summary of comments received together with an officer consideration of each comment together with any proposed changes to the SPD. The comments are set out in the order of the Consultation Draft of the SPD with overarching general comments set out at the beginning and a number of miscellaneous comments set out at the end of the document. The document also contains comments related to the associated Habitats Regulations Assessment Screening Report.

The original comments are available to view at the Council Offices and the reference number enables the particular comment to be found easily in the original letter/e-mail. The document is available on-line should anyone wished to use the 'find' function to identify specific comments.

## **Abbreviations used.**

CMP	Construction Management Plan	HRA	Habitats Regulations Assessment	RSPB	Royal Society for the Protection of Birds
CPO	Compulsory Purchase Order	LDF	Local Development Framework	SEEDA	South East England Development Agency
DE	Defence Estates	LTP	Local Transport Plan	SPD	Supplementary Planning Document
EA	Environment Agency	MCA	Maritime and Coastguard Agency	StAG	Strategic Access to Gosport (study)
GBC	Gosport Borough Council	MoD	Ministry of Defence	TA	Transport Assessment
FBC	Fareham Borough Council	NE	Natural England	TfSH	Transport for South Hampshire
HCC	Hampshire County Council	PUSH	Partnership for Urban South Hampshire		

### RESPONSE TABLE: DAEDALUS

Ref No.	Name of Individual/ Organisation	Summary of Key Points	GBC Officer Comment/Action (paragraph references refer to numbers assigned in Consultation Draft)
<b>1. OVERALL COMMENT ON THE SPD</b>			
D1/25/1	Homes and Communities Agency	Supports Gosport Borough Council's approach and objectives. The HRA recognises the significant local and regional importance of the site and welcomes the publication of key enabling policy to bring forward the comprehensive and sustainable regeneration of Daedalus.	Noted.
D2/10/1 D2/14/1 D2/16/5 D2/18/1 D2/43/1 D2/62/1 D2/73/1 D1/11/1  D1/22/1  D1/27/1	Local Residents (7) Defence Heritage Support Group Lee-on-the-Solent Residents' Association Environment Agency	General support for proposals (with additional concerns detailed comments/exceptions elsewhere).	Noted.
D1/4/1	Queen's Harbour Master	The Queen's Harbour Master has no objection to the proposal proceeding.	Noted.
D1/19/1	Natural England	Whilst welcoming the consideration given in the document to a range of sustainable development issues, it is considered that the conservation and enhancement of the natural environment should have a higher profile within the SPD. These should reflect policies CS5,8,11,20 and 21 in the Core Strategy: Preferred Options.	These issues are addressed to specific Natural England comments later in document.
D1/35/6	Hampshire & Isle of Wight Wildlife Trust	The Daedalus SPD is premature without the findings of a full Habitat Regulations Assessment being taken into account. Until such time as this completed and the findings taken into account the SPD should be withdrawn.	An Appropriate Assessment has been undertaken to accompany the proposed final version of the Daedalus SPD. This stage of the HRA has been undertaken at a level of detail which is appropriate



Ref No.	Name of Individual/ Organisation	Summary of Key Points	GBC Officer Comment/Action (paragraph references refer to numbers assigned in Consultation Draft)
		A further public consultation on the SPD should take place once it has been revised in the light of a full HRA.	for a guidance document given the level of certainty relating to the eventual scale and type of proposals at this stage. This Appropriate Assessment takes into account comments received at the Screening Stage/Consultation Draft stage. further consultation is considered necessary particularly as the SPD itself provides a broad framework rather than detailed proposals. Such detailed matters would need to be subject to a project level Appropriate Assessment at the planning application stage. Instead the Appropriate Assessment accompanying the SPD identifies potential impacts, how these can be avoided and/or mitigated and what control measures may be required at the detailed planning application stage.
D1/1/1	Advanced Marine Innovation Technology Subsea Ltd	The SPD will not achieve a pleasant effective place to live and work. It would obliterate the ecology of the area and produce a result a very long way below what could be achieved.	The SPD is a framework to consider future applications not a proposal in its own right. It is up to a developer to come forward with proposals and these will be considered against the elements detailed in the SPD. The development considerations section (Section 5) aims to ensure that due regard is given to make Daedalus a pleasant and effective place to work including ecological issues.
D1/1/4	Advanced Marine Innovation Technology Subsea Ltd	Some of the sustainability requirements are politically correct but would never achieve any real effect. This approach will result in the opportunities for real solid results being bypassed.	Securing sustainability benefits is a key function of the planning system. It is clear that we are currently using the world's resources at a rate that cannot be sustained with serious consequences for the health and well-being of future generations. Achieving local sustainability benefits is not only positive to the health of local residents; it can also ensure a development is less dependent on increasingly

Ref No.	Name of Individual/ Organisation	Summary of Key Points	GBC Officer Comment/Action (paragraph references refer to numbers assigned in Consultation Draft)
			expensive fossil fuels. There are also business opportunities in this sector.
D2/20/1	Local Resident	Glad to see that the SPD has used much of the work undertaken by SEEDA.	Noted.
D2/39/1	Local Resident	Have seen many refinements to the Daedalus plans over the years. This current one appears to be an acceptable compromise.	Noted.
D2/44/1	Local Resident	Surprised GBC is making such radical plans for Stubbington and Hill Head considering residents pay their Council Tax to Fareham Borough Council (FBC) and yet will be the most affected by some of the proposals.	GBC has been working with FBC to ensure comprehensive development of the site. The SPD reflects the policies set out in the submission version of FBC's Core Strategy but only provides guidance for the area within Gosport Borough.
D2/57/7	Local Resident	Whilst transport improvements are difficult to achieve there is a great opportunity for Gosport, Fareham and Hampshire Councils to do the right thing and find a long-term and sustainable solution to the infrastructure issues that exist.	HCC recently completed the Strategic Access to Gosport (StAG) Study which assesses long term transport issues to the Peninsula. The two Borough Councils will work with HCC to help implement the findings of this report.
<b>Cross boundary working</b>			
D1/25/1	Homes and Communities Agency	The boundary between Gosport and Fareham Boroughs is a potential challenge to bring the site forward. Has a joint approach been considered and is there any potential for amalgamating the proposed SPDs into one clear and comprehensive policy document?	There has been close liaison between the two authorities but for a variety of reasons a joint SPD will not be produced.
D2/45/7	Local Resident	Why has the SPD not been jointly produced by Fareham and Gosport Borough Council's. There is a real risk of Fareham and Gosport following divergent paths.	
D1/23/1	Highways Agency	It is important that Gosport Borough and Fareham Borough Councils work together to consider the transport (private car and public transport) implications of the Daedalus site as a whole prior to the adoption of the SPDs	Agree
D2/43/1	Local Resident	Would have been useful to see more detailed proposals for the Fareham area.	The most detailed policy requirements for the Daedalus site within FBC area are included within

Ref No.	Name of Individual/ Organisation	Summary of Key Points	GBC Officer Comment/Action (paragraph references refer to numbers assigned in Consultation Draft)
			FBC's Core Strategy (Submission version) which is reflected in the SPD.
D2/45/11	Local Resident	Are we being asked to comment on the whole Daedalus site or only on the Gosport Borough part? The summary leaflet states that the SPD provides a planning framework for the Gosport part of the site but then includes a Draft Masterplan for the whole site. A joint document should have been prepared.	<p>The Borough Council is asking for comments on the Gosport SPD which covers the Gosport part of the site. A whole-site Plan has been included to inform residents and businesses and demonstrates that the entire site has been considered together. The Plan provides the context for the Gosport part of the site.</p> <p>Whilst there is considerable merit in preparing a joint SPD for the site due to various constraints, Gosport Borough Council wanted to put in place a framework for the site prior to the determination of future planning applications. This would help guide developers and provide the local community with information of how the Borough Council will consider development issues arising from the site.</p>
<b>2. WHOLE SITE PLAN (1) AND PLAN FOR THE GOSPORT PART OF THE SITE (2)</b>			
D2/26/1	Local Resident	Plan 1 and 2: It not obvious where the leisure is- i.e. no pink	Leisure is shown in the Hangars area – denotation revised
D1/32/1	SEEDA	<p>Plan 1: This plan should be limited to identifying existing site constraints and overall areas of development.</p> <p>The identification of suggested land uses within the Waterfront area is too prescriptive.</p> <p>GBC should ensure the proposed floorspace quoted in the plan is consistent with GBC's and FBC's respective Core Strategies. Figures should be quoted on a maximum gross basis.</p>	<p>The plans are indicative to give developers guidance on the Council's priorities. The key has been amended to highlight the indicative nature of the land uses with a link to the relevant paragraphs in the text.</p> <p>The figures quoted are consistent with the emerging Gosport Core Strategy and Fareham Borough Council's Core Strategy Pre-Submission version. Figures quoted are gross figures.</p>
D1/32/3	SEEDA	Plan 2 should be deleted (see comments D1/32/1)	
D1/18/2	Defence Estates	SPD suggests if the Married Quarters are not required it	The Borough Council does not wish to be overly

Ref No.	Name of Individual/ Organisation	Summary of Key Points	GBC Officer Comment/Action (paragraph references refer to numbers assigned in Consultation Draft)
		might be appropriate to consider employment on the northern part with residential on the southern part. <b>Plans 1, 2 and 6</b> show employment use across the whole vacant MoD site.	prescriptive on the extent of residential and employment for this area and consequently shows the potential for both uses across the area.
D1/18/4	Defence Estates	Allocation of the MoD land for development of the Married Quarters is supported on <b>Plan 1, 2 and 6</b> .	The label on the plan 'Potential MoD Married Quarters' has been removed in the light of the Council's decision to refuse a renewal of outline consent due to the lack of justification. Instead the Council's support for Married Quarters should there be a demonstrated need is highlighted in the relevant text of the SPD.
D1/18/5	Defence Estates	Allocation of the MoD land for employment is not supported on <b>Plan 1, 2 and 6</b> .	The Borough Council considers that this part of the site is suitable for some employment as shown in the original Development Strategy (1997) agreed with Defence Estates.
<b>3. VISION</b>			
D1/19/4 D1/27/9	Natural England Environment Agency	Agencies advocate inclusion of a specific reference to the protection and enhancement of the coastal natural environment. [text supplied by NE]. Given its waterfront location the vision should be more visionary and endeavour to incorporate, protect and enhance the positive aspects associated with a waterfront location.	Amend to include short statement relating to the waterfront location.  Originally a Vision including all aspects of the Daedalus site was considered but this became unwieldy and diluted the key messages. NE text is too detailed for a Vision but some text has been included elsewhere in the document.
D1/6/6	Lee Business Association Representative	The future development of Daedalus is seen as a huge opportunity not just for Lee but for all in Gosport.	Noted.
D1/16/1	Hovercraft Museum	Support the vision of mixed use and conservation particularly the emphasis on employment based upon aviation and maritime industries.	Noted.
D1/24/3	The Provincial Society	Agree with Vision statement in that development is prestigious which will be an identifiable place in its own	Noted.

Ref No.	Name of Individual/ Organisation	Summary of Key Points	GBC Officer Comment/Action (paragraph references refer to numbers assigned in Consultation Draft)
		right. and well related to, and benefitting the wider community'	
D2/45/3	Local Resident	The Vision is written with definitive 'wills' but the quantum and mix of developments is written with 'could' and 'mays' This gives the impression they are being asked to agree to anything and that developers will given undue flexibility to vary their proposals in the long term.	The SPD provides a framework for the Council to make decisions and needs to include an element of flexibility as it is impossible to cover every eventuality. This flexibility is provided in a framework so developers and the local community can have some certainty of what elements are not acceptable or are undesirable.
D2/45/12	Local Resident	The Vision makes no reference to the possibility of substantially more residential development.	The Vision has been written to reflect the key aspirations for the site. Whilst residential development is an important and necessary part of the site, the Council wishes to emphasise the employment potential of the site as part of a mixed use scheme.
D2/76/1	Local Resident	Vision is 'pie in the sky'. To say that the site will be 'prestigious' and 'identifiable' is laughable particularly as Gosport is on a peninsula with traffic congestion problems.	The Vision sets out the overall ambitions for the Daedalus site as perceived by the Borough Council. Whilst it is acknowledged that certain aspects will be challenging it would be wrong for the local authority to downplay the opportunities for the site. The detailed risks and opportunities of the site are set out elsewhere in the SPD.
<b>4. INTRODUCTION:</b>			
<b>Purpose and Status of SPD</b>			
D1/32/3	SEEDA	Para 1.2 SEEDA welcomes GBC's clear statement that 'sufficient flexibility' needs to be provided when setting the scale and mix of future proposals for the site in order to 'address changing market demands'.	Noted.
D1/32/45	SEEDA	Concern that parts of the SPD are unreasonably prescriptive at this early stage- for example preference to residential in Conservation Area. These limitations stymie creative design and artificially limit the opportunity for	The SPD aims to provide guidance to developers on what it considers the most appropriate uses on the site and where these should be located. The Plans themselves are illustrative and it is clear from the



Ref No.	Name of Individual/ Organisation	Summary of Key Points	GBC Officer Comment/Action (paragraph references refer to numbers assigned in Consultation Draft)
		developers to come forward with alternative, imaginative and viable uses for buildings for areas of the site which may otherwise be in keeping with the overall vision of Daedalus.	SPD that alternative proposals will be considered. It is not accepted that the SPD itself stymies creative design or limits opportunities. To the contrary it provides developers flexibility to explore solutions to deliver a comprehensive redevelopment of the site.  However it is accepted that the illustrative nature of the plans could be made clearer on the plans themselves.
D2/20/2	Local Resident	Para 1.2: What does the phrase 'significant certainty' mean?	The phrase 'significant certainty' tries to convey that the SPD will provide as much certainty that a local supplementary planning document can give in the context that the local authority will ultimately determine future planning applications and will use the SPD as a key material consideration. It will also have to consider any other material considerations.
D2/45/14	Local Resident	Para 1.2: 'The SPD will be used by the Borough Council as a key consideration...' implies that the document will have limited importance and relevance in influencing the final outcome. Government Inspectors determining residential appeals may take this view.	The SPD is an important consideration which supplements the adopted development plan for the area. This is currently the saved policies of the Gosport Borough Local Plan Review (adopted 2006). This will eventually be superseded by an adopted Core Strategy. The Council's approach has been set out in an earlier consultation version of the Core Strategy 'Preferred Options' which has also helped shape the SPD. The Inspectors will view residential appeals within this planning framework.
D2/45/13	Local Resident	'In providing sufficient flexibility to be able to address changing market demands' the document allows for the possibility of wholesale residential development exceeding existing housing targets for Gosport and Lee.	The SPD makes it clear that it envisages that housing on the site will be within the Local Plan Review allocation (i.e. a total of 500). However in order to achieve its key objectives (employment and heritage) there may be circumstances where additional housing is required. The exceptional

Ref No.	Name of Individual/ Organisation	Summary of Key Points	GBC Officer Comment/Action (paragraph references refer to numbers assigned in Consultation Draft)
			circumstances for this will need to be clearly demonstrated. A wholesale residential development on the site does not accord with the Council's vision or objectives.
D2/45/16	Local Resident	Para 1.4 omits to state that the SPD for Fareham will be prepared by Fareham Borough Council. Concern that they will develop housing on their part of the site.	FBC's Core Strategy makes it clear its intention to maintain the strategic gap with no proposals for housing for any part of Daedalus within its boundary.
D1/27/10	Environment Agency	Support principle of ongoing consultation with potential developers and other key stakeholders. Consultation with the EA is encouraged in relation to forthcoming planning applications.	Noted.
D2/45/17	Local Resident	Para 1.5 states that the SPD is 'not intended as the end of the design process and GBC is committed to ongoing consultation with developers'. This paves the way for ceaseless change reducing the relevance of the document. Will the public be consulted on major deviations as they have at this stage?	The SPD is a framework for making decisions, deviations from the adopted document will need to be justified and these would be reported in a Board Report.  The public will be consulted as part of the planning application and there is increasing onus in forthcoming legislation for developers to undertake pre-application consultation.
<b>Progress so Far</b>			
D1/32/4	SEEDA	Para 1.6-'The SPD has been prepared by Gosport Borough Council with support for its preparation by <del>from</del> SEEDA'	Amend paragraph to reflect the consultation process. Delete reference to SEEDA as they do not necessarily support the SPD.
D2/45/18	Local Resident	Para 1.7- Will the 'overarching document' for the whole site continue to be relevant following SEEDA's demise?	Yes- SEEDA's Vision Statement has informed the planning policy framework for both Boroughs'. It has no status in its own right.
D2/45/19	Local Resident	Para 1.9 – More than close liaison with FBC is necessary. They control better access to the airfield from Peel Common Roundabout increasing the possibility of residential development serviced there from.	GBC has a strong working relationship with GBC regarding the Daedalus site. FBC have no intention to develop Daedalus for residential development. The ambitions for the Fareham part of the site are reflected in their Core Strategy and as such are

Ref No.	Name of Individual/ Organisation	Summary of Key Points	GBC Officer Comment/Action (paragraph references refer to numbers assigned in Consultation Draft)
			reflected in the whole site plan in the SPD.
D1/18/7	Defence Estates	Para 1.8 states that the Policy and Organisation Board considered that residential development should accord with the Local Plan allocation or as may be indicated in the LDF. The proposed Married Quarters meet those criteria.	Noted.
<b>5. SITE AND SURROUNDINGS</b>			
<b>History of Daedalus</b>			
D1/9/2	Hovercraft Society	The site's links to the history of hovercraft should be acknowledged.	Add short additional reference.
D1/2/1	Maritime and Coastguard Agency	The SPD should refer to the MCA's facility on the site as 'MCA's Search and Rescue (SAR) Helicopter Unit' <u>not</u> 'MCA Headquarters'.	Amend all references in the SPD accordingly including 2.9, 3.2.3.
<b>Site assessment</b>			
D1/32/5	SEEDA	Paras 2.11-2.15 SEEDA have more up-to-date floorspace figures for each area (data supplied).	SEEDA's latest Design and Access Statement include the same figures for the site as in the consultation SPD, thus retain original figures.
D1/22/6	Lee-on-the-Solent Residents' Association	Para 2.15- assumes that the MCA will retain the airfield and that it will be available to businesses. Given the financial pressures on MCA is there not a risk that the airfield might be sold with MCA only retaining a helipad? Perhaps the SPD should include the intention to safeguard the airfield for use by on-site businesses and how this might be achieved.	Agree need to make it clear the intention to safeguard the airfield for use by on-site businesses. This is more appropriate in the development considerations section. Need to amend Para 5.15 to better reflect latest known situation and address future uncertainties regarding MCA operations.
D1/2/2	Maritime and Coastguard Agency	None of the plans show MCA's ownership.	Plan 4 has been re-evaluated and it is considered no longer necessary to show ownership within the SPD, particularly in the light of uncertainty regarding the ownership of SEEDA's land.
<b>6. PLANNING POLICY CONTEXT</b>			
<b>National policy</b>			
D1/32/6	SEEDA	Par 3.3: Amend final sentence to read: 'Consequently, Daedalus is particularly suitable for higher	Consider no change is necessary in the context of the national policy section.

Ref No.	Name of Individual/ Organisation	Summary of Key Points	GBC Officer Comment/Action (paragraph references refer to numbers assigned in Consultation Draft)
		density development'.	
<b>Sub-regional context</b>			
D1/32/7	SEEDA	Acknowledges that GBC can meet the housing figure in the South Hampshire Strategy and that it has a five year supply.  The flexibility of allowing a level of housing above set targets as identified in Para 4.28 should be re-iterated in Para 3.8.	Consider no change is necessary. The paragraph sets out the sub-regional context in relation to the Council's housing supply. The point about allowing a level of housing above the housing allocation for Daedalus in exceptional circumstances is clearly stated in Para 4.28 as part of the development strategy-this is not particularly relevant to setting the sub-regional context and places too much evidence on what the Council views as an exceptional circumstance.
<b>Transport</b>			
D1/26/1	Hampshire County Council	Para 3.9 should be amended to fully reflect emerging LTP3 (text supplied in HCC's submission).	Update.
D1/23/2	Highways Agency	The two Borough Councils will need to consider the Implementation Plans being developed by TfSH to support South Hampshire's LTP3.	HCC's Strategic Access to Gosport study is a key document for infrastructure planning on the Gosport peninsula and is considered in the SPD.
D1/22/9	Lee-on-the-Solent Residents' Association	Para 3.9 relevant parts of the Local Transport Plan 3 could perhaps be included as an Appendix	Add link to relevant web page.
D2/20/3	Local Resident	Given that LTP3 is not due to be published until 1 <sup>st</sup> April 2011 it would be better to firm up the SPD after these outcomes are published.	The SPD has been updated to include the provisions of LTP3 including provisions for Newgate Lane.
D1/23/3	Highways Agency	The Strategic Access to Gosport study goes some way to satisfy the requirements of PPS12 (paras 4.8-4.12) as it identifies some transport issues and potential schemes. More details regarding the associated costs, timescales for delivery and gaps in funding will need to be further considered.	Noted- further work is being undertaken by HCC.
D1/22/10	Lee-on-the-Solent Residents' Association	Para 3.11: Question how an 'increased reliance on developers' will solve access on and off the peninsula.	This is an acknowledgement that over the next few years there will be less funds available for transport improvements and therefore in relative terms that

Ref No.	Name of Individual/ Organisation	Summary of Key Points	GBC Officer Comment/Action (paragraph references refer to numbers assigned in Consultation Draft)
			there would be increased reliance on private sector funds i.e. developers. Agree that it is unlikely that funds would be sufficient to solve access issues on the peninsula. The Council's Strategy to enable jobs on the site is viewed as potentially the best way of reducing out-commuting in the area.
D2/45/20	Local Resident	Para 3.11 - Respectable economic sources advise that the bankers' crisis and consequences will remain until about 2035 hence pressures on Government spending until that date, not for 5 years as statement.	Accept that there will be uncertainty regarding future Government funding for a long period of time. The statement does state at least 5 years.
<b>Minerals and Waste</b>			
D2/20/4	Local Resident	Para 3.12 indicates that the possibility of sand and gravel extraction still exists, if this happens has the additional heavy traffic that it will generate been considered?	The extraction of sand and gravel is not considered a possibility for the foreseeable future as it is not identified as a potential site in the Hampshire Minerals Local Plan. Daedalus will not be considered as a mineral site whilst it remains an operational airfield. If a proposal were to come forward a full Environmental Impact Assessment would be required. This would include an assessment of additional heavy traffic in the area.
D2/45/21	Local Resident	No reference is made of the possibility of mineral extraction areas at the Daedalus site/ airfield being used subsequently for waste disposal, thereby posing a threat to future commercial and residential occupiers nearby.	The site has not been identified for mineral extraction nor subsequent waste disposal due to the impact this would have on a working airfield.
<b>Local Policy: Strategic Gaps</b>			
D2/45/23	Local Resident	Para 3.19: Object to statement that the Borough Council recognises that the northern strip of the site within the GBC area which is within the strategic gap is appropriate for development. Reasons cited: <ul style="list-style-type: none"> <li>If GBC is not prepared to support retention of the Strategic Gap, Fareham Borough Council is unlikely to do so either;</li> </ul>	It is considered that the strip of land relates well to the built up part of the site and helps to maximise employment opportunities on the site as it would be well-related to the airfield. Indeed the new MCA building has been built within this area. It is considered that development in this area would not detract from the gap both physically or visually.

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		<ul style="list-style-type: none"> <li>Will reduce GBC's ability to criticise FBC for abandoning the Gap;</li> <li>The Core Strategy has not yet been adopted and therefore strictly speaking has no force at present and should not be taken into consideration.</li> <li>It will reduce GBC influence to oppose any applications which would reduce the Gap.</li> </ul>	<p>FBC have a very firm commitment for retaining the gap and this is clearly shown in the FBC Core Strategy. GBC supports the retention of the Gap between the settlements.</p> <p>The SPD sets out the reasons why an exception is being made in this case. The SPD will be taken as a material consideration when dealing with any application.</p> <p>There would be a presumption against development elsewhere in the Gap in accordance with the saved policies of the Adopted Local Plan Review (the statutory development plan). Therefore GBC's ability to refuse applications elsewhere would not be diminished.</p> <p>As stated the weight given to the emerging Core Strategy at this stage would be limited.</p>
<b>Core Strategy</b>			
D1/32/9	SEEDA	Whilst accepting the Core Strategy does not form part of the statutory Development Plan reference should be mentioned to it in Section 3.	Amend accordingly.
<b>Local Policy: Plan 5</b>			
D1/32/6	SEEDA	Should include that planning policy designations and allocations are taken from the Gosport Local Plan Review.	Amend accordingly.
D1/18/8	Defence Estates	MoD land is within the Urban Area Boundary and Mixed Use policy area. These designations are supported.	Noted.
<b>7. DEVELOPMENT STRATEGY AND MASTER PLAN MAPS</b>			
<b>Development Strategy: Support</b>			
D1/30/1	Fareham Borough	FBC welcomes the development strategy for the	Noted.



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	Council	redevelopment of the Daedalus site which has benefits for both Boroughs over the next 10-15 years.	
D1/6/1	Lee Business Association Representative	Support the emphasis on aviation, marine related proposals, leisure, employment and habitat.	Noted.
D2/37/1	Local Resident	Support any development of the site if carried out with due respect to the existing business community and residents as stated in the SPD.	Noted.
D2/77/1	Local Resident	Hard to see how this proposed development will contribute to Gosport's economic growth as the workers are unlikely to live in Gosport or spend money in the Borough.	Whilst accepting that a site of this size will generate in-commuting it is clear that the site has the potential to provide a range of job opportunities in a number of different occupations to serve Borough residents. Businesses on the site will also buy products and services from existing and potential new businesses thereby helping to stimulate the local economy. The Daedalus site represents the best opportunity to improve the local economy- a do nothing approach will lead to a continue outflow of workers from the Borough.
D2/11/9	Local Resident	Total usage of the site is ok but need to ensure the area is for employment.	Noted.
<b>Development Strategy: Impact on nature conservation features</b> (other detailed comments in Considerations)			Nature Conservation section under Development
D1/19/2	Natural England	Concern about the regeneration proposals on nearby sites of national and international importance in particular 350 dwellings and a new marina. Additional impacts could also potentially arise from employment uses should these increase the use of the slipway or generate increased aircraft movement, and from the proposed increase in leisure and recreation use.  Natural England would like these issues fully addressed in	The Habitats Regulations Assessment (HRA) of the Daedalus site includes an assessment of a number of impacts associated in addition to residential development including employment use with the potential increased use of the slipway and airfield. The proposed increase in leisure and recreation uses has also been considered. Consequently a number of amendments have been included in the SPD which incorporate the precautionary principle

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		the Core Strategy's HRA and SA/SEA to inform the preparation of the lower level HRA and SA/SEA for the Daedalus SPD.	<p>where it has been shown that the impacts are uncertain at this stage. These have been set out in the HRA Report.</p> <p>Additional text in the Biodiversity Section includes:</p> <p><i>* 'It is important to recognise that any development that would be likely to have a significant effect on a designated site, either alone or in combination with other plans and projects would not be in accordance with the Habitats Regulations 2010 or the development plan and would be refused.'</i></p> <p><i>* The Daedalus SPD has been subject to assessment under the Habitats Regulations 2010 which has influenced the development options for the site. The Council recognises that additional growth in the Borough, in-combination with growth in neighbouring authorities could without appropriate management and mitigation, lead to adverse effects on European sites. In order to prevent such effects, the Borough Council will work with other authorities (including the Partnership for Urban South Hampshire) to develop and implement a strategic approach to protecting European sites from recreation pressures and other impacts of development. Where development at Daedalus is shown to have an impact on European sites, the developer will be required to consider and implement a range of mitigation measures which are outlined below and in the other relevant sections of this SPD.</i></p>
D1/19/3	Natural England	Currently the SPD does not provide sufficient assurances that adverse impacts will be avoided or clear commitment to enhance the natural environment and how these will be achieved.	
D1/21/10	RSPB	Based on current details it will not be possible to demonstrate that the SPD will not have an adverse impact on the integrity of the Solent and Southampton Water SPA and Ramsar site.	

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			<p>* <i>'The Borough Council where applicable to the Daedalus site will require developers to contribute towards mitigation measures identified in the Solent Disturbance and Mitigation Project [include footnote providing more detail of the study]</i></p> <p>Text in relation to residential development:</p> <p>* <i>'It will also be necessary to ensure that any additional dwellings will consider the environmental capacity of the area particularly in relation to potential impacts on internationally important habitats within the vicinity.'</i></p> <p>It is therefore considered that through the identification of mitigation measures and/or the need to take a precautionary approach where details are not known at this stage, the SPD can be found to have no adverse effects on the European sites.</p>
<b>Objectives</b>			
D1/30/2	Fareham Borough Council	FBC support key objectives including the creation of significant employment opportunities to reduce out-commuting from the Gosport Peninsula, maximising the benefit of the existing runways for aviation industries and benefitting from the direct links to the Solent via the slipway.	Noted.
D1/22/11	Lee-on-the-Solent Residents' Association	Support key objectives.	Noted.
D1/25/3	Homes and Communities Agency		
D1/19/5	Natural England	Both agencies are concerned that the key objectives do	Add new objective which relates to the protection of

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D1/27/11	Environment Agency	<p>not include reference to the conservation and enhancement of the natural environment.</p> <p>Acknowledge reference to green infrastructure in 11<sup>th</sup> bullet point. EA considers it warrants a separate objective with further details (D1/27/11).</p> <p>NE would like to see clear objectives for the protection of designated sites of national and international importance as well as the delivery of gains for the natural environment (D1/19/5).</p> <p>Should be recognised that the creation and enhancement of natural greenspace may be necessary in mitigating the likely effects of new development, by diverting visitor pressure away from more sensitive designated areas. Suggested text is included in NE submission (D1/19/5).</p>	<p>international and national sites and give more prominence to green infrastructure.</p> <p>A new green infrastructure section has been included which includes the needs to divert visitor pressure away from more sensitive designated areas.</p>
D1/19/6	Natural England	<p>Certain objectives have significant implications for the natural environment including:</p> <p>3) increase in aircraft movements could have an increased disturbance effects on protected birds;</p> <p>4) increase in marine industries and recreation with direct links to the Solent could also increase disturbance;</p> <p>5) other mixed development such as regeneration of the seafront, leisure and community facilities and residential development could all increase the cumulative recreational and other pressures on designated sites.</p>	<p>These issues have been assessed in the Habitats Regulations Assessment with a number of changes made to the SPD as a result (see comment to D1/19/2 above).</p>
D1/23/4	Highways Agency	<p>Every effort should be made to mitigate the traffic impact of the development by managing down the demand for private car trips and encourage public transport usage.</p>	<p>The 7<sup>th</sup> bullet point makes it clear that the site should have good transport accessibility to make it attractive to new investment. This includes all forms of transport and thus is a suitable objective for the</p>

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			development of the Daedalus site. The key measure to reduce the need to travel is reflected in the first bullet point relating to the creation of employment opportunities and reducing out-commuting. Measures such as managing down demand is detailed in the specific transport section of the SPD.
D1/28/7	Lee Flying Association	The SPD should declare a clear priority or preference for aviation businesses rather than mixed uses. Imperative for the airfield to survive against housing/commercial development pressures and that a critical mass of aviation businesses are attracted to Daedalus to share infrastructure costs.	The objective to encourage aviation is clear. However the SPD aims to provide a framework for the whole site within Gosport and consequently other uses are likely to be more appropriate for other parts of the site. The Council recognises that the aviation industry has particular requirements and specific measures to protect these are included in the SPD. The SPD is only a framework for making decisions and if an aviation-led consortium produced proposals that require less or no other uses these would be considered. The proposals for the FBC area also include a significant amount of land for aviation use.
D1/28/9	Lee Flying Association	In order to maximise the benefit of existing runways for aviation use (Objective 3). This in practice means: <ul style="list-style-type: none"> <li>• no through road;</li> <li>• large hangars retained for aviation use;</li> <li>• runway access;</li> <li>• no encroachment of development on runway 17/35.</li> </ul>	The spine road aims to serve the users of the Daedalus site giving them access to the east and west and integrating parts of the site with the wider community. It will not be designed as a through route. The SPD acknowledges that the route of this road is not fixed and could be moved southwards if there was a requirement for more aviation uses to have access to the runway.  The SPD would be too prescriptive if it earmarked the hangars solely for aviation use given the large amount of land and floorspace on the site (including within FBC).

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			<p>Greater access to the runway is set out as a key design consideration for the site.</p> <p>The route of the potential eastern access has been moved further southwards on the latest plans.</p>
D2/45/10	Local Resident	What is Gosport Borough Council's key objective? It is not stated in the Summary Leaflet.	Primarily the creation of employment whilst safeguarding the site's heritage.
D2/45/24	Local Resident	<p>Objectives should include:</p> <ul style="list-style-type: none"> <li>• an absolute numerical limit on the number of dwellings to be provided;</li> <li>• blanket prohibition on warehousing which produces very few jobs;</li> <li>• intended provision of infrastructure should take into account severe constraints in Government spending expected up to 2035.</li> </ul>	Considered too detailed as development strategy objectives. Such issues are considered elsewhere in the text.
<b>Mixed Uses</b>			
D1/25/3 D1/32/11	Homes and Communities Agency SEEDA	Support mix of uses as outlined in paragraph 4.4 and 4.5 and welcome the objective of creating a vibrant and diverse community which is active beyond the working day and creates a feeling of safety and sense of place.	Noted.
D1/22/7	Lee-on-the-Solent Residents' Association	When the SPD uses the term mixed use does it include flatted development above business developments?	The term mixed use is used in order not to be too prescriptive on the re-use of buildings in the historic area or new build adjacent to them. The Borough Council will consider a range of proposals including flatted development and business development within the quantum identified in the development strategy.
D2/1/4	Local Resident	Important to have a diversity of uses on the site.	Agree. The SPD encourages a mix of uses with an emphasis on employment-led regeneration.
D2/45/25	Local Resident	Para 4.5: Describing Daedalus as an employment-led mixed use site risks losing emphasis on employment	Certain parts of the site are suitable for residential and the creation of new homes will have a number



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		provision in the long term with residential use increasing in importance over time.	of benefits for the site. The term 'employment-led mixed use site' is a fair reflection of the Council's objectives. To state that Daedalus is solely an employment site would be misleading.
D1/32/12	SEEDA	Para 4.6: Remove 'most'. SPD should afford flexibility to the developer to consider a wider range of uses within the historic core.	Remove the word 'most'. Whilst residential should be focussed in the historic core it is acknowledged that there may be other parts of the site that are just as suitable for housing.
D2/45/26	Local Resident	Para 4.6-4.7: References to 'illustrative purposes', 'flexibility' and 'possible mixes of uses' emphasise that the results of public consultation can be increasingly ignored as time passes by. Public consultation will be limited to comments on individual planning applications not on the implementation of the initial agreed guidelines.	The SPD provides a framework for making decisions on future planning applications and has been shaped by the public consultation. Public comments received as part of these future planning applications will also be given due consideration by officers and ultimately by the elected Councillors.
D1/32/13	SEEDA	Plan 6 should be deleted. Whilst recognising that this is only an initial guide of development options SEEDA consider that the inclusion of Plan 6 still promotes a degree of prescription which is not necessary.	An initial guide to development options is considered a useful starting point for developers. It is made clear in Paragraphs 4.6 and 4.7 that the plan is for illustrative purposes and other options would be considered. The uses are not considered too prescriptive with scope for alternative options to be considered.
D1/28/9	Lee Flying Association	Plan 6: Amend the eastern purple block as this should not be developed as it would encroach on the north-south runway and obstruct valuable views from Broom Way. New access road should be through this area.	It is considered that this area is a suitable area for employment acting as a gateway to Daedalus. However the SPD makes it clear that evidence will be required to ensure that proposals do not have a detrimental impact on the function of the airfield and such information needs to be submitted with any future application. The road has been amended further south of the runway.
<b>Employment uses:</b>			
<b>Support</b>			
D1/13/1	Partnership of Urban	PUSH supports the identification of Daedalus as a	Noted.

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	South Hampshire (PUSH)	strategic employment site. This is in accordance with PUSH's Employment Floorspace Policy Framework.	
D2/2/1	Local Resident	Agree Daedalus should be an industrial site.	Noted.
D2/60/2	Local Resident	Daedalus must be used to create jobs.	Noted.
<b>Object</b>			
D2/6/1	Local Resident	Too many business facilities.	Noted.
<b>Impact of employment development on internationally important habitats</b>			
D1/21/3	RSPB	Proposed employment development has the potential to significantly increase the workplace population which could put additional pressure on the European sites from recreational disturbance, and impacts associated with increased traffic, water abstraction, noise and light.	These impacts have been addressed by the HRA Report to accompany the Daedalus SPD and a number of amendments have been made to the SPD (see D1/19/2 above).
<b>Encouraging investment</b>			
D1/32/10	SEEDA	Para 4.1: SEEDA requests that reference to high technology is amended to widen the types of employment uses which could be accommodated on the site. SEEDA suggest 'a preference for marine, aviation and high technology related occupiers'.	Amend to identify wider range of employment types.
D2/20/6	Local Resident	What measures are to be taken to ensure the Daedalus site will be made attractive to prospective employers?	The SPD protects key assets such as the airfield and slipway which are the main strengths of the site which can help attract new investment.  It also highlights that a developer will need to invest in infrastructure in order to make the site attractive for new businesses. The Borough Council will also continue to work with other organisations including SEEDA and future owners of the site to ensure investment can be secured to improve the infrastructure. This includes a bid for Regional Growth Funding.
D1/16/5	Hovercraft Museum	Strong and defendable policies need to be in place to resist the slow erosion of employment and leisure uses to	Agree.

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		residential and promote strategic access improvements to encourage business investment.	
<b>Quantum of employment floorspace over the whole site</b>			
D2/45/29	Local Resident	The amount of floorspace for the whole site should be much higher given that employment prospects in the Borough are getting worse.	<p>The amount within Gosport includes a range of floorspace figures and is based on national guidance for plot ratios for the area most likely to be used for B1, B2 and B8 uses with the GBC area. Figures could be different depending on the type of eventual employment uses. The important element will be the potential employment densities.</p> <p>The employment floorspace figure in the FBC area is lower than the area of land suggests. This is because the potential impact on the strategic gap between settlements needs to be considered.</p>
<b>Quantum of employment floorspace in FBC area</b>			
D1/32/15	SEEDA	In the FBC Core Strategy consultation SEEDA requested that the potential employment floorspace be expressed as a maximum gross floorspace i.e. 52,000sq.m gross floor floorspace within FBC area. This should be amended accordingly.	No change. The SPD uses the figures identified in FBC's Submission Core Strategy.
D2/45/28	Local Resident	The amount of employment floorspace within FBC is very small given the much greater proportion of the Daedalus site within Fareham. This increases the suspicion that widespread residential development within Fareham will occur.	FBC are not planning housing for their area. The proposals for employment are set out in their Core Strategy. The reason for lower employment floorspace figures is that this part of the site will accommodate low density development to reflect the character of the Strategic Gap and that the proposed employment will largely be hangar type development linked to the airfield.
<b>Estimation of jobs on-site</b>			
D1/32/14	SEEDA	Para 4.12: SPD should include source of job creation calculation. SEEDA considers that the Homes and	Include source which is an averaged out figure of small business units (32 m2 per worker) and general

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		Communities Agency Employment Densities Guide (2010) provides most up-to-date guidance.	industrial buildings (34 m2 per worker) (Arup 2001) as cited by the Government's 'Employment Land Reviews: Guidance Note (ODPM 2004). This is considered appropriate as it reflects the mix of potential employment buildings on the site and ensures consistency with the assumptions used in the Council's Employment Land Review.  The Homes and Communities Agency Employment Densities Guide (2010) cited by SEEDA cites 36m2 per worker within a range of 18-60m2. The GBC assumption therefore is well within this range.
<b>Extent of land shown as employment: MCA Land</b>			
D1/2/3	Maritime and Coastguard Agency	Plan 6 and Masterplans (1 & 2) show areas of MCA land as employment use. The MCA have not approved the use of MCA land for any other purpose than MCA/DfT use.	The SPD provides a framework for the long term development of the site irrespective of ownership. The designation of the site for employment would allow a variety of employment uses to take place making the best use of its proximity to the airfield. This would not preclude the expansion of further MCA facilities on the site.
D2/14/5	Local Resident	Hope to see the Air Sea Recue Services retained.	Noted.
<b>Employment use on the vacant MoD land not supported</b>			
D1/18/3	Defence Estates	The employment land supply targets set out by PUSH and included in the Council's Employment Land Review indicate that there is no requirement to identify more land for manufacturing.  A requirement is identified for office and warehouse/distribution uses.  The Married Quarters site is not well located for warehouse and distribution uses given the potential	The principle of residential on this site has not been ruled out-it is just considered that the options for the site should be considered as part of the whole site to ensure it is planned comprehensively. However if a genuine need for Married Quarters can be demonstrated the Council will grant permission in principle in order that the site can benefit from its proximity with the adjoining completed Married Quarters. The SPD highlights that the southern part of the site which is bounded by existing residential is

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		<p>significant impact on the amenity of the existing Married Quarters.</p> <p>The site is unlikely to be viewed as a suitable location for significant office development with better sites located elsewhere in the Borough (Gosport Waterfront/Town Centre).</p> <p>The use of the Married Quarters land for employment uses is therefore not critical to either the Borough's employment land supply or the Council's vision for the site.</p> <p>The SPDs suggestion that part of the site could be developed for residential reinforces this conclusion.</p>	<p>more suited for residential uses.</p> <p>This site was originally considered as being most appropriate for employment in the 1997 Development Strategy. The Employment Land Review (ELR) (GBC 2010) and the emerging Core Strategy takes into account the PUSH <u>minimum</u> figure of 81,500 sq.m and that this is considered necessary to deliver an employment-led Strategy over the Plan period. These figures are minimum figures and therefore higher manufacturing floorspace figures may be appropriate including on sites such as Daedalus. After all Gosport has the lowest job density figure in SE England.</p> <p>The ELR identifies a shortfall in this figure (13,000sq.m) but identifies that further MoD releases such as Haslar Hospital, Blockhouse and HMS Sultan could provide this and more of the shortfall and would need to provide at least the same number of jobs as lost on these sites. However due to the uncertainty of either how these sites will be developed or if and when they will be released it is not possible to provide figures for these sites.</p> <p>The ELR also identifies other sources of employment floorspace including increasing employment figures on existing employment/mixed use allocation. This includes Daedalus and consequently the land used for Married Quarters (or part of it) could be used for additional employment.</p> <p>With regard to the issue regarding the type of</p>

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			employment land (office, warehouse, light and general industry) it is important to note that the Borough Council in its emerging Strategy has not given specific figures for each type and therefore has not followed the PUSH figures. Instead the Borough Council considers that it is likely that a higher proportion of light and general industry will come forward than the PUSH figures suggest, and consequently there would be lower proportions of warehousing and office developed locally. The ELR acknowledges that notwithstanding the PUSH proportions it will be important in Gosport to ensure there is sufficient land for the Borough's high-tech manufacturing and marine sectors. This approach is consistent with Government Guidance in PPS4 which requires a pragmatic and flexible approach to the allocation of land for employment, not restrained by allocating land for specific employment uses.
<b>Centres of excellence</b>			
D2/45/30	Local Resident	Para 4.17- There is an urgency to develop the centres of excellence before developing industries look elsewhere and existing Gosport industries collapse as a result of MoD cutbacks.	Agree.
<b>Aviation and marine businesses</b>			
D2/73/1	Local Resident	Support for making light aviation, marine technology and high-tech manufacturing the central economic focus for the site.	Noted.
D2/12/2	Local Resident	There is too much emphasis on marine and aviation businesses. What businesses will want to locate here?	These are considered key assets of the site and local strengths. There have been a number of businesses in both sectors that have expressed an interest for a presence on the site.
D2/37/2	Local Resident	Concern how much emphasis is now being placed on the marine and aviation potential of the site, to the possible exclusion of almost all else	



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D1/8/1	Fine Cars (Lee-on-the-Solent)	The stated desire for the marine and aviation industry is seriously flawed.	Due the sheer size of the site it is likely that Daedalus will be able to accommodate other employment uses as well as other uses such as leisure, community facilities and residential.
D2/24/3	Local Resident	What facilities are such industries likely to need and how are these needs to be satisfied?	The SPD provides scope for any aviation-related developer to be able to provide the facilities it needs. As demonstrated by SEEDA's aviation study the site has a good runway and sufficient land and buildings for aviation uses. It is likely that further infrastructure will be required.
<b>Aviation: Support for airfield/aviation uses</b>			
D1/6/3  D1/28/10 D2/5/2 D2/10/2 D2/25/6 D2/43/9 D2/49/1 D2/11/8 D2/58/1	Lee Business Association Representative Lee Flying Association Local Residents (7)	Fully support proposals that would secure airfield/runway/aviation activity.	Noted.
D2/29/1	Local Resident	The airfield at Daedalus has much to offer and an attractive option for general aviation enjoying good weather. It is a viable alternative to other airfields in the area for the small aircraft operator. There are a number of aviation-related businesses that could use the site. This is a golden opportunity to create a centre of aviation excellence	Noted.
D2/52/1	Local Resident	Airfield is a wonderful light aircraft facility. Only general aviation airfield on the south coast. Is important for current and future light aircraft and glider usage and	Agree.

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		special in terms of aviation heritage.	
D2/73/13	Local Resident	Important to retain MCA/Coastguard presence on the airfield. Support proposal for a new control centre.	Agree.
D2/73/3	Local Resident	Support presence of Britten-Norman on the site. The company could be used to publicise/incentivise opportunities for other companies to locate at Daedalus.	Noted.
D2/5/3	Local Resident	To remain viable the taxi-ways must be preserved together with off-runway airplane parking and access to hangars.	It is proposed that such features will be safeguarded.
D2/17/3 D2/49/2	Local Residents (2)	Aviation and associated infrastructure for small planes and helicopters should continue.	Agree.
D2/43/10 D2/49/3	Local Residents (2)	Glider activity should continue.	Noted.
D2/49/4	Local Resident	A flying school should be resumed on the site.	Noted.
<b>Aviation: terminology</b>			
D1/28/6	Lee Flying Association	Phase 'aviation businesses' or availability of the airfield for private and general aviation use (as mentioned in the Daedalus Planning Statement) should be used rather than 'aviation-related businesses' to avoid creating the impression that only aviation businesses not requiring an active airfield would be welcome to invest and locate at Daedalus.	Aviation-related businesses include businesses that require an active airfield and those that don't. The term encompasses a wider range of businesses.
<b>Aviation: Management of the airfield</b>			
D1/32/16	SEEDA	Para 4.15 'Negotiations are continuing between the MCA and SEEDA in respect of medium and long term arrangements for Daedalus.'	Include SEEDA's suggested change as a footnote, Amend the paragraph in order that the text does not date quickly as negotiations are ongoing.
D1/32/17	SEEDA	Object to direct linkage made between improving the viability of an air-focussed regeneration site and a reduced need for residential uses on the site. Delete reference.	Retain reference to airfield viability but delete direct link to the residential element.
<b>Aviation: Use of Hangars and associated space in Gosport part of the site</b>			
D1/28/4 D2/52/4	Lee Flying Association Local Resident	Non-aviation businesses should not be encouraged to occupy premises which have runway/airside access	The SPD aims to provide a framework for the whole site within Gosport and consequently other uses are

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		<p>(D1/28/4).</p> <p>The Overlord and Dunning Hangars should be identified purely for aviation use. The access to airside should be re-opened and space made available between the current hangars and the Coastguard hangar for new airside aviation building in due course.</p> <p>Support para 4.14: concern that other statements in SPD to provide a variety of employment premises for a wide range of businesses dilutes or conflicts with proposals for aviation uses (D1/28/4).</p>	<p>likely to be more appropriate for other parts of the site. The Council recognises that the aviation industry has particular requirements and specific measures to protect these are included in the SPD. The SPD is only a framework for making decision and if an aviation-led consortium produced proposals that require less or no other uses these would be considered. The proposals for the FBC area also include a significant amount of land for aviation use. It is considered too prescriptive at this stage to safeguard the hangars for aviation use only. It will be necessary to consider detailed proposals and assess these against the principles of the SPD including the need to maximise the potential for aviation use. This would include the use of particular buildings and layout of the site in relation to the need to gain access to the airfield.</p>
<b>Aviation: Arrangements regarding the north-south runway</b>			
D1/28/1 D2/52/2	Lee Flying Association Local Resident	<p>Concern regarding encroachment of the north-south runway. The runway is a valuable asset in its own right and will maintain the viability of the airfield.</p> <p>Also help safeguard open space and sight lines that local people value (D1/28/1).</p>	<p>The route of the potential eastern access has been moved further southwards on the latest plans and is not within the taxiway area. The SPD aims to ensure that the operation of the runway is not affected by development and the appropriate information is required as part of any planning application.</p> <p>The new employment building at the entrance of the site south of the runway is aimed to provide a landmark gateway to the strategic employment site and it will be necessary to ensure such buildings do not impede the operation of the north-south runway.</p> <p>It is considered that this is the most suitable area for</p>
D1/28/2 D2/52/3	Lee Flying Association Local Resident	The new proposed road proposed from Broom Way should be routed further south and not along the taxiway at south end. The taxiway should be retained and kept for aviation.	
D1/28/3	Lee Flying Association	Further building south of the north-south runway should not be permitted.	

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			more dense development in Hangars East in order to protect the wider strategic gap.
<b>Aviation: Hangars West</b>			
D2/73/9	Local Resident	Endorse proposals for aviation in this area.	Noted.
<b>Aviation: Further research required</b>			
D2/29/1 D2/37/5	Local Residents (2)	Before planning decisions are made there needs to be a professional appraisal of what is possible in terms of aviation (and marine use-D2/37/5)	Agree- SEEDA have recently commissioned research, 'Aviation Potential of Lee-on-the-Solent Airfield (Formerly HMS Daedalus)' (York Aviation 2011) which identifies the potential for aviation on the site. Similarly SEEDA's earlier Solent Waterfront Strategy identifies the potential for marine uses at Daedalus.
<b>Aviation: Concerns regarding commercial attractiveness</b>			
D1/8/3	Fine Cars (Lee-on-the- Solent)	Daedalus is unlikely to support significant aviation industries: <ul style="list-style-type: none"> <li>• Servicing and maintenance of private aircraft normally takes place at their lease airfield and does not support many jobs;</li> <li>• Unlikely to be production on the site;</li> <li>• Commercial flying is more credible but wouldn't be supported by local population and has no support infrastructure.</li> </ul> A flying club/group may be a possibility.	SEEDA's 'Aviation Potential of Lee-on-the-Solent Airfield (Formerly HMS Daedalus)' (York Aviation 2011) identifies scope to enhance the General Aviation market as well as the potential for ancillary growth in aviation-related businesses such as light aircraft maintenance and manufacture. There are also opportunities for growth in aerospace which include firms that would not need access to the runway but would benefit from close links with companies that do.
D2/37/4	Local Resident	The airfield has found its own niche by way of general aviation, the MCA facility and Britten-Norman's operation (airframe). Concerns regarding the commercial attractiveness of Daedalus for aviation use.  The size of the runway precludes the operation of large airframes and associated services (maintenance) which occur at larger airfields/airports. Aircraft component	The evidence shows that not all aspects of the industry would be suited to the site due to established competition and facilities elsewhere.  Both SEEDA and the two Borough Councils have been approached by a number of businesses within the aviation sector expressing an interest in investing in the Daedalus site.

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		industries require good road access rather than a runway.	
<b>Aviation: Concerns regarding increased use</b>			
D2/68/2	Local Resident	Proposed increase in the use of the airfield facilities will create noise and disruption and this requires more consideration.	Agree the issues relating to noise and disruption will need to be carefully considered as part of any application and the relevant avoidance and mitigation measures will need to be implemented.
<b>Aviation: Impact on the internationally important sites</b>			
D1/19/6 D1/21/4	Natural England RSPB	<p>Concern regarding the intensification of aviation on the internationally important habitats.</p> <p>No details provided in the SPD on the existing licensing conditions and whether there is scope for expanding the airfield use (D1/21/4).</p>	<p>Since the publication of the Daedalus SPD Consultation draft SEEDA have produced an aviation feasibility study (York Aviation 2011) which sets out details of the potential to expand aviation from its current levels (this may or may not be lower than when it was used as an MoD Base).</p> <p>The usage of the airfield itself is outside of the scope of the Daedalus SPD. There is the potential to increase aviation movements to at least the levels which occurred when it was an MoD base without the need for a further planning application. Even then it would be up to Fareham Borough Council as the local planning authority covering the airfield to determine at what level beyond this planning permission will be required.</p> <p>It is unclear at the SPD stage whether there will be any businesses located within Gosport that would contribute to additional flights and if so what the level and frequency of air movements would be. Much would depend on the type of businesses involved. Businesses located on the Gosport part of the site may require a site in close proximity to aviation businesses rather than using the runway</p>

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			<p>themselves. However that said there may be some businesses that do require use of the runway. Consequently it is considered that assessment at this stage would not be meaningful and that proposals included in the Daedalus SPD would not necessarily lead to increased aviation movements.</p> <p><b>That said the Borough Council has taken a precautionary approach and included text which states</b> <i>'It is important to recognise that any development that would be likely to have a significant effect on a designated site, either alone or in combination with other plans and projects would not be in accordance with the Habitats Regulations 2010 or the development plan and would be refused.'</i></p> <p>Additionally reference has been made to the need for an applicant to submit details relating to any potential use of the airfield in order that the information can be used to assess the environmental implications.</p>
<b>Aviation: Future of Coastguard operations</b>			
D1/31/5	Hampshire & Isle of Wight Wildlife Trust	WT questions the future use of the airfield in the light of the Government's recent announcement concerning consolidating coastguard services.	Accept that there is some uncertainty regarding future MCA operations. The GBC SPD together with Fareham Borough Council's policies provides a framework for making future decisions for retaining aviation use of the site.
<b>Marine sector</b>			
<b>Marine: Slipway</b>			
D1/22/5	Lee-on-the-Solent Residents' Association	If the slipway is sold there should be some provision for its use by occupants on Daedalus for example marina industries, hovercraft and recreation uses.	Include under 'development considerations' the need to retain the slipway for marine-related activities linked to the Daedalus site.



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D1/16/8	Hovercraft Museum	Strongest objection to any use that detrimentally affects the slipway. Its unrestricted retention is considered essential to enhance the attraction of Daedalus to marine-related businesses and activities.	Agree- A new paragraph has been included in the SPD that sets out the importance of retaining the slipway for businesses and other activities.
D2/3/1	Local Resident	Public access to the slipway should be maintained for launching vessels and water craft.	Agree.
D2/41/3	Local Resident	The slipway should be used to bring in heavy items and goods and to export goods. A pier or jetty could be built to accommodate small coastal freighters. This would help alleviate traffic congestion.	Include under 'development considerations' the need to retain the slipway for marine-related activities linked to the Daedalus site. Proposals for a pier and jetty would have implications on the internationally important site and are not being proposed as part of the Daedalus SPD.
D2/41/4	Local Resident	Traffic lights could be put in place at the slipway or a bridge over the road to the site.	Traffic lights may be required to allow use of the slipway from Daedalus. This issue has now been included in the SPD.  A bridge is not proposed as the anticipated level of slipway usage would not warrant such a costly investment. There are also significant visual amenity and environmental factors to consider.
D1/22/6	Lee-on-the-Solent Residents' Association	In relation to the slipway the impact on the traffic flow along Marine Parade West needs to be taken into account.	This implication of the use of the slipway on traffic using Marine Parade is an issue that needs further consideration and has now been included in the SPD. Much will depend on the level of use and it will be necessary for future applications to set out details on anticipated slipway use.
D2/24/8	Local Resident	Any significant use of the slipway would seriously impair the movement of traffic on the busy Marine Parade and therefore may not be a real asset for the site or area.	
D2/5/3	Local Resident	Concern that the access to the sea from the runway area via the slipway and Seaplane Square appears to be overlooked. This is a unique feature and must be retained.  The present 'wide access' via Theseus Road should not	A link between the northern hangars and the slipway is proposed through Seaplane Square and the triangular piece of land to the north. Further emphasis has been included in the Street Hierarchy part of the Transport and Accessibility Section.

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		be prejudiced by the proposed new buildings being sited too close to the route	
D1/8/3	Fine Cars (Lee-on-the-Solent)	Site is unlikely to be suitable for marine industries for a number of reasons: <ul style="list-style-type: none"> <li>• Slipway would only be useful to small craft in fine conditions;</li> <li>• Site lacks facilities such as jetty, shelter for boat, travel lift, launch/recovery dock;</li> <li>• Whilst marine would be a wonderful facility it is unlikely to happen.</li> </ul>	SEEDA's Waterfront Strategy identifies the significant potential for marine-related businesses at the Daedalus site. These will need to be appropriate for the site and not have a detrimental impact on internationally important habitats in the vicinity and consequently marina and jetty proposals may not be appropriate.
D2/37/3	Local Resident	Sceptical about the commercial potential of a slipway. Without the addition of a marina at vast expense the slipway per se may not be the attraction to marine businesses that it seems is now being assumed.	
D1/11/5	Defence Heritage Support Group	It may be possible to construct a major port offshore with a new road and railway system.	This would be inappropriate for this site with likely significant environmental impacts.
D1/19/ D1/21/5	Natural England RSPB	Concern regarding the increased use of the slipway on the internationally important habitats which could lead to increased disturbance.  Further information on the potential nature of these options is necessary in order to carry out a full assessment of their acceptability in this location. (D1/21/5).	It is not possible to provide further details on the anticipated level of use of the slipway as much depends on the proposals for the site. It is not clear whether this will be greater than the current use of the site for recreational purposes (including jet ski users).  To address this issue text has been included in the SPD: <i>'It will be necessary to ensure the type and level of usage associated with marine activities generated by the site does not have any detrimental impact on the nature conservation features of internationally important sites within the vicinity. This needs to be demonstrated with detailed studies at the planning application stage to inform an appropriate</i>

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			<i>assessment under the requirements of Habitats Regulations 2010. Proposals that will harm the features of the internationally important sites will not be permitted.'</i>
<b>Other local businesses</b>			
D1/8/4	Fine Cars (Lee-on-the-Solent)	The [1997] Planning Brief for Daedalus encouraged local business to move to Daedalus to allow expansion and sustainable employment. Fine Cars has been trying to locate to the site. Concerns that a New Car Showroom and allied facilities employing 25 people would not fit with the ambitions for marine and aviation.	<p>It is considered that many of the potential marine, aviation and high-tech businesses could indeed be local firms or at least support existing businesses given the strengths of these sectors in the Gosport economy.</p> <p>The SPD does allow for other local businesses on the site indeed paragraph 4.18 states that given the sheer size of the site there is scope to develop different segments of the business premises market including business start up and move-on accommodation.</p> <p>The appropriateness of a car showroom would need to be considered as part of a planning application as part of the regeneration of the whole site. Details such as scale and location within the site would need to be considered at this stage.</p>
D2/45/27	Local Resident	Para 4.8: Does not contain reference to existing Gosport businesses not within the preferred categories of marine, aviation and high technology industries.	The SPD does allow for other local businesses on the site indeed Paragraph 4.18 states that given the sheer size of the site there is scope to develop different segments of the business premises market including business start up and move-on accommodation.
D2/37/8	Local Resident	Reservations about the commercial attractiveness of the site for marine and aviation use may be necessary to accept a more general use, ultimately, whatever improves the site and ideally offers employment opportunities.	
D2/58/4	Local Resident	Need to encourage small business units on the site to provide local employment.	

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D2/36/1 D2/65/4	Local Residents (2)	Local commercial businesses should be encouraged to expand and add local employment possibilities and thereby reducing out-bound traffic congestion.	
<b>Other employment related uses</b>			
D2/73/14	Local Resident	Driving Standard Agency Test Centre is a good idea.	Noted.
<b>Skills/ Availability of suitable workforce</b>			
D2/20/5	Local Resident	What measures are in place to ensure that businesses attracted to the site will be capable of providing employment for local residents with or without additional training?	Whilst a local authority can not force a private company to provide employment for local residents only, the SPD requires developers/employers on the Daedalus site to produce local training and employment plans which have been used elsewhere in South Hampshire to improve the employment and training opportunities for local residents at new development sites.
D2/20/10	Local Resident	Whilst attracting high tech industries is supported there is concern that these jobs will not provide opportunities for low qualified/ low skilled residents in the area (of which evidence suggests is a significant proportion of the workforce). Thus there is a need to provide: <ul style="list-style-type: none"> <li>considerable training;</li> <li>more low tech type employment.</li> </ul>	The site will have a range of job opportunities including lower skilled occupations. The Council will also work with local companies to improve local training opportunities.
D2/20/11	Local Resident	Whilst the SPD makes reference to work-based training, there are a number of actions required: <ul style="list-style-type: none"> <li>training for future jobs in the high-tech sector should start as early as possible and be enhanced at Sixth Form;</li> <li>understanding of the level of skills required by companies interested in moving to the site;</li> <li>compare this with the current skill levels of Gosport residents;</li> <li>develop a training strategy to provide Gosport residents with the best opportunities to take up</li> </ul>	Agree a number of actions are required on a Borough-wide basis to improve training opportunities. The Borough Council is working with local companies, education and training providers to improve opportunities. The SPD proposes that employers/developers prepare an Employment and Training Plan to improve local skills to meet the needs of businesses on the site.

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		employment on the site.	
D2/12/3	Local Resident	Doubt that there are the people available in the local area to train for the jobs proposed for the site. Most of the population is over 65. It also takes time to train young people and once trained their skills will be out-of-date.	The Borough already has strengths in the suggested industries including a skilled workforce in these industries.  However it is acknowledged that further training is required particularly in relation to young people. The SPD proposes that employers/developers prepare an Employment and Training Plan to improve local skills to meet the needs of businesses on the site.
D2/14/4	Local Resident	There needs to be sufficient work for younger age group.	Agree-job creation is one of the key objectives of the redevelopment of Daedalus.
<b>In-commuting congestion</b>			
D2/2/2 D2/12/3	Local Residents (2)	Concern how many people would have the necessary skills to fulfil employment opportunities. Consequently workers from outside would use the roads creating even more congestion and misery for existing residents.	The SPD proposes that employers/developers prepare an Employment and Training Plan to improve local skills to meet the needs of businesses on the site.  There will undoubtedly be in-commuting and any proposal will need to be accompanied by a traffic impact assessment with the relevant mitigation measures proposed.
<b>Leisure/Tourism/Recreation</b>			
D1/19/7	Natural England	NE considers that the SPD is indicating support for developing water sports with access to the Solent via the slipway. The cumulative recreational impacts on designated sites should be assessed in the HRA and SA/SEA.	These impacts have been assessed by the HRA with a number of precautionary measures included in the SPD as it is not clear at this stage what the nature of the proposals will be on the site and these will need to be addressed at project level.  In relation to the slipway the following text is proposed.
D1/21/8	RSPB	Leisure uses such as an hotel and food and drink establishments alone and in-combination with the proposed residential development at Daedalus have the potential to place increased recreational pressure on the	

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		European sites. Concerned that the proposal to improve pedestrian and cycle facilities could further increase opportunities for recreational disturbance on the European sites.	<p><i>'It will be necessary to ensure the type and level of usage associated with marine activities generated by the site does not have any detrimental impact on the nature conservation features of internationally important sites within the vicinity. This needs to be demonstrated with detailed studies at the planning application stage to inform an appropriate assessment under the requirements of Habitats Regulations 2010. Proposals that will harm the features of the internationally important sites will not be permitted.'</i></p> <p>In addition a number of mitigation measures are included in relation to recreational disturbance including provision for alternative green infrastructure and cross-boundary working on management issues. There is also a commitment to implement relevant measures identified in the forthcoming Solent Disturbance and Mitigation stage.</p> <p>The measures to improve cycling and pedestrian access to Lee frontage and the Alver Valley have the potential to deflect pressure from more sensitive sites. As mentioned above there may be the need for cross-boundary working in relation to access at Hill Head which may arise from the Solent Disturbance and Recreation Study. Specific mention for improved cycle access westwards from Lee has been removed from the SPD as this is unlikely to be achieved as part of proposals at the Daedalus site.</p>
D2/34/1	Local Residents (3)	Daedalus represents a great opportunity for new	Agree.



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D2/60/3 D2/65/7		leisure/recreation facilities for all- recognise that jobs are a priority.	
D2/37/6	Local Resident	Maybe necessary to find a new focus for the site-such as leisure as opposed to aviation and marine use.	The SPD will enable leisure options to come forward.
D2/6/3	Local Resident	Not enough leisure facilities.	The SPD is flexible regarding the provision of leisure facilities and if proposals from community groups or businesses come forward they would be considered alongside other proposals. The SPD recognises that the areas closest to the seafront are particularly suitable for leisure uses.
D2/23/1	Local Resident	Concerns whether hotels, conferencing facilities, restaurants and leisure uses will be delivered. Heard it before on other sites.	Acknowledge that there are challenges. The SPD provides a framework to enable these types of uses to come forward but ultimately there will need to be developer interest for these types of facilities if they are to be delivered.
<b>Hotel use: Support</b>			
D2/34/3 D2/77/7	Local Residents (2)	Hotel with conference centre/leisure facilities is supported. It would help promote the wider area	Agree a hotel to serve local business/tourism needs is important. The SPD does make reference of the potential for hotel uses on the site. Ultimately there will need to be developer interest for these types of facilities if they are to be delivered.
D2/9/6 D2/41/9	Local Residents (2)	A hotel would be a great advantage. The Wardroom would convert readily to a hotel. This would: <ul style="list-style-type: none"> <li>• re-use a historic building which is falling into disrepair (D2/41/9);</li> <li>• create employment (D2/41/9);</li> <li>• provide a facility in an attractive area which lacks such a facility at present (D2/41/9).</li> </ul>	
D2/25/1	Local Resident	A medium sized hotel is needed for the Lee area including a conference room for businesses and weddings etc. Would bring jobs to the area.	
D1/1/5	Advanced Marine Innovation Technology Subsea Ltd	The provision of adequate hotel accommodation at affordable prices is essential to support extensive business development. The SPD sidesteps this issue.	
D2/65/2	Local Resident	Has a hotel operator shown any interest? Traffic may be	

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		a deterrent.	
<b>Hovercraft uses (museum and other activities)</b>			
D1/16/6	Hovercraft Museum	<p>Great concern that the existing Hovercraft Museum is not mentioned in the emerging document other than a passing reference to a possible museum. This suggests SEEDA and the local authority do not recognise its existence nor are committed to its retention. Submitted letter provides detail regarding the significance of the museum in terms of exhibits and visitors.</p> <p>Limited tenure of the museum prohibits obtaining the necessary funding to protect and restore the exhibits. Investment is required in the hangars which could be secured by the Museum if it can be demonstrated it has a long term future on the site. The SPD doesn't provide this.</p> <p>The museum has the potential not only to attract investment (Heritage Lottery) it would generate tourism employment and training opportunities and assist with the regeneration of the Daedalus site.</p>	<p>The positive aspects of the Hovercraft Museum are acknowledged.</p> <p>The SPD will be revised accordingly to make specific reference to the retention of the Hovercraft Museum and the Search and Rescue Hovercraft facilities.</p>
D1/9/1	Hovercraft Society	The Hovercraft Society would like to ensure that the contribution of the UK military hovercraft scene is not overlooked. The site has a long history with the development of the hovercraft.	
D1/10/1	Association of Search & Rescue Hovercraft Gosport Branch(ASRHGB),	<p>The ASRH has the prime objective of using small hovercraft for search and rescue purposes on local tidal mudflats. Its hovercraft and equipment is accommodated in one of the Hovercraft Museum buildings.</p> <p>It appears unlikely from the SPD that the Hovercraft Museum will retain usage of the seaplane hangars, nor is</p>	

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		there an indication that alternative accommodation will be made available. ASRH would like a continuing presence on the site.	
D2/10/3 D2/15/2 D1/11/3 D2/24/6 D2/58/1 D2/60/1 D2/61/1 D2/65/10 D2/71/5 D2/72/5 D2/73/8	Local Residents (10) Defence Heritage Support Group	Hovercraft Museum must be retained.  Disappointed there is no reference to the Hovercraft Museum.	
D2/30/1	Local Resident	The Hovercraft Museum needs to be mentioned by name. A secure 7 year tenancy is required to attract lottery funding.  Museum's future is importance for Gosport's tourism industry and the nation's heritage.	
D2/60/1a D2/61/2	Local Residents (2)	Potential to be a major tourist attraction.	
D2/9/10	Local Resident	What will happen to the Hovercraft Museum is Seaplane Square?	
D1/16/10	Hovercraft Museum	Creative thinking could envisage the use of the SR.N4 hovercraft as a unique venue for a restaurant or entertainment.	This will need to be considered as part of detailed negotiations with future developers of the site.
D2/24/4	Local Resident	If the slipway is to be used the hovercraft cannot stay where they are.	The Seaplane Square will need to have management measures in place to ensure the space can be used flexibly by a range of users.
D2/24/5	Local Resident	If the museum is to survive it will require possibly two hangars.	Noted.
<b>Heritage uses</b>			
D2/15/3	Local Resident	The Hovercraft Museum could form a key part of the 'Seaplane Square heritage area' together with our Provincial Society historic Gosport and Fareham buses too and the Lee Flying Club.	Other aspects linked to the history of Daedalus will need to be accommodated on the site. Amend SPD accordingly.

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D1/11/4	Defence Heritage Support Group	It would be nice to include a small display about Fleet Air Arm operations (as part of Hovercraft Museum or near the War Memorial).	
D2/65/11	Local Resident	Other museums could be encouraged to this historic area.	
Other suggested leisure uses			
D2/4/1	Local Resident	Motor racing circuit: fantastic opportunity for motor, kart and motorcycle racing which could generate relevant employment businesses.	Any proposal by a developer will be considered but it would be important not to conflict with the aviation potential for the site.
D2/9/8 D2/32/6 D2/34/1  D2/65/8	Local Residents (4)	Potential for leisure centre (sports hall gym)/public swimming pool. Holbrook is tatty and the use of Fareham results in northbound traffic (D2/9/8). Other facilities are some distance away (D2/32/6).	Holbrook will shortly be redeveloped with a new leisure centre/swimming pool facilities. There are no plans or resources for additional public facilities in the Borough. This does not preclude a private enterprise coming forward with a proposal for indoor sports facilities. Indeed certain buildings appear suitable for such facilities.
D2/33/1	Local Resident	The site could include a club for the 18-25's with bar, function room and live music/discos.	The SPD would allow for such a facility to be developed on the site. It would need to be in an appropriate building and ensure local amenities are not unduly affected.
D2/34/4  D2/65/9	Local Residents (2)	A cinema /theatre.	It is unlikely that a mainstream operator would operate in this location. The SPD would enable such a facility (maybe a small arthouse type/community-run venue) to be set up on the site if an entrepreneur or group considered there to be sufficient demand in the area.
Community facilities			
D2/19/1 D2/25/2	Local Residents (2)	Health centre could be provided on-site including: GP surgery and/or polyclinic to serve the needs of the elderly population (D2/19/1).	Agree there is scope for such facilities on the site. This is mentioned in the SPD.
D2/32/3	Local Resident	Daedalus may be an opportunity for an ambulance station/medical centre and possibly a fire station. Concerns regarding the overuse of QA Hospital since the	The NHS and ambulance service have been consulted on their infrastructure requirements in the Borough. No need has been expressed for an

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		closure of Haslar Hospital.	ambulance station. It is acknowledged that a new GP surgery is required within Lee and the SPD does make provision for such a use on the site.
D2/25/3	Local Resident	A large youth club/sports area could be provided.	Agree there is scope for such facilities on the site.
<b>Retail uses</b>			
D1/32/18	SEEDA	Para 4.23: Delete first sentence. Reference to small convenience store or specialist shops is too prescriptive.	GBC wishes to make it very clear that retail should be a very ancillary element to the Daedalus site and that Lee centre is close enough to the site to serve most of its needs. Any loosening of the current text has the potential to invite retail proposals that could cause harm to the centre. Whilst it is acknowledged that the PPS4 test mentioned in the text will be used, if the text was more permissive for retail a developer or planning inspector (on appeal) for instance could consider that the Council was encouraging a higher level of retail than intended. Indeed as a result of public consultation it is considered that the text could be made stronger to resist retail development.
D1/22/12	Lee-on-the-Solent Residents' Association	Support the need to protect Lee's High Street with it many individual shops.	Agree.

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D1/6/5  D2/18/4 D2/11/10 D2/65/6 D2/71/6 D2/72/4	Lee Business Association Representative Local Residents (5)	Developers should not include any significant shops/supermarkets: <ul style="list-style-type: none"> <li>this would be detrimental to the High Street (D2/18/4 &amp; D2/65/6);</li> <li>any large retail outlet coming to Lee would undermine the business interests of many uniquely independent small retailers. There is a need to protect local businesses (D1/6/5).</li> </ul>	Agree. The Daedalus SPD makes it very clear that any retail on the Daedalus site would be limited. It suggests perhaps a small convenience store to serve the needs of the site or specialist retail (for example connected to the marine leisure sector).  It also makes it clear that any proposed retail provision should not harm Lee Centre. Any proposals would need to meet the Government tests set out in its guidance PPS4: Planning for Sustainable Economic Growth including the requirements of an impact test. The Council's Adopted Local Plan Review (Policy R/S2) also aims to protect existing centres.  The Borough Council is keen to ensure that Lee Centre remains a successful location for retail and associated businesses particularly with a good mix of independent businesses.
D2/24/10	Local Resident	The desire to maintain shopping facilities in Lee is strongly supported but facilities in the High Street are limited and can be easily swamped. Parking is limited and there is little space for shops to expand.  More houses will mean more demand for more shops outside of the High Street which would then take business from the High Street and may cause its ultimate collapse.	Lee has good shopping facilities for its size and is currently very vibrant with high levels of occupancy. It is considered that there is sufficient parking within the vicinity of the centre (i.e. within 200 metres). New significant retail outside of the centre may detract from Lee High Street. Additional provision if required will be more appropriate on the edge of the existing centre. New housing is likely to support the existing centre as a proportion of household expenditure will be retained locally.
D2/45/31	Local Resident	Care will need to be taken that the existence of limited retail use will not itself be used as a justification for residential development.	Agree.

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D2/25/5	Local Resident	The Gosport area does not have many filling stations- a potential use on Daedalus	Any such proposals to come forward by a developer would be considered on its merits.
<b>Residential uses: Support</b>			
D1/25/5	Homes and Communities Agency	Support the inclusion of residential within the overall mix of uses. Mix of housing types and tenures is supported as is the aim of incorporating design and sustainability standards such as the Code for Sustainable Homes, Lifetime Homes and Secured By Design.	Noted.
D1/18/9	Defence Estates	The recognition of the importance of residential to the overall scheme is welcomed. The proposed location of residential, adjacent to existing housing is supported.	Noted.
<b>Residential uses: Object-</b>			
D2/2/3 D2/6/2 D2/24/8 D2/27/1 D2/62/4	Local Residents (5)	Too much residential proposed/No more housing.	The residential proposed is in accordance with the allocation set out in the Adopted Gosport Borough Local Plan Review in order to meet local housing needs.
D2/2/4 D2/24/9 D2/77/3	Local Residents (3)	New residential development will overwhelm existing roads and other infrastructure (doctors and other medical facilities, schools-D2/2/4 & D2/77/3) in combination with other developments in the area (including proposed development north of Fareham and Haslar). Where are the plans to provide more facilities? (D2/77/3)	The Borough Council will require appropriate contributions to deal with the impacts generated by the site.
<b>Limits to residential development</b>			
D1/22/14	Lee-on-the-Solent Residents' Association	Paras 4.25 and 5.82 should be made clear that 500 dwellings includes any in mixed development areas and included in the Married Quarters that have been built.	Para 4.25 has been amended to reflect the latest position regarding the Married Quarters. It will be made clear that the 500 allocation includes the existing Married Quarters and those proposed in the mixed use area. Para 5.82 relates specially to affordable housing which requires 40% of housing completions to be affordable.
D2/45/33	Local Residents (2)	The overall Local Plan Review allocation of 500 must not	It is the Council's intention that the 500 allocation



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D2/11/1		be exceeded (preferably less-D2/52/2).	<p>identified in the Adopted Gosport Borough Local Plan Review will not be exceeded and that employment opportunities are maximised. This provision includes future Married Quarters if there is a demonstrated need as well as the conversion of historic buildings.</p> <p>However the Council considers that there may be exceptional circumstances where more housing is proposed and that this may be acceptable if it delivers the Council's key employment and heritage objectives for the site. Such residential development may be necessary to make the site viable for employment uses including the provision of necessary infrastructure. In such exceptional cases the developer will be required to robustly demonstrate that this is the case through an open book approach demonstrating the housing is necessary to make the site viable to deliver the overall objectives for the site.</p>
D2/23/2	Local Resident	There should be no more residential than that proposed in the SPD. Would be surprised if only 352 are built.	
D2/65/6	Local Resident	No more housing other than the MoD Married Quarters.	
D2/73/11	Local Resident	<p>Opposed to large scale residential development except:</p> <ul style="list-style-type: none"> <li>the Married Quarters if there is still a need for these;</li> <li>May be scope for conversion of existing accommodation blocks into quality apartments</li> </ul>	
D2/60/4	Local Resident	If more houses are to be built please ensure that there is not too many to swamp and spoil the whole site. No more large housing estates.	
D1/22/16	Lee-on-the-Solent Residents' Association	<p>Paragraph 4.28 should be deleted. This paragraph allows developers to contest the number of housing on the site.</p> <p>Extra workforce should come from Gosport area. There is adequate housing of all types for any extra workforce.</p>	
D2/26/2	Local Resident	The reference to the consideration of a higher figure in exceptional circumstances is a loophole which seems to make the whole plan nonsensical.	
D2/45/4	Local Resident	The flexibility to consider a higher residential figure in order to help achieve the Council's key objective would allow the option of increasing residential even when maximisation of employment is not the justification for extra development.	
D2/45/5	Local Resident	The linkage of extra housing to maximise employment opportunities could lead to the subversion of already agreed upper housing limits for Gosport. What precautions will there be to prevent this happening?	
D2/45/15	Local Resident	Given the flat nature of the site there is an inherent danger of residential development being sought in the Fareham part of the site (4/5's of the site) against the wishes of	
			FBC's Core Strategy identifies the Daedalus site as a strategic gap and it is not proposing any residential development. They are proposing sensitively

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		Gosport Borough Council. Fareham has a recent record of agreeing large residential projects without adequate infrastructure.	located employment buildings associated with the airfield.
D2/45/32	Local Resident	Para 4.24: Considers that residential development will assist the financial viability of scheme-this emphasises the risk of residential development as time passes.	Noted.
D2/45/35	Local Resident	Para 4.28: Allowing higher figures in exceptional circumstances undermines the assurances about housing number limits in preceding paragraphs and could be used as justification to totally circumvent them.	The Council stresses the exceptional nature of housing figures and the need to clearly demonstrate the need for additional housing.
D1/18/12	Defence Estates	The possibility of developing more residential units on Daedalus than the allocated 352 units is noted.	Noted.
<b>Residential uses: Impact on internationally and nationally important habitats</b>			
D1/19/8 D1/27/12	Natural England Environment Agency	The potential higher/maximum number of residential units should be assumed for the purposes of HRA, applying the precautionary principle required by the Habitats Regulations.	The HRA for the Core Strategy builds-in any potential higher figures on brownfield sites such as Daedalus by assessing housing figures over the SE Plan figure of 2,500. A scenario of 4,000 dwellings has been tested although it is made very clear that this is not a target but is used to consider affects of growth higher than 2,500 dwellings. Such a scenario may be required to enable development of difficult brownfield sites with historic buildings and environmental constraints. Consequently the strategic impacts of growth in the peninsula have been identified in-combination with development in other areas and how these affect the European sites within south Hampshire. This information has been included in the HRA for the Daedalus SPD. However it should be made clear that in the case of Daedalus higher levels of housing (i.e. over 352 dwellings) will only be considered in exceptional circumstances which are set out. Therefore the

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			Borough Council does not wish to identify a maximum figure of dwellings for the site as this is not the intention of the SPD and would therefore not be a meaningful assessment. Instead a guidance document such as the Daedalus SPD should highlight the issues that need to be considered if higher levels of residential development are proposed. Natural England's suggested amendment (D1/19/1) has therefore been included.
D1/19/9	Natural England	Section 4.27 should also refer to the environmental capacity and social benefits of the scheme.	Amend paragraph to mention that environmental capacity is also a consideration as well as economic viability. It is considered not necessary to specifically mention social benefits as this test would be more difficult to apply in this instance as it could be argued in all cases that housing will provide social benefits (directly by providing living accommodation or indirectly by making the site viable to allow the development of employment and other uses.)
D1/21/1	RSPB	<p>Proposed residential development is within 100m of internationally important sites with convenient access to those sites provided by the proposed pedestrian and cycle access at the western corner of the SPD. Concern that alone and in combination with other development in the wider area, the proposed residential development at Daedalus has the potential to place increased recreational pressure on these European sites.</p> <p>Concern that the timing of the SPD is in advance of the Solent Disturbance and Mitigation Project results and consequently it may not be possible to demonstrate that the proposed residential development will not have an adverse effect on the integrity of the European sites.</p>	<p>Following the HRA, the SPD has been amended to include text which is explicit about the pre-cautionary approach including the potential impact on recreational disturbance.</p> <p>It also includes text that mentions the need to include text regarding the findings of the Solent Disturbance and Mitigation Project where these are relevant to development at Daedalus. This could include provision of green infrastructure, improved links to green infrastructure and or improved management of green infrastructure. The need for a sub-regional and /or cross-boundary approach to this issue is acknowledged.</p>

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		<p>The results of the emerging SDMP must be fed into the SPD and the accompanying HRA to assess potential impacts and to inform a comprehensive mitigation strategy for the site.</p> <p>Any development that comes forward ahead of this research should be treated on a highly precautionary basis.</p>	
<b>Residential Use: Married Quarters</b>			
D1/18/1	Defence Estates	<p>Residential development would contribute to the overall vitality and sustainability of the site and should be seen as the most appropriate alternative use for the MoD owned land. Provision of Married Quarters would complement the existing area of Married Quarters.</p> <p>MoD fundamentally disagrees that the vacant MoD land could be used for employment purposes if it is ultimately declared surplus requirements by the MoD.</p>	<p>Agree that Married Quarters would complement existing Married Quarters. The SPD is positive to additional Married Quarters if there is a demonstrated need, particularly in the light of the Defence Review. The potential for the site for residential development is also acknowledged.</p> <p>The Council considers that part of the site may indeed be suitable for employment and that these options should be considered as part of the whole site if the land is declared surplus to MoD requirements.</p>
D1/18/10	Defence Estates	<p>Future requirements of Married Quarters are currently uncertain in the light of the recent Strategic Defence and Security Review. If the land is subsequently declared surplus to requirements, the MoD will seek to dispose of it. If not required by other Government departments, the land will be sold on the open market.</p> <p>If the land is disposed the MoD would support the use of the site for general residential purposes and would support the retention of the 352 allocation for the whole site.</p>	<p>The Council's requirement to show a genuine need is straight forward i.e. evidence to show that the MoD requires to build new housing in the Gosport area to serve MoD personnel.</p> <p>The reason why the Council is seeking Defence Estates to demonstrate need relates to the following. The 1997 Daedalus Development Strategy (approved both by the Borough Council and the Defence Estates Organisation) identified the land in question as the best location for employment use</p>

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D1/18/11	Defence Estates	<p>MoD objects to the phrase ‘genuine need’ which implies that MoD may introduce needs that are not genuine. The SPD should specify exactly what the Council will require the MoD to provide to demonstrate that the site is required for Married Quarters purposes and should explain why this is an issue only for the Married Quarters site (as opposed to the sites to accommodate the other 200 dwellings allocated to Daedalus).</p> <p>If the alternative use of the site for residential purposes is supported, the requirement for MoD to provide evidence of need for the use of its land for Married Quarters should be removed from the SPD.</p>	<p>given its proximity to Broom Way. However when the original outline permission was granted for 300 dwellings an exception was made to meet a local need for Married Quarters.</p> <p>Now the permission for the second phase has lapsed there is now an opportunity to review the situation and consider the vacant MoD site as part of the whole Daedalus site. This represents good planning and allows opportunities to be explored which will help deliver a vibrant and viable employment-led site. The Council would likely have taken this position in relation to any other lapsed permission on the site.</p>
D2/63/1	Local Resident	Disappointed that the Council has refused the second phase of the Married Quarters site. Disagree that the MoD plans disrupt the overall planning of the Daedalus site. Piecemeal development would be quite possible within zoned areas.	
D2/73/12	Local Resident	Accept MoD housing if there is a need. Though the planned declines in the number of service personnel makes it difficult to justify additional service housing.	
D2/9/5	Local Resident	Is the provision of MoD housing to be affected by the 2010 Defence Review? If the housing is not required as a result will the number and mix of the houses be the same?	
D2/17/5	Local Resident	Pleased the 2 <sup>nd</sup> phase of MoD housing has been delayed as this would affect our peace and quiet.	
Residential: Location on site			
D1/32/19	SEEDA	The SPD is too prescriptive on the location of the residential development.	The SPD (paras 4.6 and 4.7) makes it clear that the potential location of uses is for illustrative purposes. The plans help to explain the development principles set out in the SPD. The Council will consider alternative proposals, consequently the Plan is not

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			considered too prescriptive.
D1/22/13	Lee-on-the-Solent Residents' Association	Appreciate the way housing provides a buffer between the employment areas on the site to blend new development with the existing residential areas.	Noted.
<b>Residential uses: Affordable housing-Support</b>			
D1/25/7	Homes and Communities Agency	Provision to seek 40% affordable housing is supported.	Noted.
D2/3/5	Local Resident	Affordable housing should be incorporated into the site as per R/H5 –Need to define areas and units.	Noted- the affordable housing will operate in accordance with the Local Plan Review policy.
<b>Residential uses: Affordable housing-Clarification</b>			
D2/45/36	Local Resident	Para 4.29: Will the 40% affordable housing of new residential development apply?	Yes it will- add cross reference to the Development Considerations section.
D2/6/3	Local Resident	Affordable housing not defined. Should be for first-time buyers	Affordable housing could include provision for first-time buyers. The provision will be in accordance with the Borough-wide policy set out in the Local Plan Review.
D1/22/15	Lee-on-the-Solent Residents' Association	Clarification: Has the MoD contributed towards affordable housing? It is assumed and needs to be clarified that there will only be 40% of what housing is left to build.	The affordable housing will only be required on what housing is left to be built. In relation to the completed Married Quarters, there is a legal agreement in place which ensures that if this housing is released to the private market 40% will be required for affordable housing.
<b>Residential uses: Mixed housing</b>			
D2/32/4	Local Resident	What is meant by mixed housing? Aware of problems of having amalgamated council and private housing	Noted.
<b>Residential uses: Retirement village</b>			
D2/37/7	Local Resident	Maybe necessary to find a new focus for the site-such as a retirement home as opposed to aviation and marine use.	The SPD does not rule out such provision.
<b>Marina</b> -as the SPD is not proposing a Marina revised text on the marina issue is being moved from the Development Strategy section to the Development Consideration section in order to provide guidance if developers were considering such a proposal. It is not being promoted as part of the Daedalus site			
D1/19/11	Natural England	Para 4.30 states there is a potential for a marina. However it is not clear what the potential environmental	The draft findings of the Core Strategy HRA have concluded that there are significant environmental

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		<p>are.</p> <p>Unless there is clear evidence to demonstrate the impacts can be overcome, so as to avoid adverse effects on the integrity of designated sites, reference to a marina as a possible development option could potentially be misleading. Sections 4.31 and 5.42 also refer to assessment of any marina development at the project level. If a marina is being promoted at Core Strategy and SPD level this issue should be assessed in the HRA and SA/SEA at the strategic level.</p>	<p>issues in developing a marina.</p> <p>In the light of comments received to the consultation version of the SPD the text has been made clearer in that the SPD does not propose a marina nor is any marina proposed within the site covered by the SPD. Instead the SPD makes it clear that guidance is included in the SPD due to previous interest/suggestions for a marina by various parties which considered that this could complement development at Daedalus. The SPD instead provides guidance to such interested parties to advise that there are considerable environmental and other constraints and that significant further work and assessment is required to ensure that proposals would not have a detrimental impact on the European sites.</p>
D1/27/13	Environment Agency	<p>As stated in its response to the Core Strategy the EA would unlikely be able to support the option of a marina. In addition any potential impacts direct or indirect arising from the marina development would need to be appropriately assessed at a strategic level.</p>	
D1/21/6	RSPB	<p>In the absence of a detailed appraisal of the marina proposal it may not be possible to demonstrate that the proposed SPD will not have an adverse effect on the integrity of the important European sites. Recommend that either:</p> <ul style="list-style-type: none"> <li>• SPD clearly states that a marina development would not be supported in this location; or</li> <li>• The marina is screened in and subject to a full Appropriate Assessment in accordance with the Habitats Regulations.</li> </ul>	<p>For further clarity the section on the marina has been moved from the 'Development Strategy section' to the 'Development Consideration section' thus making it clear that the marina does not form part of the development strategy for the site.</p> <p>The SPD section on the marina includes text which specifically states that a marina development would be refused if it is shown to have a detrimental impact on the European sites.</p>
D1/31/4	Hampshire & Isle of Wight Wildlife Trust	<p>The WT objects to the inclusion of the statement '<i>There may be the potential for the development of a marina in the Solent close to the Daedalus site, adjacent the slipway...</i>' and '<i>It is considered that such a proposal would complement the development strategy for Daedalus</i>'.</p>	



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		WT consider that there are significant ecological issues relating to the proposals that will not be readily overcome. It will be critical to look at these before the SPD is adopted. Any mention of the marina should be left out of the SPD.	
D1/27/14	Environment Agency	Flood Defence consent from the EA may be required for any marina proposals. This should be included in para 4.32	Footnote added.
D1/22/17	Lee-on-the-Solent Residents' Association	Any benefits of a marina would need to balance the adverse visual and environmental impact a marina would have on Lee seafront with its safe bathing and spectacular views.  Movement of boats from Daedalus to the marina would have an impact on the traffic flow of the B3333.	Agree such implications will need to be carefully assessed.
D2/45/37	Local Resident	Lee-on-the-Solent foreshore is not suitable for marina development for a number of reasons: <ul style="list-style-type: none"> <li>• It faces south-westerly winds and storms;</li> <li>• Sea-bed too shallow and would require dredging (aggravating storm damage from waves);</li> <li>• Site too close to major shipping routes.</li> </ul>	The SPD does not include a proposal for a marina. It just flags up the issues that need to be considered if a developer were to bring forward a proposal.
D2/43/1	Local Resident	Object to marina. Note that there is no plan for a marina and one is not shown in the plan. More reassurance is required that a marina will not be developed. It would destroy the character of Lee.	
D2/76/3	Local Resident	If a marina was viable it would have been built many years ago.	
D1/16/9	Hovercraft Museum	Possibility of a marina adjacent the slipway is a concern-could have an impact on the unrestricted access to the slipway.  There are significant ecological, tidal and wind	

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		considerations and the extensive works required to mitigate those constraints suggest it is unlikely to be feasible.	
D2/3/4	Local Resident	The Solent is already full. More marinas are not required.	
D2/9/9	Local Resident	Will the marina proposal be re-activated?	
D2/65/3	Local Resident	Marina sounds wonderful but have experts been consulted? Doubt whether it is feasible.	
D2/34/2	Local Resident	A marina would be a good job creation development.	Noted.
<b>8. DEVELOPMENT CONSIDERATIONS</b>			
D1/19/10	Natural England	<p>SPD makes a number of references to HRA at the project level including: Para 5.40-biodiversity, 5.60 air pollution, 5.61 contaminated land, 5.71 waste water treatment.</p> <p>However the Habitat Regulations require that there is reasonable certainty at a policy level that development allocations are deliverable without adverse effects on the integrity of designated sites. SPD must be subject to robust assessment and could include the need for policy caveats where there are residual uncertainties depending on how a policy is implemented.</p>	The SPD has been subject to an Habitats Regulation Assessment and as a result the SPD includes a number of policy caveats where there are residual uncertainties depending on how the SPD is implemented.
D1/19/12 D1/27/15	Natural England Environment Agency	<p>Both agencies would support reference to Green Infrastructure including:</p> <ul style="list-style-type: none"> <li>• links to PUSH GI Projects;</li> <li>• links to Biodiversity Opportunity Areas (D1/19/12);</li> <li>• an illustrative map as a strategic guide for developers where GI could be incorporated throughout the site;</li> <li>• links off-site such as the Alver Valley (D1/27/15);</li> <li>• Ensure design of existing and new work places leads to attractive green environments for business wishing to locate in the sub-region. GI would help achieve this (D1/27/15).</li> </ul>	A new green infrastructure section has been included in the SPD which makes the links to PUSH GI projects and the forthcoming findings of the Solent Disturbance and Mitigation Strategy. The SPD makes reference to improving linkages with the Alver Valley.

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		<ul style="list-style-type: none"> <li>Water quality benefits (D1/27/15)</li> </ul>	
<b>Design and built heritage</b>			
D1/32/20	SEEDA	Para 5.3: Reference should be made to the tests in PPS5 in respect of the protection of heritage assets.	Any application will need to have regard to all PPS's there is no specific need to single out PPS5 in these paragraphs.
D1/32/21	SEEDA	Para 5.4: Reference to national policy tests should be updated to reflect the provisions of PPS5.	
D1/32/22	SEEDA	<p>Para 5.5: Amend to read:</p> <p>The design of the proposals should be sensitive to its setting, and Planning applications <u>which are considered to impact on a designated heritage asset</u> should be accompanied by a detailed visual impact assessments, <u>the detail of which should be agreed with GBC.</u></p>	The text should remain unchanged as the proposed amendment is too limited in its scope and does not reference the setting of the Conservation Area or the broader setting of all heritage assets.
D1/32/24	SEEDA	<p>Para 5.8 should recognise that due to the size of the Waterfront site development will come forward in phases. Suggested amendment:</p> <p>It is important that the re-use of these buildings take place <u>at the appropriate phases</u> <del>at an early stage</del> of the site's development.</p>	It should remain a priority to bring forward their restoration at an early stage and the text should therefore remain unchanged.
D1/32/23	SEEDA	Plan 7 Buildings immediately to the south of Dunning and Swann Hangars are shown as worthy of record. SEEDA does not share this view and should be removed from this category.	The CMP prepared for SEEDA identifies these buildings and sets out the basic level of recording necessary for them. It is considered best practice to identify levels of recording for all buildings of heritage value on the site whether they are to be retained or not. The buildings identified would be regarded as heritage assets worthy of the basic level of recording where their demolition is proposed.
D1/16/1	Hovercraft Museum	Encouraging to note a positive attitude to retaining historic buildings specifically the proposed listing of the J Class Hangars and Winch House.	Noted.
D2/60/5	Local Resident	Nice buildings on the site should be incorporated and embraced wholeheartedly in any future plans.	Agree.

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D2/73/6	Local Resident	Priority should be given to the Listed Buildings in the Waterfront area and around Barracks Square.	Agree.
D2/6/5	Local Resident	Not enough Conservation.	It is considered that the SPD includes significant reference to built heritage. The biodiversity and green infrastructure section also places significant weight on nature conservation.
D2/45/38	Local Resident	Given the public expenditure constraints who will undertake the comprehensive repair and refurbishment of the listed buildings?	Private developers/Landowner.
D1/26/2	Hampshire County Council	Amend paragraph 5.12 in relation to what is required as part of an archaeological assessment and mitigation strategy (text supplied in HCC submission).	Amend text accordingly.
<b>Open space/green infrastructure</b>			
D1/27/3	Environment Agency	SPD does not embrace Green Infrastructure (GI) or the benefits that GI can bring to a community such as recreation, sustainable travel and provision of new and enhanced biodiversity areas.	Whilst many of these elements were previously included in the SPD, in order to provide greater prominence on this issue a new section has been added to the SPD which includes the on and off-site infrastructure requirements and opportunities relating to the Daedalus site with the relevant cross-references.
D2/17/2 D2/27/4	Local Residents (2)	As much green space should be preserved (and created D2/27/4)	These opportunities are set out in the new Green Infrastructure section.
D2/14/3	Local Resident	There needs to be enough open space for leisure and opportunities for younger age groups for leisure.	
D2/77/6	Local Resident	Need to create a huge green park between Lee and Stubbington.	
D2/41/11	Local Resident	No mention is made to use part of the site for agriculture.	This may be relevant for the north east part of the site within FBC area.
D2/73/10	Local Resident	Greater emphasis should be given to food production for a sustainable future. The planned allotments [in Hangars West in FBC] should be used for intensive market gardening.	This may be relevant for the north east part of the site within the FBC area for agriculture. The FBC Core Strategy has allocated land for allotments on the western side of Daedalus.

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D2/74/1	Local Resident	Concerned that the Draft SPD does not include an extension of the Lee-on-the-Solent allotment site. Ideal opportunity to provide additional plots to the south of the proposed new access road.	This area is considered suitable for employment and will represent a gateway business area on Broom Way giving the site greater prominence.
Sustainable Construction			
D1/18/13 D1/19/13 D1/25/6  D1/27/16	Defence Estates Natural England Homes and Communities Agency Environment Agency	The requirement for sustainable construction is supported.	Noted.
D1/33/3	Portsmouth Water	Para 5.15 refers to the PUSH Sustainability Framework and the possibility that Daedalus could be an exemplar site. The recent Havant Borough Council Core Strategy Inspector's Report sets out reasons why higher levels of Code for Sustainable Homes (CfSH) may be unsound. Portsmouth Water would urge GBC to adopt cost effective policies which developers and customers will find acceptable.	The detailed references to the CfSH and the BREAM standards have been removed from the SPD. Instead provision is made to ensure the SPD links to the relevant policy of the Core Strategy, once it has been adopted.
D1/33/2	Portsmouth Water	Para 5.16: Levels 5 and 6 of the CfSH can only be achieved with rain water harvesting or grey water re-use. This standard is not cost effective or sustainable and does not reflect the 'Updated Draft Water Resources Management Plan'. Table 2 should be altered to remove references to level 6 of the Code and to defer compliance with level 4 until 2016. This will allow time for developers and customers to adapt to the higher water efficiency standards.	
Energy efficiency and renewable energy			
D1/19/14	Natural England	Generally support proposed efficiencies in energy.	Noted.
D2/3/3	Local Resident	Energy efficiency, solar heating/generation should be a requirement (not an aim).	The SPD outlines the potential for energy efficiency and renewable energy. This gives developers the flexibility to improve efficiency and/or generate
D2/41/7	Local Resident	Take the opportunity for the site to be self-sustaining in	

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		power. Lee tends to be windy in the winter and sunny in the summer hence the site should take advantage of Government subsidies to build solar arrays and a wind turbine together with power storage facilities (giant lithium battery) when power can not be generated.	renewable power/heating in order to meet the relevant Building Regulations and the relevant Code for Sustainable Homes or BREEAM standard. Consequently there is a requirement to deliver energy efficiency/renewable energy but in accordance with the relevant standards. Further work is required by developers to ascertain the feasibility and viability of renewable energy on the site.
D2/45/39	Local Resident	Para 5.16: The 'open book' process of scrutinising sustainable construction should involve the Regulatory Board and other GBC Boards.	The results of this process would be reported to the relevant Board.
D1/18/14	Defence Estates	The requirements regarding energy efficiency and renewable energy for the Married Quarters site should be clarified.	The Married Quarters site should be considered as part of the rest of the Daedalus site and therefore opportunities to consider the appropriate renewable energy schemes should be considered either as part of a whole site scheme or just the vacant MoD land by itself if Defence Estates were only interested in pursuing development on this site in isolation.
D1/27/17	Environment Agency	Any testing or development of a ground source heat pump system must consider the potential for contamination. The EA would wish to be consulted on the development of any such scheme including the placement of any infrastructure required for use. Web link given and further details supplied.	Amend text accordingly.
<b>Use of water resources</b>			
D1/19/15	Natural England	Generally support proposed efficiencies in water consumption.	Noted.
D1/33/4	Portsmouth Water	Para 5.27 should not specify how the Code levels are achieved and it should not refer to rainwater harvesting or greywater recycling for domestic properties. Rain water harvesting may be cost effective for commercial uses such	The detailed references to the CfSH and BREEAM standards have been removed from the SPD. Instead provision has been made in an earlier paragraph to ensure the SPD links to the relevant

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		as vehicle washing.	policy of the Core Strategy, once it has been adopted.  It appears to be acceptable to refer to rainwater harvesting as a potential option particularly as the requirement of the higher code level is no longer included in the text.
<b>Flood risk</b>			
D1/27/5	Environment Agency	Welcome reference of the potential impact development may have on surface water drainage and flood risk. Infrastructure will be required to manage the risk.	Noted.
D1/27/18	Environment Agency	Para 5.30: These are the minimum requirements for an outline planning application depending upon the particular matters for consideration.	Add footnote to this regard.
D1/20/1	Havant, Portsmouth and Gosport Coastal Defence Partnership	Part of the slipway is in Floodzone 2.	The slipway shown within the Daedalus site boundary is not shown on the latest EA Plans as being within Flood Zone 2. It is proposed to retain the slipway as a slipway and not for other forms of development.
D1/27/19	Environment Agency	Welcome the inclusion of SuDS and the identification of potential difficulties where contamination is present. SuDS can also contribute to GI.	Noted.
D1/20/3	Havant, Portsmouth and Gosport Coastal Defence Partnership	Should be a reference to the effects of sub-surface water movement and the total effects on the nearby River Alver	Text added on groundwater quality.
D1/18/15	Defence Estates	The Council's requirement with regard to the Flood Risk Assessment should be clarified. Is a strategic FRA being required for the whole of the Daedalus site, including the MoD owned-land? Is so who is to undertake it?	The whole of the Daedalus site is over 1ha and therefore in accordance with PPS25. A Flood Risk Assessment is required to accompany any planning application which would be carried out by the developer.  Similarly if the MoD land comes forward separately



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			<p>as the site is over 1ha a Flood Risk Assessment would be required.</p> <p>In relation to a strategic flood risk assessment of major sites. Stage 1 has been prepared by the PUSH authorities and a more detailed one has been undertaken as part of the emerging Core Strategy. At a strategic level the study is broader in nature and this demonstrates that Daedalus is an appropriate site to include in the LDF as a development site given its low risk of tidal or fluvial flooding.</p>
D1/1/7	Advanced Marine Innovation Technology Subsea Ltd	Greatest longer term risk is ignored.	The SPD requires developers to submit a Flood Risk Assessment with a planning application to deal with any identified flood risk issues including surface water drainage.
D2/45/40	Local Resident	Para 5.28: Poor site drainage raises the possibility that the airfield is unsuitable for development. Who provides the anticipated storm water drainage infrastructure?	It is proposed that the airfield will remain as an operational runway. The private developer would pay for the necessary improvements as with any other development site.
<b>Coastal management</b>			
D1/20/2	Havant, Portsmouth and Gosport Coastal Defence Partnership	Any changes to the coastline as a result of the proposals could have a significant effect on coastal processes and the changes would need to be assessed and post construction effects noted in the long term monitoring.	This is mentioned under development considerations for the marina.
<b>Waste and recycling</b>			
D1/27/20	Environment Agency	After the construction phase the on-going activities associated with housing or business will generate waste and this also needs to be considered. Critical appropriate facilities for the storage and collection of recyclable materials with guidance and info provided by GBC on recycling and separate collection of waste of both householders and business.	Agree. This is set out under paragraph 5.35. Amend to refer to consultation with GBC relating to local requirements.

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Noted.	Natural England	Generally support proposed minimisation of waste and waste recycling.	Noted.
D2/45/41	Local Resident	Para 5.33: No construction and demolition waste should be dumped or buried at Daedalus given the fears for other pollution within the Daedalus site.	Agree. There are no proposals in the Hampshire Waste Local Plan to include Daedalus as a landfill site. No proposals are outlined in the SPD.
D2/27/5	Local Resident	Wasteful and environmentally damaging demolition of buildings to make way for higher density development should be avoided.	Agree-
D1/27/21	Environment Agency	Encourage the development of new recovery technologies as part of an integrated solution to achieving the highest levels of recycling and recovery and where possible these should include the distribution of heat and power.  A waste management park could provide a wide range of facilities, employment opportunities and be an incentive for business. It can deliver on the goal of communities taking responsibility for their own waste.	Acknowledge that such facilities will deliver both employment and environmental benefits. The SPD enables such facilities to be considered within the framework of the Council's wider employment objectives. Potential for CHP is mentioned elsewhere in the SPD.
D1/22/18	Lee-on-the-Solent Residents' Association	If the recycling facility is to be large and for County use it is necessary to take account of the impact on local roads and if it generates dust, smoke or attracts scavenging birds it will have an impact on the airfield and any hi-tech employment as well as the amenities of local residents.  Any consideration for an on-site recycling facility should be retained purely for the use of occupiers of the Daedalus site only.	Acknowledge that any such facility would have traffic and other environmental considerations. These would need to be addressed by a Traffic Impact Assessment and an Environmental Impact Assessment as part of any planning application. Facilities that would impact on the airfield would not be acceptable.  The site is not currently identified by HCC as a recycling site but the Borough Council considers it important to provide guidance if such a facility is proposed over the potential longer term. Important that any facility should not detract from the Council's overall objective for significant employment including encouraging hi-tech industries to the site. It is also

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			acknowledged that such facilities can provide local jobs as well as meet the Borough's own waste requirements.
<b>Nature Conservation: Overall protection and enhancement</b>			
D1/27/2	Environment Agency	SPD does not sufficiently consider the issues of protection and enhancement of nature conservation on site despite it being mentioned as key development consideration in the SPD and is a key policy in the emerging Core Strategy.	The SPD includes measures to protect and enhance nature conservation both on and off-site. It also requires an ecological assessment to accompany a planning application (para 8.4) A green infrastructure section has been added to be more explicit about the potential for green infrastructure both on and off the site. Paragraph 5.45 has been amended to include further opportunities.
<b>Nature Conservation: Internationally important habitats</b>			
D1/19/17	Natural England	Para 5.36 states that the final Core Strategy HRA will set out appropriate mitigation measures for internationally important habitats. However NE recommends that the SPD will need a robust assessment for HRA drawing on the findings of the Core Strategy HRA.	The HRA, in the light of comments received from Natural England identifies a number of additional measures/text wording which have been incorporated into the SPD.
D1/19/18	Natural England	Para 5.38: Refers to recreational access toward the south and east being promoted for particular types of activities. Again recommend that the HRA should assess these impacts and identify the types of activities which will avoid any adverse impacts on designated sites.	Encouraging recreation along Lee seafront eastwards of Daedalus would deflect pressure further west towards Hill Head (which is part of the SPA). Similarly improved links to the Alver Valley would also provide recreational opportunities in less sensitive areas. Reference is made in the text to consider the findings of the Solent Disturbance and Mitigation Project.
D1/19/19	Natural England	Para 5.39 states measures within the Core Strategy will ensure that the Daedalus site will not have an adverse effect on European sites. Although general mitigation measures are referred to, this will require quantified evidence and mitigation, in order to demonstrate that adverse effects will be avoided.	It is considered that the HRA conducted for the SPD is appropriate for this level of planning document. It is not until the project level i.e. application stage that there will be some indication of the types of use and how these could impact on the European sites. It is at this stage when quantified evidence and

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			mitigation will be required.
D1/27/4	Environment Agency	Welcome reference of the potential impact development may have on water quality in relation to biodiversity considerations.	Noted.
D1/27/22	Environment Agency	Reassuring that the emerging HRA relating to the potential option for the marina has been used to inform the SPD.	Noted.
D1/33/5	Portsmouth Water	Para 5.39 refers to abstraction from sensitive river habitats. This does not reflect the current licence situation and the work that has been done to protect habitats. Water efficiency is an important tool to balance supply and demand but standards need to be affordable and pragmatic.	<p>Agree and remove reference from the paragraph.</p> <p>The impact of abstraction was identified as a potential impact at the Screening stage of the HRA. The emerging HRA for the Core Strategy (which has been used for the Daedalus HRA) has found that the demand for water in the South Hampshire area can be met without any detrimental impacts on the European sites.</p> <p>However it has been necessary to include a precautionary approach in the SPD as growth in Gosport Borough (including Daedalus) could potentially exceed the growth set out in the SE Plan (which was used as the basis for the relevant evidence studies). This growth would take place in exceptional circumstances in order to help enable the regeneration of difficult sites. That said this is likely to be more than offset by reductions in proposed housing elsewhere in the sub-region following the proposed revocation of the SE Plan</p>

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			<p>(such as in Fareham BC and Portsmouth CC areas).</p> <p>The Council however continues to include provisions for the Code for Sustainable Homes and BREEAM standards for commercial buildings to ensure buildings are built to incorporate recognised sustainable standards, including water efficiency measures. The relevant standard will be examined as part of the proposals for the Core Strategy. The SPD makes it clear that these standards will only apply if adopted as part of the Core Strategy and then the viability of such measures would still be considered.</p>
<b>Nature Conservation: Protected species on-site</b>			
D1/19/20	Natural England	In relation to bats refer to Natural England's standing advice on protected species. Development proposals would need to meet these tests in order for any necessary licence to be obtained.	Refer to Natural England's Standing Advice.
D1/32/25	SEEDA	Para 5.43: Use phrase 'have been recorded within' rather than 'are known to be present'.	Amend accordingly.
D1/32/26	SEEDA	Question whether Great Crested Newts have been found on the site.	Amend. Potential newt habitat identified. The Ecological Report adds that the lack of records for Great Crested Newt does not prove their absence. Further surveys required.
D2/7/1	Local Resident	Need to have regard to Sky Larks. Will there be a bird survey?	A planning application will need to be accompanied with the appropriate ecological reports including protected species such as badgers. This requirement is made clear in the SPD.
D2/9/7	Local Resident	Retention of open space is important. Much wildlife is now present on Daedalus (badgers, deer, birds). Re-development must be as green as possible in connection	An ecological assessment accompanying future planning applications will need to include the appropriate mitigation measures including the

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		with the habitat creation plan to the north-east and centre of the site.	retention of open space. Further details have been added to the SPD in relation to potential opportunities both in terms of the green infrastructure network (new green infrastructure section) and enhancing habitats (biodiversity section).
D2/17/4	Local Resident	Strips of land around the edge of Daedalus should be left wild for the protection of wildlife (badgers, birds etc).	
D2/23/3	Local Resident	Wildlife will be affected by the new proposals-this should be kept to a minimum. This is an attractive area with skylarks, owls and butterflies.	
D2/53/1 D2/64/1  D2/67/1	Local Residents (3)	Concern regarding the impact of development on badger habitats on the Daedalus site including a sett. Space required for foraging.	
Nature Conservation: Measures to enhance biodiversity on-site			
D1/19/20 D1/27/23	Natural England Environment Agency	Support para 5.45. Suggest following references: <ul style="list-style-type: none"><li>• need for green infrastructure linkage with networks outside of the site.</li><li>• Sustainable drainage systems ((D1/27/23).</li></ul>	Amend text accordingly.
D1/6/2	Lee Business Association Representative	Support emphasis on habitat.	Noted.
D2/50/1	Local Resident	Trees should be preserved on parts of the site including the trees on the southern border of the MoD Married Quarters site.  Need full time guards to protect trees from clearance.	Agree important trees need to be retained on the site. The ecological and townscape assessments to accompany forthcoming planning applications will identify important trees to be retained. The Borough Council will be able to protect identified trees through condition and/or a Tree Preservation Order if that level of protection where appropriate. The importance to preserve important natural features has also been added as a design principle in Para 7.7.
Nature Conservation: Invasive plant species			
D1/27/24	Environment Agency	Support that the document sets out steps to eradicate invasive plants from the site.	Noted.

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<b>Nature Conservation: Habitats within FBC</b>			
D2/73/4	Local Resident	Support proposal for biodiversity and habitat creation in the area north of Hangars East [in FBC area].  This could include market gardening including reserved allotments for young people including for educational purposes.	Noted-Proposals will need to be considered by FBC.
D2/73/5	Local Resident	Existing woodland adjacent Hangars East on Broom Way should be considered an extension of the Alver Valley Country Park and managed accordingly with improved footpath and bridleway access. The Strategic Gap function of the woods and fields on either side of Broom Way needs safeguarding.	Agree this area should be considered as part of a wider green infrastructure network linking Stokes Bay/Browndown, the Alver Valley with the open part of Daedalus with the countryside area in the Strategic Gap. The wooded area itself is currently unavailable to be used for public purposes. The new green infrastructure section refers to these matters.
D2/45/42	Local Resident	No mention is made of development within the Fareham part of the site.	The whole site plan developed in conjunction with Daedalus shows that the airfield site will be retained and areas within Fareham will be managed for biodiversity.
<b>Amenity Issues</b>			
D2/42/2	Local Resident	If Richmond Road is within the masterplan or adjacent to it what are the plans for compensation for residents owning properties in Richmond Road blighted by the plan?	Richmond Road is not within the area covered by the Daedalus SPD but is adjacent to the area covered. Detailed proposals will be considered as part of a planning application and residents will have an opportunity to comment on detailed matters of concern.
<b>Lighting</b>			
D1/19/22	Natural England	Recommend Para 5.50 should take into account the need to maintain dark areas which may be important for bat roosting or foraging.	It is acknowledged that light pollution is an important consideration and that there is a need to protect dark areas particularly within the strategic gap which is primarily in the FBC area. Policies for this area aim to safeguard its character. Reference made to



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			this consideration.
Noise pollution			
D2/24/2	Local Resident	Daedalus adjoins established housing and any industry would therefore need to be clean, relatively quiet and not require frequent movement of heavy vehicles.	These issues will need to be fully considered as part of an Environmental Impact Assessment to accompany a detailed planning application. The SPD makes it clear that measures need to be put in place to reduce the impact of noise on surrounding properties.
D2/40/3	Local Resident	Noise is already an issue for local residents and would increase if new housing is built.	
D2/45/43	Local Resident	Primary purpose of the development is employment-led. There will be commercial pressures for minimal enforcement of noise legislation. To allow occupants of existing and future residential development to influence how legislation is enforced will create a perpetual contradiction for GBC to sort out. Increased residential development will increase the potential for noise complaints.	
Air pollution			
D1/32/27	SEEDA	<del>Para 5.59: For operational purposes phase impacts, the need for both detailed air quality dispersion modelling in relation to should be carried out to determine the potential impact on local air quality from traffic flows and commercial activities and for odour assessment should be established using current industry guidelines.' and potentially dispersion modelling should also be carried out for relevant commercial developments, including waste facilities, to determine mitigation/abatement measures to be incorporated.</del>	Considered that there is no need to change from the original text.
D2/45/44	Local Resident	What happens if the proposed development will have adverse environmental consequences that cannot be overcome? Does the whole development stop?	The Borough Council would need an understanding of what the adverse environmental impacts were, what mitigation measures were proposed, would they be effective, and if not what other proposals were feasible. This would need to be informed by

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			an Environmental Impact Assessment with advice from the relevant experts and statutory agencies. The Borough Council will refuse applications where there are significant adverse environmental implications.
<b>Contaminated Land</b>			
D1/27/25	Environment Agency	Points in Contaminated Land Section are welcomed.	Noted.
D1/27/26	Environment Agency	The section should include reference to the potential benefits from the identification and remediation (where necessary) of contamination for the environment including streams, underground water and coastal water.	The section in the SPD is considered sufficiently detailed with references to the relevant documents and agencies for further information.
D1/27/27	Environment Agency	Proposals could implement remedial techniques that would ensure a sustainable development which minimises off-site removal of contaminated soils; the site could be an exemplar for sustainable remediation technologies.	
D1/27/28	Environment Agency	Comments in Para 5.65 relating to surface water drainage should also consider and reflect points stated in Para 5.30. SuDS in addition to flood attenuation with protection and enhancement of controlled waters can provide opportunities. The document could be more aspirational in its approach.	The section in the SPD is considered sufficiently detailed with references to the relevant documents and agencies for further information.
D1/32/28	SEEDA	Reference to the application stage needs to be clarified. SEEDA does not anticipate that the level of required further survey data set out in Para 5.63 would be necessary as part of an outline planning application, but could be secured by way of a suitable planning condition.	No change. Development Control advises that further studies will be required at the application stage. Other elements can be agreed through condition depending on the findings of the studies.
D2/45/45	Local Resident	What happens if excessive contamination is found on site? Does the whole development stop and who pays for remedial measures given the constraints on MoD finances, forthcoming demise of SEEDA and public sector finance constraints?	The Borough Council will need to consider the findings of the relevant contamination studies with further advice from the Environment Agency. The developer will be required to pay for the relevant mitigation measures.
D2/45/46	Local Resident	No reference is made to the complications posed by the	If this is a significant issue with regard to potential

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		Bracklesham Beds locally. Any remedial strategy will need to take account of the tendency of sea water to travel inland from lee foreshore along the Bracklesham Beds.	contamination, such as having a role in source-pathway-receptor relationships this would need to be detailed in the relevant contamination reports.
<b>Utilities</b>			
D1/14/1	Southern Water	Supports section on utilities.	Noted.
D1/27/6	Environment Agency	Welcome reference of the potential impact development may have upon utilities.	Noted.
D1/1/3	Advanced Marine Innovation Technology Subsea Ltd	The provision of utilities to serve the site is not adequately addressed.	The Daedalus SPD provides a framework for making decisions. It aims to highlight the key issues associated with infrastructure provision so that developers are aware of both the potential investment requirements and where further information is required. This information has been provided by the relevant utility companies and other work undertaken by SEEDA.
<b>Water supply, treatment and sewerage</b>			
D1/27/8	Environment Agency	The protection and enhancement of water quality has not been made explicitly clear. The Water Framework Directive and the Shellfish Waters Directive are particularly relevant to the site. No new development should cause a deterioration in water quality and where possible lead to enhancements. This is backed by Saved Policy R/ENV2 of the Local Plan Review.	Add a section under Sustainable Construction: Use <u>and Protection</u> of Water Resources regarding the need to protect water quality.
D1/33/1	Portsmouth Water	May be sensible to consider a new spine supply to commercial and housing developments along the proposed main road through the site.	Amend SPD to make reference to this.
D1/27/7	Environment Agency	Welcome reference of the environmental and treatment capacity issues at Peel Common Waste Water Treatment works, the links to water efficiency and the requirement to liaise with Southern Water to ensure that these issues are	Noted.

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		considered at an early stage.	
D1/14/1	Southern Water	Supports section on water supply, treatment and sewerage. Para 5.71 correctly highlights the potential environmental constraints at Peel Common. Representation includes further clarification.	Noted. Text included in Southern Water's representation has been added to the SPD.
D2/45/47	Local Resident	Investigations into the capacity of nearby Peel Common Wastewater Treatment Works should be completed and remedial works arising therefrom be completed before any development within Daedalus takes place.	See Southern Water's comments above.
D1/14/3	Southern Water	With regard to the local sewerage system (the underground pipes and associated pumping stations) there is insufficient capacity in the system to accommodate the proposed development. <del>enhancements should be paid for by the developer.</del> This needs to be recognised in the SPD. Southern Water proposes a paragraph similar to paragraph 5.70 regarding this issue.	Noted. Include Southern Water's comments in the SPD.
<b>Specific Employment and Commercial Development Considerations</b>			
D1/22/19	Lee-on-the-Solent Residents' Association	Concern that skill and training requirements will be placing demands on potential newcomers. The site has many disadvantages and we need to encourage rather than deter business investing in Daedalus.	This is an important issue and it is envisaged the Borough Council will work closely with developers and potential employers to ensure that the requirements are not onerous and benefit both the company and the local workforce.
D2/45/48	Local Resident	Given the state of public finances, developer contributions are going to have to be relied upon to a greater degree. Will this undermine GBC as LPA?	No the LPA will continue to determine applications in relation to national and local policy.
D1/19/20	Natural England	Para 5.78 should set that developer contributions will be required to conserve and enhance the natural environment including the provision or enhancement of multi-functional green infrastructure and other mitigation	In order to deliver other sustainability benefits such as local employment to reduce poverty, out commuting and associated congestion, air pollution and carbon emissions. The Council needs to be

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		measures,	careful not to deter businesses by onerous developer contribution requirements. Other environmental considerations are already included in Paragraph 5.78 but an amendment can be made to refer to Habitat Regulation considerations.
D1/32/29	SEEDA	Para 5.79: SEEDA agrees that development should aim to maximise employment opportunities. However explicitly identifying that large scale warehousing should be limited could conflict with the aim to attract aviation and marine-led employment. Potential occupiers could require warehouse accommodation. Delete first sentence.	Accept that warehousing could form part of marine and aviation business. <del>Retain</del> the safeguards against low employment uses dominating the site.
D1/22/20	Lee-on-the-Solent Residents' Association	Support paragraph 5.79. Low generating uses such as warehousing would be disastrous creating fewer jobs, major HGV movements adding significantly to road congestion and environmental degradation.	Agree. However in the light of SEEDA's representation there may be scope for some warehousing in connection with certain employment uses. See above.
<b>Specific Aviation Considerations</b>			
D1/30/3	Fareham Borough Council	Para 5.81 is supported.	Noted.
D1/3/1	Civil Aviation Authority	On the basis that no structure is expected to be higher than 100ft (30.48m) there would be no en-route navigation issue.	Noted.
D1/3/2	Civil Aviation Authority	It is acknowledged that the development's location in relation to the Lee-on-the-Solent aerodrome/runway is such that there is clearly the potential for development to have aerodrome safeguarding implications and that the safeguarding of the aerodrome needs to be a prime consideration. In the absence of the detail in the SPD regarding proposed structures the CAA have provided a guide providing an overview of the types of development that the CAA may have interest in [included in full on file].  According to the CAA guide, the CAA and/or aerodrome	Noted. Include CAA advice.  The site will not include any tall buildings. However the requirement for consultation on wind turbines and telecommunication masts could be added to the SPD for the avoidance of doubt.  The MCA have been consulted regarding the proposals for the site and will be consulted regarding future planning applications.

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		<p>operator will need to be consulted on proposals for tall buildings (over 90metres in height), wind turbines and telecommunications installation.</p> <p>Safeguarding responsibility rests in all cases with the relevant aerodrome licensee/operator and it is essential that the Council establishes the associated viewpoint of the operator (i.e. the MCA).</p>	
D1/28/11	Lee Flying Association	<p>Para 5.81: Support but concerned that the proposed development at the end of the north-south runway would reduce the attractiveness of the site to aviation business.</p> <p>Proposed road at end of Ross House is within the minimum lateral safety zone applied to runway areas. Significant safety issues which would arise from placing a junction in this location. Road would reduce attractiveness of the airfield for aviation and result in reducing the length of the runway.</p>	<p>The proposed indicated road at the eastern end of the site has been realigned southwards so as not to use part of the taxiways for the north-south access. Any forthcoming applicant will be required to submit information to demonstrate that their proposals will not unduly affect the operations of the airfield, for example by constructing buildings that would affect the runway.</p> <p>In relation to the western access it is considered that a new road would not have any impact on the current unlicensed nature of the airfield. If it were proposed in the future to license the airfield it would be necessary to reduce the length of the runway, which would still be fully operational. This change would be due to the presence of Ross House and consequently the introduction of a new road in this location would make no difference to operations of the airfield. This evidence is contained in the Airfield and Safeguarding Study (Mott MacDonald Feb 2011).</p>
D2/40/4	Local Resident	Further airport use outside of the working day should be avoided-noise issues.	Acknowledged that future planning application for airfield operation will need to be accompanied by an Environmental Impact Assessment and considered

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			accordingly including noise impacts.
D2/41/6	Local Resident	The utilities on the site need upgrading	Acknowledged. Include further details as a result of SEEDA's aviation study.
<b>Specific residential development considerations:</b>			
<b>Mix of dwellings sizes and types</b>			
D1/18/16	Defence Estates	The density of MoD housing is largely defined by the need to meet specified standards for elements such as garden lengths and room dimensions. The Married Quarters application showed a density of 30 dwellings per hectare. There is little scope for increasing the density.	Noted. 30 dwellings per hectare is considered acceptable.
D2/45/49	Local Resident	Provision for one of the oldest age profiles in Hampshire directly contradicts employment creation aims.	The site is a strategic employment site and will not only provide jobs for Lee residents but elsewhere in the Borough which will help reduce out-commuting from the Peninsula.
<b>Home working</b>			
D1/18/17	Defence Estates	The size and number of rooms for Married Quarters is also provided at Mod approved scale and there is no scope for providing additional features that might encourage home working.	Noted. Para 5.89 only recognises the potential and does not require such facilities. Importantly it clearly highlights that any such properties count towards the outstanding 352 housing allocation and are not additional to it.
D1/1/6	Advanced Marine Innovation Technology Subsea Ltd	The number of real jobs that can be supported by home working is extremely limited.	Agree. The reference is made to home working in the SPD to provide guidance to developers that home working on the site is a possibility but this will count towards the outstanding housing allocation and will not be a 'loophole' to provide additional housing on the site.
D2/20/7	Local Resident	Could home working also reduce in-commuting?	Noted.
D2/45/50	Local Resident	Total site allocation must not be exceeded.	Any home working provision would count towards this provision.
<b>Infrastructure and Supporting Services including developer contributions</b>			
D1/19/20 D1/27/29	Natural England Environment Agency	Para 5.90 (and 5.98–D1/19/20) should state that developer contributions will be required to conserve and	Amend accordingly.



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		enhance the natural environment including the provision or enhancement of multi-functional green infrastructure and other mitigation measures.	
D1/29/2	Sport England	Paras 5.90, 5.93-5.98: SE would like to highlight a number of SE tools that may assist in calculating demand generated by the development. A potential developer contribution figure towards sports facilities is suggested (details supplied).	This will be appropriate as part of the Council's forthcoming CIL work.
D1/18/18	Defence Estates	The MoD accepts the need to mitigate the impacts on surrounding infrastructure and to increase where necessary. However Officer Married Quarters often have smaller household sizes than comparable civilian development. In addition a significant number of officers choose to educate their children at boarding schools to reduce unsettling experiences of moving house and school. Both these factors mean a standard formula approach may not be appropriate in calculating the need for additional educational provision. Similarly the need for open space, indoor leisure etc might also be reduced compared to similar civilian development.	The Council considers that it needs to assess the requirements in a similar way as other households, particularly as there is the potential that these houses will be released to the open market. If special circumstances are clearly demonstrated at the time of a planning application for Married Quarters these will be considered and treated as an exception. No need to include a blanket exception in the SPD itself.
D2/27/2 D2/48/1	Local Residents (2)	Infrastructure improvements (doctors and schools- D2/48/1) should be put in place before any new development takes place in Gosport generally.	Whilst this is the ideal situation it is unlikely this can happen in reality as the funds are released at trigger points at certain stages of development. Only in acute shortages could this be potentially negotiated as part of a legal agreement. None of the service providers have identified that this is the case in Lee.
D2/2/5	Local Resident	If new infrastructure was put in place before residential development took place it may then be acceptable.	
D2/9/4	Local Resident	Lee schools and medical centre are already at capacity. Any residential development should consider this.	
D2/19/2	Local Resident	Additional housing will inevitably increase demand on medical facilities (hospital). These take years to achieve.	

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			(under Policy R/DP3) if it is appropriate under the tests of Circular 5/05.
D2/19/3	Local Resident	[Impact on] education already covered in plan.	Noted.
D2/32/5	Local Resident	What consideration has been given to further school facilities as some local children are unable to attend local schools due to overcrowding?	The Council takes advice from Hampshire County Council as the local education authority and provisions are in place to take developer contributions
D1/22/21	Lee-on-the-Solent Residents' Association	Para 5.97: The Manor Way field should be dealt with as a separate issues and its development not prejudiced by anything in the SPD.	Agree that Manor Way field should be treated as a separate issue in accordance with the provisions of the Local Plan Review. The provision for allotments in association with the site is dealt with in more generic terms in the green infrastructure section. The potential for allotments in relation to Daedalus has been suggested as a footnote.
D1/3230	SEEDA	SEEDA requests GBC to reconsider whether allotments could potentially be required. FBC are promoting allotments within Hangars West. SEEDA consider these could be used by the new residents of Daedalus.	There is a significant shortage of allotments within Lee-on-the Solent and therefore the Borough Council considers it necessary to consider this form of open space as part of its open space requirements.
<b>Other development considerations: Indoor and outdoor sports</b>			
D1/29/1	Sport England	Indoor and outdoor sports should be included as a development consideration. There should be early dialogue with SE in relation to sports facilities. Need should be based on local assessments. SE advocates the local standards set out in Table 4 of the Open Space Monitoring Report (2010) be used to provide appropriate levels of open space and sports facilities for the Daedalus area.	Relevant Open Space standards are included in the SPD with reference to the appropriate policy in the Local Plan Review.  The SPD enables indoor sports to be provided on the site. Standards for such facilities will need to be considered as part of the forthcoming Site Allocations and Delivery DPD and not appropriate for the SPD.
<b>Other development considerations: Safeguarding zones</b>			
D1/5/1	Defence Estates Safeguarding	The site falls outside of any Ministry of Defence statutorily safeguarded zones and consequently the MoD has no	Noted

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		safeguarding objections to the development.	
<b>Other development considerations: Geology</b>			
D2/45/22	Local Resident	Complications posed by the site's geology are not mentioned in the document. The Bracklesham Beds which underlie the surface gravels inland from Lee foreshore have caused damp to properties along Lee seafront and are likely to do so inland. There should be a reference to this complication for development on the airfield and particularly for residential development.	Noted. The issues raised by this geological issue would need to be mentioned and addressed through the relevant technical reports that accompany the planning applications (e.g. flood risk and contaminated land). Other issues relating to damp would need to be addressed as part of the building regulations.
<b>9. TRANSPORT AND ACCESSIBILITY STRATEGY</b>			
<b>Existing conditions</b>			
D1/26/3	Hampshire County Council	Para 6.16 should be reworded to clarify what the outline list of transport intervention refers to and whether it is actually a reference to a Transport Contributions Policy list.	Amend text to specifically mention the Strategic Access to Gosport Study (StAG).
D2/57/1	Local Resident	SPD acknowledges the difficulties and issues relating to poor infrastructure on the Gosport peninsula.	Noted.
D1/22/22	Lee-on-the-Solent Residents' Association	SPD identifies the issues but does not offer any confidence that GBC, FBC or HCC are able to resolve them or can provide a suitable overarching approach.	The development of Daedalus as an employment-led site which offers significant opportunities to reduce out-commuting is the main contribution the site can make to reduce congestion on the Peninsula. Specific transport measures identified in the SPD are more localised and aim to deal with specific identified problems that would be generated or exacerbated by development at Daedalus. The Peninsula's strategic transport issues are considered in other reports by HCC which are informing the emerging Core Strategy.
D1/22/24	Lee-on-the-Solent Residents' Association	Provision of employment on Daedalus (though essential) should not be seen as the solution to traffic conditions.	
D1/22/25	Lee-on-the-Solent Residents' Association	Disagree that the Borough has relatively good access to the motorway. And that in-commuters experience few delays in am and pm peaks.	It is considered that off-peak Gosport has relatively good access to the motorway network compared with many other areas of the Country. For example an HCC Study in 2007 showed that it takes just

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		There is very little off-peak, with a number of factors (rain, term times, company work patterns) reducing quiet periods.	under 11 minutes off-peak to travel between Fort Brockhurst Roundabout to Junction 11. This Study also confirms relatively short journey times for in-commuters. Whilst this particular measure is not directly applicable to Daedalus it does emphasise the Peninsula's relatively good off-peak connections. It is acknowledged however that traffic incidents on key routes can quickly affect these times. The statement aims to highlight to developers that there are positive aspects of locating on the Peninsula.
D2/45/52	Local Resident	Para 6.16 ignores the likely absence of funding until at least 2035.	<p>Funding for schemes will need to be secured from a variety of sources including the private sector. It is acknowledged that significant public funding will be very limited. There is funding identified in the LTP for 2013/14 for improvements to Newgate Lane. Developers of Daedalus are likely to fund for improvements at Peel Common and Stubbington roundabouts. It is likely that developer contributions and additional LTP funding will arise before 2035 to progress further improvements on Newgate Lane.</p> <p>It is considered that a 'do-nothing' approach at Daedalus would make the commuting situation worse on the Peninsula with a continued loss of MoD employment. The Daedalus site will bring new investment and jobs to the Peninsula.</p>
<b>Impact on local road network</b>			
D1/23/7	Highways Agency	The HA is concerned that the Daedalus site when fully occupied (in Fareham and Gosport) has the potential to have an adverse impact on the safe operation of the Strategic Road Network due to its location, scale and proximity. The M27 junctions 9 and 11 are currently	The existing road network serving Junctions 9 and 11 is already at capacity in peak hours and is unable to deliver additional traffic to the junctions. Increasing the opportunities of local people to work within the Gosport Peninsula and thereby reducing

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		experiencing congestion particularly during peak periods. Consequently the HA would have concerns if any additional traffic were to be added to any of these junctions without careful consideration of mitigation measures. The HA have no plans for capacity enhancements on the M27.	the need to travel on the M27 is the best form of mitigation. Furthermore the current BRT measures and future extensions will provide a non-car alternative for users of the A32 corridor.
D2/1/1 D2/8/1 D2/9/1 D2/46/1 D2/47/2 D2/49/5 D1/17/2 D2/64/2 D2/66/1 D2/67/1 D2/68/1 D2/71/3 D/72/2 D2/74/2 D2/77/2 D2/22/1 D2/41/2	Local Residents (13) Contrabyte Systems Limited	Problems relating to the surrounding road network would be exacerbated by the proposed Daedalus development.	Whilst it is acknowledged that local traffic issues will need to be mitigated it is considered that Daedalus has the best potential to improve the strategic transport issues over the medium-long term by providing significant numbers of new jobs for local residents. A 'do-nothing' approach will exacerbate the out-commuting situation as there will likely be the continued loss of jobs from the Peninsula including those within the defence sector.
D2/47/1 D2/57/2 D2/59/4 D2/62/5 D2/71/1 D2/72/1 D2/76/2	Local Residents (7)	Development should not take place until there is the necessary road infrastructure.	Measures are included in the SPD to alleviate local transport problems. These will need to be assessed further once the Borough Council receives detailed planning proposals and the accompanying Traffic Impact Assessment.
D1/17/1 D2/74/3	Contrabyte Systems Limited Local Resident	SPD lacks sufficient road transport infrastructure.	
D2/17/1	Local Resident	Development should not increase road congestion out of Lee	

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			<p>North and the Speedfields Roundabouts will be dependent on HCC securing the funding. Developments at Daedalus may contribute towards this scheme.</p> <p>It is anticipated works to Stubbington and Peel Common roundabouts will be completed in conjunction with particular phases of the developments.</p>
D2/59/5 D2/65/1 D2/71/2 D2/72/3	Local Residents (4)	Lack of road infrastructure improvements will be a deterrent to inward investment and puts in doubt plan proposals.	Road infrastructure could be a deterrent to new investment. Consequently the SPD requires improved transport measures. The SPD also acknowledges that the site has some very unique assets which will attract specialist businesses notwithstanding the road network.
D2/12/4 D2/46/3 D1/16/3 D2/77/5	Local Residents (3) Hovercraft Museum	The significant local road congestion (A27/A32 Junction, Newgate Lane, unsuitable local roads for existing HGV traffic, poor public transport services D2/12/4, D2/77/5) and lack of investment will deter business investment.	
D2/43/3	Local Resident	The successful functioning of Daedalus will depend on strategic accessibility.	Agree.
D2/43/5	Local Resident	Congestion could potentially be reduced if the site provides local jobs for local people. The planning framework should consider this.	Agree.
D2/44/3	Local Resident	Fareham Borough Council and Gosport Borough Council must work with Hampshire County Council to find the simplest and cheapest solution to enable traffic from Gosport to access the motorway.	Agree. The StAG Study was undertaken by HCC to identify the most viable measures.
D2/45/54	Local Resident	Guarantees of remedial works considered necessary by transport planners and the public and the funding of these schemes must be available before the final SPD is agreed.	Mitigation measures will be agreed with developers through a legal agreement as part of an approved planning consent.
<b>Transport objectives and key principles</b>			
D1/26/4	Hampshire County	Objectives should be amended to include an additional	Suggested wording is not an objective. Include

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	Council	bullet point regarding the overall transport strategy. Text is supplied in HCC submission.	revised wording in Para 6.18 instead.
D1/23/10	Highways Agency	HA fully support measures that will reduce the dependence on the private car and reduce the need to travel by offering sustainable alternatives. It should be made clear that new transport infrastructure will only be considered as a last resort.	Provision of local employment is the prime measure for reducing car travel. The site is well-served by the existing cycle track network but the SPD acknowledges scope for improvements on Marine Parade. The BRT scheme will promote bus use on parts of the Peninsula but the scope for improving commercially viable bus travel directly to/from Daedalus is limited. It is essential to improve Newgate Lane to provide suitable access for HGVs and attract investors.
D1/26/5	Hampshire County Council	Para 6.22 should be amended to make it clear that the main access routes to the Gosport peninsula (via the A32, B3385 Newgate Lane and the B3334 Rowner Road, Gosport Road and Titchfield Road corridor) will be subject to additional traffic from the development. Mitigation measures may be required to these routes to ensure that the development's traffic does not cause demonstrable harm. The attractiveness of these routes will be key to attracting new businesses to the Daedalus site.	Mention that the main access routes to the Gosport peninsula will be subject to additional traffic from the development and that specific mitigation measures will be required.
D1/32/31	SEEDA	Para 6.20: Text should recognise that further detailed dialogue will be required before any definitive commitments on a bus strategy can be made.	Amend text to acknowledge that further discussions are required.
<b>Transport assessments and contributions</b>			
D1/26/6	Hampshire County Council	Para 6.23 should be amended to link the findings of the TA with the overall transport strategy for the area. Text supplied as part of HCC's submission.	Amend accordingly.
D1/26/7	Hampshire County Council	HCC supports the principle of seeking developer contributions. However Para 6.24 should be amended to note that works may be required by the developer. Text supplied as part of HCC's submission.	Amend accordingly.

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D1/26/8	Hampshire County Council	Para 6.25 should be amended to better reflect the requirements of the development. Text supplied as part of HCC's submission.	GBC consider necessary to retain reference to an Implementation Plan in order to deliver transport mitigation measures in a coherent and timely manner.
D1/23/5	Highways Agency	Note that a transport assessment will be required. From the SPD it would appear that this work will be done by the developer(s). It is vital that a single comprehensive TA will be undertaken for the whole site.	Agree.
D1/23/6	Highways Agency	The HA recommends that prior to adoption, the districts work closely to establish that there is a reasonable prospect of delivering any potential interventions in transport terms.  It should be made clear that new infrastructure is only considered as a last resort after identifying alternative sustainable options such as demand management and traffic management.	The Councils have identified potential interventions including measures to reduce travel and offer opportunities to travel by methods other than the car. However it is also clear that some improvements to the highway network are required to alleviate impacts of the development and to be able to attract investment to the site, which will in turn bring jobs and potentially reduce the need to travel out of the Peninsula for work.
D1/23/8	Highways Agency	Important that Councils work together to coordinate infrastructure planning to serve the site including phasing arrangements within the context of the South Hampshire Sub Region.  The Sub-Regional Transport Model being developed by TfSH could provide a starting point to identify that there is a reasonable prospect of the delivery of potential interventions and thus providing a credible evidence base to support the SPD.	As stated in the SPD GBC and FBC are working together with HCC to coordinate infrastructure planning within the sub region.  It is agreed that the SRTM is potentially a useful tool to assist in assessing the traffic distribution arising from the development as well as the effectiveness of potential interventions. However the model's future use as a tool for detailed transport assessment should remain at the discretion of the developer.
D1/22/26	Lee-on-the-Solent Residents' Association	With the option of more than one developer this could lead to a piecemeal approach to transport, traffic and communication which could become difficult to coordinate.  There should be a single integrated and overarching	Agree that this is an issue. It is considered that Paragraphs 8.9-8.13 in the Implementation Section of the SPD address the issue of phasing and the need for comprehensive planning.



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		masterplan. Each developer would provide their proposals and contribution, each being considered against the plan of improvement and consideration of the overall benefits and facilities being improved.	
<b>Provision of off-site infrastructure</b>			
D1/26/9	Hampshire County Council	Para 6.27 should be amended to provide more detail on off-site infrastructure. Text supplied as part of HCC's submission.	Amend to provide more detail on off-site infrastructure.
D1/23/11	Highways Agency	In order to obtain planning permission it will be necessary to demonstrate that the development related traffic can be successfully accommodated in capacity and safety terms. It is requested that further analysis into potential SRN impacts and any necessary mitigation measures should be considered.	Agree. Developers are required to provide an appropriate transport assessment as part of a planning application. This requirement is included in the SPD.
D1/32/32	SEEDA	Para 6.28: add text relating to Circular 05/05 (text supplied).	Include as a footnote.
D1/22/23	Lee-on-the-Solent Residents' Association	SPD recommends minor road improvements but the fundamental issue that needs to be resolved is Fareham Quay and access to the motorway. There needs to be a comprehensive viable and appropriate plan to resolve these major issues and for them to be implemented in a timely manner to support the Daedalus development.	These strategic issues will need to be addressed by HCC strategies as well as the local highway authority. Schemes identified in HCC's StAG report will support initiatives at Daedalus. It is not possible to improve the Quay Street roundabout beyond the proposals to be implemented in association with the Tesco development.
D2/5/1	Local Resident	Pleased to see the document recognises the need for improved road links. These will need to be completed with priority to encourage developers to come forward. These will need to be funded before future developers are engaged.	Developers will be providing costs towards schemes in a phased approach.
D2/11/2	Local Resident	The proposed access arrangements appear to be satisfactory (with one exception see D2/11/3 below)..	Noted.
D2/9/2	Local Resident	Development must include road improvements for at least 3 miles in all directions.	A TA which will accompany future planning applications at Daedalus will identify what detailed

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			mitigation measures are required and the scope shall be agreed with the highway authorities. The SPD identifies a number of schemes that could be required.
D2/46/2	Local Resident	A relief road is required.	The Western Access Road is identified in HCC's StAG Report as a potential scheme but is not deliverable without substantial Government funding which is unlikely to be available in the short-medium term. A TA which will accompany future planning applications at Daedalus will identify what detailed mitigation measures are required.
D2/45/55	Local Resident	The distress of Compulsory Purchase Orders for off-site transport purposes must be avoided if local opposition to the proposals are to be minimised.	It is not anticipated that CPO's will be required.
D2/45/55	Local Resident	The state of public finances is likely to prevent all or some of the schemes identified in paragraph 6.28 from taking place. Is the Daedalus scheme still viable without these?	<p>It is considered that Daedalus has the potential to alleviate the strategic transport problems over the medium-long term by providing significant new jobs which are available to local residents. A 'do-nothing' approach will exacerbate the out-commuting situation as there will likely be the continued loss of jobs from the Peninsula including those within the defence sector.</p> <p>As rightly mentioned the squeeze on public funding and private finance will limit opportunities for infrastructure development. It will be necessary to ensure that the Daedalus scheme is viable to attract significant employment and that a balance is struck to ensure any significantly adverse transport impacts are mitigated. Measures are included in the SPD to alleviate local transport problems. These will need to be assessed further once the Borough Council</p>

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			<p>receives detailed planning proposals and the accompanying Traffic Impact Assessment.</p> <p>Whilst smaller local transport measures will be completed in conjunction with particular phases of development, other larger schemes (for example Newgate Lane) will take longer. The Daedalus scheme will pay a contribution towards larger schemes and delivery of the relevant infrastructure will be dependent on HCC securing the funding.</p>
D2/59/3	Local Resident	Additional traffic lights at Peel Common and Stubbington Roundabouts is pathetic without addressing the Newgate Lane/Fareham Creek bottlenecks	<p>Accept improvements are required and it is envisaged that developer contributions will help to improve Newgate Lane. Funding is included in LTP3 for 2013/14.</p> <p>Strategic issues will need to be addressed by HCC strategies as the local highway authority. Schemes identified in HCC's StAG report will support initiatives at Daedalus. It is not possible to improve the Quay Street roundabout beyond the proposals to be implemented in association with the Tesco development.</p>
<b>Newgate Lane</b>			
D2/44/1 D2/62/6	Local Residents (2)	Newgate Lane needs to be improved as specified in the SPD.	<p>Agree funding for improvements to Newgate Lane will need to be a priority and will potentially alleviate traffic issues generated by Daedalus (subject to the findings of a detailed TA Report to support a planning proposal) as well as make the site more attractive for investment.</p> <p>There is funding identified in the LTP for 2013/14 for improvements to Newgate Lane which is included in</p>
D2/43/6	Local Resident	Newgate Lane needs to be improved to provide better road links to the M27 particularly for freight movements.	
D2/27/1	Local Resident	Need to improve Newgate Lane and A32 before any development takes place.	
D2/1/2	Local Resident	Improvements required to the two mini-roundabouts in Newgate Lane adjacent ASDA.	
D1/6/4	Lee Business	There is an urgent need to widen Newgate Lane with	

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	Association Representative	improvements to Speedfield Roundabout. This would benefit local traffic and benefit the Daedalus site.	the SPD.
D2/32/2 D2/60/5	Local Residents (2)	Newgate Lane needs to be widened to accommodate the number of vehicles already using this route.	
D1/11/1	Defence Heritage Support Group	Need to make major improvements to Newgate Lane to support such a large project. Priority should be given to obtaining Government approval for such a scheme.	
D1/17/3	Contrabyte Systems Limited	Whilst the Newgate Lane Improvement Corridor is mentioned on p38 there is no information on what this improvement will be.  Consideration needs to be given to a dual carriageway.	
D2/57/3	Local Resident	Proposed cycle lanes to Newgate Lane is welcomed.	Noted.
D2/57/4	Local Resident	A dedicated bus lane is required to run the length of Newgate Lane which links the Daedalus development with the BRT.	This scheme has not been proposed by HCC.
<b>Stubbington Roundabouts</b>			
D2/44/6	Local Resident	Signalisation of roundabouts in Stubbington is not necessary and should only be carried out as a final measure in the future if required. During the day these roundabouts cause few problems and all available funds should be spent on Newgate Lane and the A32.	Initial transport studies have indicated these works will be necessary to accommodate development at Daedalus to improve capacity and safety. Further detailed assessments will be required within the TA to accompany future planning applications which will verify the need or not.
<b>Peel Common Roundabout and Broom Way</b>			
D2/57/5	Local Resident	Need for improvements along Broom Way to the Peel Common Roundabout including a new bus lane from the Daedalus access to Peel Common Roundabout. Existing cycleway would also need to be accommodated	This is not considered necessary given the relatively low frequency of bus services using this road.
<b>Peak Lane</b>			
D2/55/7	Local Resident	Need to improve infrastructure in Peak Lane (in FBC area).	This is not considered necessary within the scope of this development.

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<b>Stubbington lane/Titchfield Road</b>			
D2/62/7	Local Resident	Stubbington Lane and Titchfield Road need to be upgraded before development takes place.	This is not achievable or affordable within the scope of the development.
<b>Stubbington Bypass/Western Bypass</b>			
D2/39/1 D2/44/2	Local Residents (2)	<p>There needs to be a new road in and out of Lee which links to the M27 if Daedalus is to be successful.</p> <p>There is already an unacceptable volume of traffic in Newgate Lane during rush hours (getting longer).</p> <p>Likely that those employed at the site will come from other destinations not just Gosport and Stubbington (even now majority of cars arriving at Argus Gate come via Peel Common roundabout direction) (D2/39/1).</p> <p>Likelihood of any Government funding for the foreseeable future is unlikely (D2/39/1).</p>	<p>The Western Access Road is identified in HCC's StAG Report as a potential scheme but is not deliverable without substantial Government funding which is unlikely to be available in the short-medium term. A TA which will accompany future planning applications at Daedalus will identify what detailed mitigation measures are required.</p> <p>It is agreed new road investment is required. Newgate Lane is identified as a capital project for 2013/14 in the LTP. Developers will be required to fund schemes to accommodate their development including Stubbington and Peel Common roundabouts.</p> <p>New employment opportunities have the potential to reduce out-commuting and it is likely that most jobs on the site will be taken by Gosport Borough residents (based on evidence from 2001 Census). There will also be in-bound commuting for which there appears to be sufficient road capacity. A TA will need to consider this further.</p>
<b>Other suggested transport improvements</b>			
D2/12/5	Local Resident	Introduce local road trains.	HCC have no plans to introduce road trains
D2/13/1	Local Resident	The site needs better foot and cycle access to the site especially on the north, west and east side.	Agree. A range of measures have been included in the Daedalus SPD.
<b>Internal road layout</b>			

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D1/30/7	Fareham Borough Council	FBC requests that the future internal highway will be designed and signed to discourage its use as a through route and that this objective is added to the final version of the SPD.	The SPD does not promote the internal highway network as a through-route and there is not expected to be a significant number of movements. The ability to make local movements between Lee and Stubbington will be advantageous to residents and businesses and is not expected to be detrimental in planning or highway terms for Fareham residents. Neither are through movements likely to be of a scale harmful to the function of the site. However the matter can be further investigated within the TA.
D1/28/13	Lee Flying Association	An east-west road is not required. Support the idea that the road alignment of the internal road may need to be further south than indicated on Plan 9.	The road is not being promoted as an east-west through road. Instead it allows an east and west access for users and residents of the Daedalus site. It is acknowledged that the plans in the SPD are only indicative and the road could be moved southwards particularly if there were requirements to require more of the land in the Daedalus Waterfront area for aviation use (i.e. requiring airside access).
<b>Access points</b>			
D1/22/3	Lee-on-the-Solent Residents' Association	A number of residents have expressed concerns with regard to heavy vehicles driving through narrow roads in Lee.	Signing and the design of the site will aim to ensure that heavy vehicles use the most appropriate access. These arrangements are set out in the SPD by directing most traffic to the primary access at Broom Way with a secondary access off Marine Parade to take other vehicles and thereby avoid using more minor local access roads.
D2/55/2	Local Resident	Any development will increase traffic and damage to surrounding streets as well as safety considerations.	
D2/75/3	Local Resident	Use of local access roads such as Drake Road and Milvil Road would need to include adequate protection against speed, traffic volume and weight. This should include 20mph speed restrictions, weight limits and even a ban on light commercial vehicles during non-working hours.	The SPD aims to minimise traffic impacts and require mitigation measures where necessary. It is important to note detailed traffic matters will be considered as part of a planning application and any necessary mitigation measures will be secured.

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D2/36/2	Local Resident	Entrances to the site should not be through Lee (Court Road, Milvil Road etc) but restricted to the outskirts (i.e. traffic light junction on Manor Way and Marine Parade West).	Traffic calming and traffic managements can be considered where a need has been demonstrated.
D2/51/1	Local Resident	Need to ensure access points to the site do not encourage vehicles to use local residential roads.  Such entrances (e.g. Nottingham Place) should be for pedestrians and cyclists only.  However if only used for pedestrians it will be necessary to think about parking restrictions on roads around the site as workers would park on local roads and walk into the site.	It is not anticipated that light traffic flows are likely to occur between Daedalus and the existing parts of Lee via these minor access roads. Most of the traffic including the heavier vehicles will use the primary and secondary access points through sign and design measures. Roads such as Nottingham Place and Milvil Road are only likely to be used by local people.
D2/43/8	Local Resident	Suitable traffic management and traffic calming is required so that traffic is kept to designated routes to deter rat-running.	It is important that the site has a number of minor local access points to integrate the proposed residential and community uses with the rest of the Lee community. Many of the minor access points are in effect reinstating former access points to the site. The more minor access points there are the less traffic flow will be placed on any single local access point, with the primary and secondary access points taking the bulk of traffic including the non-neighbourhood traffic.
D2/45/57	Local Resident	Paragraphs 6.33-6.60 make no references to road widening outside the Daedalus site and related reductions of gardens fronting highways (or CPOs).	No such schemes are proposed.
<b>Eastern access point</b>			
D1/26/11	Hampshire County Council	Para 6.35 should also accommodate pedestrians.	Amend accordingly.
D1/32/33	SEEDA	Add 'the timing of delivery for the new access point will be linked to the phases of development and having regard to the capacity of the existing access arrangements.	Agree but amend 'capacity <u>and suitability</u> '.
D2/55/5	Local Resident	All access to the site should be restricted to Broom Way	It is not appropriate to have one access point on a

Ref No.	Name of Individual/ Organisation	Summary of Key Points	GBC Officer Comment/Action (paragraph references refer to numbers assigned in Consultation Draft)
		and Rowner Lane.	site of this scale. Broom Way will be the primary access with a hierarchy of other access points. A lorry routing strategy will direct such vehicles to Broom Way and the site will be designed to encourage access to the main access points.
D2/28/4	Local Resident	Everything needs to be done to encourage access via eastern access point not secondary access point (see D2/28/1 below).	
D2/44/5	Local Resident	The route via Stubbington on Gosport Road and Titchfield Road should be accessed from Peel Common roundabout and drivers discouraged using seafront route.	
D1/18/19	Defence Estates	The new access road running along the northern edge of the Married Quarters site should be designed and aligned to minimise any impact on the amenity of residents in terms of noise and fumes. Need to mention this in the text.	DE was aware of the Council's overall strategy for Daedalus as an employment-led regeneration site when they positioned the Married Quarters adjacent the existing road, which will remain as the spine road for the site. Amenity impacts will be considered as part of forthcoming planning applications.
D2/32/1	Local Resident	Concerned by the additional traffic using the new junction with Cherque Way. The noise and volume of traffic using Cherque Way will also increase.	The developer will be required through a TA to demonstrate to the satisfaction of the highway authority that the new junction has adequate capacity. An Environmental Statement to accompany a planning application will consider noise concerns.
D2/77/4	Local Resident	Any new access onto Manor Way or Broom Way will add extra danger to an already very busy road.	The junctions will be designed to the appropriate road safety standards
<b>Western access point: just north of Ross House option (and footway/cycleway to the south)</b>			
D1/2/4	Maritime and Coastguard Agency	There are a number of occasions where access roads have been drawn into MCA's land. MCA have not formally commented on any proposal for access roads that cross MCA land.	The SPD provides a framework for the long term development of the site irrespective of land ownership. The SPD includes a number of options and considers that the route just north of Ross House which uses MCA land as the best option. If for whatever reason (including ownership) this option can not be implemented the developer will need to consider alternative options as outlined in the SPD. The MCA have been involved in discussions/consultations on this proposal for a



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			number of months.
D1/28/12	Lee Flying Association	<p>The proposed access would have significant safety issues which would arise from placing a road and junction in the immediate vicinity of aircraft arrivals and departures. Would reduce attractiveness of the airfield to aviation requiring the airfield be licensed or reducing the declared runway Take-Off and Landing Distances.</p> <p>Instead a separate access could serve the Ward Room area as well as Brambles Way and Albion/Vengeance Way to Broom Way</p>	<p>SEEDA have commissioned a study which demonstrates that the access option just north of Ross House will not unduly affect the operation of the runway.</p> <p>A site of this size with a number of distinct areas and functions needs a number of access points. It is considered that the suggested access points are more suitable for local access rather than the requirements for employers on the site. The Ross House access is important in providing a direct and convenient means of access to employment areas.</p>
D1/28/5 D2/52/5	Lee Flying Association Local Resident	The possibility of building additional buildings with airside access (see D1/28/5 and D2/52/4) would have a bearing on the proposed road adjacent Ross House. This does not need to be a public thoroughfare. Access to the employment part only needs to be from Broom Way as at present.	The SPD makes clear that the main road in the site can be moved southwards to accommodate aviation uses in hangars further from the airfield. The main 'spine road' will not be promoted as a east-west access but will be able to be used by the public as it will allow all users of the Daedalus site to access the site from the east and west.
D2/44/4	Local Resident	Access alongside Ross House into Stubbington Road will cause a considerable increase in traffic using Moody Road/Crofton Lane/Cuckoo Lane as a rat run to avoid roundabouts and signal controls. Create additional danger in residential/school area. Residential roads showing damage caused by heavier vehicles.	<p>A TA to accompany a planning application will consider anticipated traffic movements in the area depending on the quantum and type of development proposed. From this assessment the appropriate mitigation measures will need to be secured.</p> <p>The provision of local employment reduces the need to leave the Borough through Stubbington. It is considered that the position of access points on Marine Parade will have no bearing on the levels of use of Moody Road as a short cut.</p>
D2/35/1	Local Resident	Cannot see how the new road can be fitted safely	Investigations by SEEDA have demonstrated that it

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		<p>between the runway and Ross House. It will encroach on MCA land within the blue fence which no doubt was established for safety reasons. It also crosses land within FBC.</p> <p>Such a road could affect the continued operation of the runway in particular the length of runway required.</p>	<p>is possible that a road can be safely accommodated between Ross House and the runway. A report commissioned by SEEDA demonstrates that a road in this location would not affect the operation of the runway.</p>
D2/28/1 D2/35/1	Local Residents (2)	<p>New access road serving the employment area would increase volume and weight of traffic using Stubbington Lane. Issues include:</p> <ul style="list-style-type: none"> <li>• Other accesses exist (D2/35/1);</li> <li>• Difficult to get onto Stubbington Lane from Seamead due to volume and speed of traffic and limited visibility (D2/28/1);</li> <li>• Dangerous to cyclists (D2/28/1).</li> </ul>	<p>The development will change the distribution of traffic on the road network. It will decrease out-commuting but increase in-commuting. The TA will determine the net changes in volume.</p> <p>Broom Way will be designed and signed as the primary access directing traffic from Stubbington Lane. There will be a hierarchy of accesses but a secondary access is required off Stubbington Lane/Marine Parade to take traffic that is not suited for the small local access points.</p> <p>Traffic controlled signals at the new junction will reduce traffic speeds and potentially assist traffic exiting Seamead.</p> <p>Appropriate measures will be included for cyclists.</p>
D2/40/1	Local Resident	New road access at the western end of seafront is stupid even with traffic lights as it is on a bend on an unlit road.	The junction will be built to appropriate safety standards.
D1/12/1 D2/16/1 D2/38/1 D2/69/1 D2/70/1	Director, Ross House Solentview Limited Local Residents (4)	Opposed to any roads or other access streets being built either north or south of Ross House.	It is considered important to have a secondary access to serve the employment areas.
D1/12/1	Director, Ross House Solentview Limited	New access would be intrusive and impact on quality of life.	The access to the north of Ross House will have a lesser impact than the access south of Ross House (as originally proposed by SEEDA). It is further

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			away from the apartments, not between buildings (thereby avoiding a canyonning effect), and has the potential to improve access for Ross House residents onto Stubbington lane via traffic-controlled signals. It is accepted negotiations will be required between the landowners and developers to secure this benefit.
D2/16/3	Local Resident	Proposed road would have very restricted visibility from Lee-on-the-Solent albeit clear towards Stubbington. As a resident of Ross House it can be tricky joining the road. An increase in the volume of traffic would be an accident waiting to happen.	A traffic-signalled junction has the potential to improve access and slow traffic. There is scope for residents of Ross House to be able to join the new access road and access Stubbington lane via the new traffic lights.
D2/56/4	Local Resident	With the new access how would Ross House residents be able to get in and out of the property? Would there be traffic lights or a roundabout so residents can get out?	
D2/75/1	Local Resident	New access would have a severe impact upon a narrow piece of relatively unspoilt sea-front between the Gosport and Fareham areas.	The road junction is close to a built-up area and would not have a significant impact upon the wider gap.
D2/38/3	Local Resident	Concerns new road and stationary traffic at the new junction would increase pollution levels to the detriment of elderly and infirm residents.	The issue of air pollution will need to be assessed as part of an Environmental Statement to accompany a forthcoming planning application. This issue has been highlighted in the air pollution section of the SPD.
D2/70/2	Local Resident	Concern that new access would be too close to the bend and traffic wouldn't be able to access Stubbington Lane as main road is too busy.	Proposed traffic lights would remedy these issues.
D2/70/3	Local Resident	Unclear who the new road would serve. It wouldn't serve commuters unless they work in Hill Head or the beach.	The road would serve the users of the Daedalus site.
D2/38/4	Local Resident	Balconies would be overlooked by vehicles or pedestrians	Detailed measures to reduce any particular significant amenity impacts can be considered at the planning application stage.
D2/16/4	Local Residents (2)	With the proposed road on one side of Ross House and a	It is proposed to no longer show the southern route

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D2/56/3		proposed pedestrian/cycle access on the other side, Ross House would be somewhat of an island.	as a pedestrian/cycle access. However it is unlikely that the cycle/pedestrian route would create a feeling of severance which would likely be the case if a road was proposed here (as originally proposed by SEEDA).
D2/38/6	Local Resident	Resale value of flats would depreciate as a result of access points.	Not a planning issue.
D2/16/7	Local Resident	SPD acknowledges that there will be an increase in lorry movements and that the road network around Stubbington is not suitable especially Titchfield Road. However does GBC acknowledge that a lot of lorries would take the shorted route if there was an access off Stubbington Lane/Marine Parade West?	Signage will encourage lorries to use the primary access off Broom Way. It is acknowledged that light traffic and a certain number of local lorries may continue down Stubbington Lane and hence the need for an access off Marine Parade/Stubbington Lane.
D2/28/2	Local Resident	A roundabout at Ross House with offset approach from north to slow down vehicles.	Roundabout not viable due to limited availability of land but the proposed set of traffic lights would slow down vehicles.
D2/38/5 D2/56/1 D2/69/2	Local Residents (3)	Concern that pedestrian/cycle access to the south of Ross House would increase possibility of criminal and anti-social behaviour and loss of security. The privacy and peace would disappear (D2/38/5) What security measures would be put in place? Any street lighting would shine into bedrooms (D2/56/1).	It is proposed to no longer show the pedestrian/cycle access to the south of Ross House.
<b>Western access point: Drake Road</b>			
D1/12/2 D2/16/2 D2/38/2 D2/40/2	Director, Ross House Solentview Limited Local Residents (3)	Improvements to Drake Road would be the better option than new access adjacent Ross House (as it has clear visibility in both directions-D2/16/2).	Drake Road is identified in the SPD as a potential access point as part of the hierarchy of accesses. This is considered a local access point and that a larger access point is still required just north of Ross House. A number of access points will improve permeability.
<b>Other access points: Milvil Road and/or Queen's Gate</b>			
D2/17/5 D2/31/1	Local Residents (6)	Concern about opening up Queen's Gate/Manor Way/Milvil Road for vehicle access. This would increase	It is proposed that an access could be created at the northern end of Milvil Road. This would be used as a

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D2/54/1 D2/55/1  D2/62/3 D2/63/2		<p>traffic and be used as a rat run through a residential area.</p> <p>If this goes ahead residents should get compensation ((D2/54/1 &amp; D2/62/2).</p> <p>Need to purchase extra sound proofing double glazing or install sleeping policeman and speed cameras in the appropriate areas (D2/54/1). Need for boundary walls or fencing to be provided commensurate with the security that has been experienced at Daedalus for the last 50 years.</p>	<p>local access linking parts of the Daedalus site with Lee centre and other areas in the local neighbourhood. The access would be designed for local movements.</p> <p>Movements from outside of Lee would find more convenient routes of access through the main entrances.</p> <p>Milvil Road and Manor Way form part of the public highway and the capacity to take additional traffic will need to be assessed as part of a TA to accompany a planning application once the proposed location, scale and type of development proposed are known. The appropriate mitigation measures will be considered at this stage as with any planning application.</p>
D2/11/5	Local Resident	The accesses at the north end of Milvil Road and Manor Way 'Queen's Gate' should be pedestrian/cycle accesses.	It is proposed to have a pedestrian/cycle way at the north end of Milvil Road together with a potential road access (see comments above).
D2/55/4	Local Resident	Even if Milvil Road and Norwich Place were pedestrian only then the parking problems with contractors private cars and vans would deny local residents of parking.	Commuters/contractors will use the more convenient access points such as Broom Way. The Daedalus site will have ample parking negating the need for users to park off-site.
<b>Nottingham Place</b>			
D1/22/4	Lee-on-the-Solent Residents' Association	Residents have expressed concerns of heavy vehicles using roads such as Nottingham Place.	<p>More convenient access points are available to serve employment areas. May be used for vehicles for local servicing.</p> <p>Access points such as Nottingham Place will be designed as local access points as part of a hierarchy with more convenient access points</p>
D2/51/2 D2/62/2	Local Residents (2)	<p>No vehicular access to the new development via Nottingham Place/Court Road. Inappropriate for commercial traffic to use a residential area.</p> <p>Problem of rat-running (D2/51/2).</p>	

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			(Broom Way/Stubbington Way) taking most of the traffic including heavier vehicles.
<b>Bayntum Drive (via Chark Lane)</b>			
D1/18/6	Defence Estates	Access to the Married Quarters should be from Bayntum Drive (i.e. existing road) which was designed to accommodate the remaining 152 dwellings. Vehicular access onto the new proposed spine road would not be necessary particularly if Milvil Road was utilised this would separate residential and employment traffic.	This option is now shown in addition to links to the main spine road, Character Area 6 and Milvil Road. This leaves future developers to consider a number of options.
<b>Link between vacant MoD land and Character Area 6</b>			
D1/18/20	Defence Estates	The proposed link between the proposed Married Quarters and Character Area 6 is supported. This would enable clear separation of residential and employment traffic.	Noted.
<b>Alternative access options to consider</b>			
D2/16/6	Local Resident	New main access road should be developed off Gosport Road, within the FBC area. This would not disturb any residential areas. Whereas other options would be extremely close not only to Ross House but other properties along Marine Parade.  Accept that there may be issues with the runway (but so is the Ross House option) If this is the case it is unlikely that the whole runway is required and on the rare occasions the full length is required it may be possible to restrict traffic at the required time. It would still be possible to manage the area for wildlife.	A new road of this length would not be feasible nor consistent with the approach of providing a permeable development with convenient access integrated into Lee-on-the-Solent.
D2/11/3 D2/55/6	Local Residents (2)	There could be better access directly off the Peel Common Roundabout (or near-by).	A new road of this length would not be feasible nor consistent with the approach of providing a permeable development with convenient access integrated into Lee-on-the-Solent.
D2/75/2	Local Resident	Instead of access north of Ross House a new road should	This option would have an impact on the

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		be considered that curves south westerly and meets with Hermes Road and taken to Richmond Road close to the War Memorial, which could be a 'crown' on a new traffic island.	Conservation Area and the setting of a listed building.
<b>Runway use and road use</b>			
D2/9/3	Local Resident	As the runway will be increasingly used will there be a need for extra traffic lights near Sea Lane, as in the past when Daedalus was operational?	Currently there are no plans to include a set of signals linked to the use of the runway. It is understood that current and anticipated levels and type of aviation use will not require signals at this location. These matters will be kept under review.
<b>Lorry routeing</b>			
D1/26/10	Hampshire County Council	Para 6.34 should be reworded to provide greater clarity on the proposed lorry routeing. Suggested text supplied in HCC submission.	Add 'the developer will be required to fund signing of this lorry route'. Other suggestions not required necessary as already covered in SPD albeit not in as much detail. However this is considered appropriate for the SPD.
D1/23/12	Highway Agency	The potential M27 impacts associated with additional development-related lorry movements should be considered within the Daedalus TA. If the development has a material adverse impact on the SRN a package of mitigation measures will need to be proposed and assessed in accordance with DfT's circular 02/2007 and Guidance on Transport Assessment (2007).	Noted.
D1/30/5	Fareham Borough Council	FBC welcome the need to provide a lorry routeing signage strategy to direct heavy goods vehicles to Newgate Lane, from where access can be gained to the development site via Broom Way.  Paras 6.37 and 6.38 refer to articulated vehicles only. FBC request the signage does not distinguish between the types of lorries, though recognising the need for the secondary access to be designed to accommodate	Agree. The signing itself will not distinguish between the types of good vehicles (the SPD text mentions articulated vehicles specifically in order to identify the motivation for the requirement).  The details of the signing will need to be agreed by the Highway Authority with FBC and GBC at the planning application stage. It is anticipated that all goods vehicles will be encouraged to use Newgate

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		service type vehicles and cars.	Lane for strategic access and therefore using the Broom Way Access.
D2/55/3	Local Resident	Already heavy traffic including coaches and HGVs use Richmond Road, Milvil Road and Court Road to by-pass Lee Centre and for access to the site via Broom Way. This has caused near accidents at the junction of Milvil Road and Court Road by virtue of the junction being blind.	The SPD access strategy suggests several points of access on Marine Parade, particularly a secondary access just north of Ross House which negates the need for access through residential areas of Lee.
D1/1/8	Advanced Marine Innovation Technology Subsea Ltd	Para 6.34 ignores the issue of sat navs.	It is important to have a lorry routeing strategy in place. However the Council recognises that sat nav may direct traffic along other routes, hence the need for a secondary access to accommodate such vehicles and avoid the vehicles using less appropriate roads within Lee-on-the-Solent.
<b>Construction traffic</b>			
D2/12/1	Local Resident	SPD does not include details regarding the transport of materials to the site during construction, removal of materials from the site during construction (including contaminated wastes) and the associated impact on infrastructure.	Construction management plans including arrangements for construction vehicles will be considered as part of the planning application stage.
<b>Parking strategy</b>			
D1/1/9	Advanced Marine Innovation Technology Subsea Ltd	Paragraph 6.48 ignores the reality of parking.	On the contrary the SPD requires developers to provide sufficient parking for business and residential needs. These details will be assessed at the planning application stage together with provisions to encourage alternative modes of transport.
<b>Bus</b>			
D1/30/7	Fareham Borough Council	Recognise the importance of ensuring improved conditions and connections for public transport to help reduce traffic levels.	Noted.
D2/43/4	Local Resident	More consideration should be given to public transport including the use of mini-buses.	SPD highlights the need for developers to consult with transport providers at an early stage to promote



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		Buses running through the site should also be considered.	better public transport connections to Daedalus. Sufficient guidance is included in the travel plan this, where appropriate could include the use of workplace mini-buses.
D2/45/53	Local Resident	Paras 6.20/6.29: Bus services are unlikely to become more frequent given the shrinking HCC finances. Thus there is unlikely to be bus services serving the irregular hours (including nights) required by many industries.	Agreed. Services will need to be commercially viable in the long run.
<b>Bus Rapid Transit (BRT): Relevance to Daedalus and effectiveness of the BRT in principle</b>			
D1/23/9	Highways Agency	The two Borough Councils should work closely together to ensure/demonstrate that the proposals for the BRT scheme are robust, credible and deliverable. determine deliverability of any options in relation to the SRN early engagements with the HA will be necessary.	First stage of the scheme is already underway.
D1/17/4	Contrabyte Systems Limited	Heavy reliance on bus system is not the answer- a £20 million white elephant.	It is not considered that the SPD places heavy reliance on the BRT. However the BRT represents an opportunity for bus providers to reconsider routes on the Gosport peninsula which could potentially serve Daedalus and the Lee area including better links to Fareham and its railway station and enabling workers in Bridgemary and Rowner to access Daedalus via revised bus routes (e.g. Lee-on-the-Solent- Rowner - BRT corridor - Bridgemary and Fareham and vice versa).
D2/57/6	Local Resident	Whilst supportive of the BRT there is no need to reference it in the document unless there is much more of a physical link between it and any proposed infrastructure improvements for Daedalus.	
D2/45/51	Local Resident	Para 6.12: Due top state of public finances unlikely further stages of the BRT will be constructed (to Fareham Railway station or Gosport Town Centre).	
D2/20/8	Local Resident	Are buses serving the Daedalus site using the BRT?	
<b>Pedestrian/cycle access</b>			
D1/30/8	Fareham Borough Council	Recognise the importance of ensuring improved conditions and connections for pedestrians and cyclists to help reduce traffic levels.	Noted.

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D1/19/25	Natural England	Welcome the promotion of walking and cycling. However paragraphs 6.14, 6.53, 6.55 and 7.4 refer to the potential for increased coastal links with Hill Head and the beach and Marine Parade. This may potentially increase levels of access to sensitive coastal areas and the environmental impacts so will need to be considered as part of the SPD assessment.	Proposals at Daedalus will specifically relate to Marine Parade not to links further west. The Marine Parade proposal will improve connections eastwards with the rest of the cycle network in Gosport and will help increase cycle usage in the urban area and reduce the need to travel by car. The consultation draft of the SPD is not seeking westward improvements to Hill Head, it only highlights the potential. Consequently there is no need to mention this in the finalised version in the text and therefore assessment of a link to Hill Head is not required as part of the Daedalus SPD.
D2/3/2	Local Resident	Cycle paths and footpaths should be separated from each other not shared or only demarcated by painted lines.	Shared use is proven to work satisfactorily.
D2/44/7	Local Resident	SPD refers to encouragement of walking and cycling but only in relation to Gosport. Consideration should be given to the Stubbington and Hill Head areas although peak time traffic makes it dangerous.	SPD highlights links to Stubbington between Broom Way and Gosport Road as well as other opportunities to connect with parts of Fareham.
D2/28/3	Local Resident	Why are no cycle tracks planned to link with any in the FBC area?	
D2/18/3	Local Resident	Agree that cycle path should be installed along Marine Parade.	Agree.
<b>Water-based transport</b>			
D2/41/5	Local Resident	The site could be a stopping point for a Solent ferry service serving Portsmouth, Gosport and Southampton. This would assist with the transport problem	There are no plans on part of the ferry companies to deliver such a service.
<b>Travel Plan</b>			
D1/26/12	Hampshire County Council	Para 6.59 should be amended to better reflect the requirements for developers to deliver a full travel plan for each individual site within the Daedalus area.	Delete 'subsidiary'.
D1/23/13	Highways Agency	The Travel Plan should be closely linked to the TA and reflect the objectives and requirements set out in PPG13	Noted. already have reference to Department for Transport.

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		and the DfT document using the planning system to secure travel plans'  The travel plan should be in place prior to the site opening. The full HA response sets out some criteria for a successful travel plan.	
<b>10.DESIGN</b>			
<b>Design principles</b>			
D1/27/30	Environment Agency	Suggest GI network is included in 2 <sup>nd</sup> bullet point. A strong grid can form the basis for sustainable travel routes.	Strong linkages with areas outside of communities outside Daedalus so sustainable travel such as cycling and walking is already mention in bullet point 2. This would include links with green infrastructure. The new green infrastructure also makes reference to these connections.
D2/30/2	Local Resident	Architectural integrity is of foremost importance in the design of any new houses and other buildings.	Agree. The appearance of buildings particularly in the historic core will be very important to preserve the character of the site. This is covered by Paragraphs 5.2, 5.4 and 5.5 and by Section 7.
D2/20/9	Local Resident	What is meant by the term 'living street' (Para 6.45)? A mix of residential and commercial uses on the same street can be an unpleasant experience (excessive daytime traffic, insufficient residents to bring about community cohesion, daytime parking in front of residents houses by workers).	The phrase 'living streets' is perhaps superfluous to this sentence. In most cases the employment and residential areas are on separate streets. It is proposed that the residential areas will knit together with existing residential areas in Lee. It is only in the historic core where there is a mix of uses. The detailed elements of a future planning application will be considered with regard to issues such as traffic, compatibility of uses and parking).
D1/18/21	Defence Estates	Residential development along the eastern boundary of the site is supported.	Noted.
<b>Site frontage onto Marine Parade</b>			
D2/73/6	Local Resident	The Waterfront area and around Barracks Square: Should be opened to the public and seen as an extension to	Agree. Add as a design principle.

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		Marine Parade. Potential for cultural and musical events, plus exhibition space.	
D2/25/4	Local Resident	The Seafront area around Marine Parade/Richmond Road could have a more attractive frontage.	There is certainly scope to enhance the Conservation Area setting having regard to the sensitive historic structures and their setting. This is addressed in the Character Area sections and will be a key part of any future discussions.
D2/24/7	Local Resident	A developer may wish to put flats along the frontage overlooking the Solent. This would be inappropriate and create additional traffic.	The limited opportunities for new development on the Waterfront are identified in the SPD. The context of the Conservation Area, the setting of the heritage assets, and the context of the Marine Parade Area of Special Character will limit the height and scale of any development in the area concerned.
<b>Character Areas</b>			
D1/32/34	SEEDA	Plan 10 Character Areas are not fully consistent with the land use and design aspirations for the Waterfront area and does not reflect detailed design and heritage discussions held between SEEDA and GBC officers. Should be changed to boundaries shown in supplied plan.	The SEEDA Character Areas have not been formally agreed. The Character Areas do not significantly differ but those in the SPD take account of further careful on-site analysis of the character of the site, its built form, and historic layout. The only possible review might be to consider a slight amendment to the boundary between areas 5 and 6 which could comfortably overlap.
<b>Character Area 1: Wardroom/Westcliffe House Area</b>			
D2/41/7	Local Resident	The Ward Room and other historic buildings on site are rapidly falling in to disrepair. Consideration should be given to fast track the development of these	Agreed. Future phasing plans should prioritise the repair and restoration of these buildings at an early stage as noted in para 5.8 (Design and Built Heritage).
D1/22/27	Lee-on-the-Solent Residents' Association	Support variety of uses for the Wardroom but phrase 'institutional use' is inappropriate.	Institutional use refers to the term used within the Use Classes Order. Examples are given in the text.
D2/48/2	Local Resident	The Ward Room should be opened up to visitors.	The key priority is to preserve and enhance the condition of the building to ensure its long-term future. Whilst it will be good to open the building to

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			public use much will depend on its eventual use.
D1/32/37	SEEDA	Westcliffe House may not be suitable for residential accommodation (according to initial design feasibility work)	The Council does not want to be overly prescriptive and limit this type of use. Specialist developers may be able to find such a use for the building.
<b>Character Area 2: Seaplane Square</b>			
D1/32/38	SEEDA	SEEDA understands only three buildings have been put forward for listing not four	The three J Type Seaplane Hangars and an associated Winch House were proposed for listing.
D1/16/6	Hovercraft Museum	Listed buildings (as highlighted in the Local Plan Review and SPD) recognise that the most appropriate use for a historic building is for the purpose for which they were built. Clearly the hovercraft museum reflects that objective. The hangars, slipway and Winch House and their relationship to one another and the overall Conservation Area is of recognised importance.	Agree. Make specific reference to the Hovercraft Museum.
D1/16/7	Hovercraft Museum	Concern is expressed on any sub-division of Seaplane Square and the introduction of inappropriate uses including any significant area of car parking.  To demonstrate the hovercraft a safe area is required, an activity likely to be prejudiced by any sub-division of this area, whether physically or by ownership.	Make specific reference to retaining the Hovercraft Museum within the site.  Flexibility in the use of Seaplane Square will be important. Subdivision of the space should be avoided. Some areas would be required for parking at certain times, and provision for access for service deliveries and pedestrians would also be important. A parking strategy and management plan would be required as part of an application. There will be the need to balance the interests of the Hovercraft Museum with that of other commercial and public interests.
D2/58/3 D2/61/3	Local Residents (2)	Hovercraft Museum should retain their occupancy of Seaplane Square. The site benefits from <ul style="list-style-type: none"> <li>• slipway access;</li> <li>• history of the site for testing hovercrafts;</li> <li>• public realm of Seaplane Square could be utilised for hovercraft related events;</li> <li>• potential links with other museums in the area (e.g. Explosion).</li> </ul>	
D2/52/7	Local Resident	Seaplane Square is a mess. The Hovercraft Museum will need large amounts of money to upgrade. It is an important historical record.	

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D2/15/1	Local Resident	Encouraged that the area described as Seaplane Square is intended to be a heritage area and the former WW1 seaplane hangars are to be retained.	Noted.
D2/15/4	Local Resident	There should be genuine heritage on the site (see D2/15/3 regarding heritage uses in Development Strategy section) not just housing, a café with alfresco seating, a car park and universal classis street furniture.	Noted. Amendments highlighted elsewhere will enable other heritage proposals at Daedalus. Proposals could be considered as part of a future planning application.
D1/24/1	The Provincial Society	Agree that buildings around Seaplane Square are of historical and architectural importance.	
D1/24/2	The Provincial Society	Provincial Society would like to enhance the heritage of Seaplane Square by offering: <ul style="list-style-type: none"> <li>display of heritage vehicles with associated educational facilities; and</li> <li>heritage vehicles for free use on a few days each year to support local events.</li> </ul>	
D1/22/28	Lee-on-the-Solent Residents' Association	The Hovercraft Museum will need to be removed from Seaplane Square to provide 'this vibrant front door'. Is there a site for the Hovercraft Museum elsewhere on the site	The Council considers that there is the potential to retain a hovercraft museum at Seaplane Square or elsewhere on the site. Either way it is recognised that its use of space will need to be reconsidered and other commercial/leisure uses will also need to be considered. These elements have been strengthened in the amended version of the SPD.
D1/22/28	Lee-on-the-Solent Residents' Association	Do not support listing of J Type Seaplane Hangars which are ugly and out of character on the seafront?	The national historic significance of these structures was noted by English Heritage in a thematic review. English Heritage put forward the proposal to list the buildings. Buildings are recommended for listing on architectural or historic grounds and their aesthetic appearance is not a factor.
<b>Character Area 3: Barracks Square</b>			
D1/32/36	SEEDA	Barracks Square is defined too tightly- should be expanded to Hermes Road to west, Vengeance Road to the east and Implacable Road to the north	Barracks Square is an inward looking space focused on the central parade ground. The three roads referred to are quite detached from the square and

Ref No.	Name of Individual/ Organisation	Summary of Key Points	GBC Officer Comment/Action (paragraph references refer to numbers assigned in Consultation Draft)
			form parts of stronger linear spaces (Hermes Road also facing the large open area to its west).
D2/73/15	Local Resident	It would be good if Barracks Square could be planted as an ornamental garden.	The landscaping of this Square would be considered as part of a detailed planning application and the importance of creating an attractive soft landscaped space is noted.
<b>Character Area 4: Implacable Road and Hermes Road</b>			
D1/32/39	SEEDA	Amend character area boundary to reflect comments relating to Barracks Square (D1/32/36).	Implacable Road has a strong linear character detached from Barracks Square. Hermes Road similarly addressed the space to its west and turns its back on Barracks Square.
D1/28/14	Lee Flying Association	Amend to allow the movement of aircraft to make it possible for aircraft (wingspan/16m) to be exhibited at Seaplane Square, access the slipway (amphibious aircraft operations) and access the seafront for static display at community events.	Noted. The flexible use of Seaplane Square and the slipway is important. This is mentioned in the text. A route from Hangars North through Character Area 4 is mentioned in the text although no specific width has been suggested. The detailed width will need to be considered as part of a planning application.
<b>Character Area 5: Vengeance Road Area</b>			
D1/32/40	SEEDA	Amend character area boundary to reflect comments relating to Barracks Square (D1/32/36). The Eagle Club would therefore be in a different character area.	Vengeance Road has a strong linear character quite separate and distinct from Barracks Square.
D2/21/1	Local Resident	Concerns that proposals to convert the historic building identified on the plan [Frobisher Block] will affect the privacy of the residents in an adjacent property.	<p>The building is of historic interest rather than a Listed Building. The original building was built in the 1930's and was used as a barrack block and consequently has had a history of being used as a form of residential use.</p> <p>Proposals to convert this building for modern residential use will need to accord with the policies of the Adopted Gosport Local Plan Review (2006) which aims to safeguard the privacy of existing residents.</p>

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Character Area 6: Norwich Place Character Area 6			
D1/18/22	Defence Estates	The use of Area 6 for predominately residential purposes is supported as a suitable neighbour for Married quarters/residential use of the MoD owned land.	Noted.
Character Area 7: Western edge			
D1/32/41	SEEDA	Amend character area boundary to reflect comments relating to Northern Hangars (D1/32/35).	The character area represents the need to delineate a sensitive 'fringe' area alongside the residential area to the south and its present character differs from the wide open space to the north.
D1/32/42	SEEDA	If extended east there is scope for additional open space to be provided to act as a buffer between residential and employment areas.	
D1/12/4	Director, Ross House Solentview Limited	Landscaping of garden is a good idea provided it is for the sole and exclusive use of Ross House residents. Otherwise that would impact greatly on the security and privacy of our development.	The detailed aspects of any park including the amenities of residents would need to be considered at a detailed planning application stage. In principle the retention of an open space in this location would help to protect the mature landscaping in this area which was once part of the garden of the original Ross House.
D2/56/2 D2/69/3	Local Residents (2)	Concerned regarding open space to the rear of Ross House in respect of security and noise issues. What security measures would be included? Would it be closed in the evening? Would it be looked after by the Borough Council? (D2/56/2)	
Character Area 8: Northern hangars			
D1/32/35	SEEDA	Character area extends too far west,  Para 7.4 makes provision for residential development on western part of the site to provide a buffer. This character area is shown as employment.	<p>This character area forms part of a wide open space north of the core of the built development to the south. Its present character is therefore quite distinct from the area to the south. The proposed character area will not preclude appropriate employment led development in this area.</p> <p>The residential development referred to in para 7.4 includes that proposed in Character Area 7.</p> <p>The boundary of Character Area 7 has been moved north-eastwards to allow residential development on</p>



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			the other side of the road to create a street frontage.
D1/32/43	SEEDA	A preferred energy strategy is yet to be determined and therefore it is premature to identify that a CHP would be provided; or that it would be in this location. Delete this bullet point.	This was originally shown in the SEEDA Masterplan and would appear a good location for such a use. The CHP is a suggested land use. Other locations on the site would be considered if shown to be more appropriate.
D1/32/44	SEEDA	Initial feasibility work suggests that parking may be possible here.	Noted the SPD does not preclude this use and would need to be considered as part of a wider car parking strategy for the whole site.
D1/18/23	Defence Estates	Support the need to protect the amenity of nearby residential properties through the development of smaller units. However with regard to the location of the small units no mention is made of the eastern boundary adjacent to the MoD land nor along the northern edge of the MoD owned land. Text in SPD should reflect this.	<p>The northern boundary of the site is adjacent the airfield and may not be appropriate for smaller premises. Noise considerations will be assessed with each application (in a similar way the Driving School was considered which resulted in the use of bunding to reduce noise impacts).</p> <p>The undeveloped MoD land is now included as a new character area (9) in which the interface between employment and residential uses has been considered.</p>
<b>11. IMPLEMENTATION</b>			
<b>Implementation: Submission of planning applications</b>			
D1/30/4	Fareham Borough Council	FBC request that any outline application is supported by an aviation study which demonstrates that the siting of new development and infrastructure will not undermine the future operation of the airfield.	Agree-amend accordingly. This is included in the specific aviation considerations section.
D1/19/26	Natural England	Para 8.2: An outline application should also include the need for an avoidance and mitigation strategy, green infrastructure provision and biodiversity enhancement.	Amend to include these measures.
D1/27/31	Environment Agency	Para 8.2: Recommend include 'surface and drainage infrastructure' as a key study. This will be informed by the flood risk assessment	Amend according.

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D1/19/27	Natural England	Para 8.6: Consideration should also be given to the Habitat Regulation Assessment.	Amend accordingly.
<b>Implementation: Phasing</b>			
D1/19/28	Natural England	Para 8.8: Phasing programme should include green infrastructure and other mitigation measures.	Last bullet point mentions that infrastructure will be phased in accordance with an agreed trigger list; this includes green infrastructure.
D1/22/30	Lee-on-the-Solent Residents' Association	Agree with plans to have a phasing programme and that top priority should be given for employment creation and the early use of Listed Buildings.	Noted.
<b>Implementation: Developer contributions/ Section 106 Requirements</b>			
D1/19/29	Natural England	Para 8.13 should include the provision of multi-functional green infrastructure linking with the wider GI network and the need to secure long-term management.	Add reference to green infrastructure and ongoing management.
D1/28/8	Lee Flying Association	Non-aviation businesses should be required to contribute to aviation infrastructure costs even if none are required by that business.	It may be unreasonable to require non-aviation businesses to pay for aviation related infrastructure and could deter potential investment.
D1/22/31	Lee-on-the-Solent Residents' Association	Support contributions towards education facilities and the need for additional provision to be made in Lee-on-the- Solent.	Noted.
<b>Implementation: Other funding mechanisms</b>			
D2/41/10	Local Resident	What about EU money to develop the site. Gosport is a high unemployment area.	Current/future owners will need to consider several sources of funding. The Borough Council's Economic Prosperity section will be able to advise companies further on this issue. The most applicable at present is the Government's Regional Growth Fund.
<b>Implementation: Viability/Enabling Development</b>			
D2/45/58	Local Resident	Para 8.17: Any excess over the remaining allocation of 352 units is likely to be highly controversial.	Acknowledged. Consequently the Borough Council will only consider permitting proposals over the allocation if there is a clear and demonstrable case. This will need to be based on evidence that this is necessary to deliver the Council's key aims of

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			employment creation on the site.
<b>Implementation: On-going maintenance</b>			
D2/27/32	Environment Agency	Recommend that surface water drainage is included.	Amend accordingly.
<b>Implementation: Development of the site in general (organisational/ownership arrangements,</b>			
D2/59/1	Local Resident	Concern regarding the mess of the Daedalus project- too many organisations, no cohesion and no single authority with the power to make things happen.	Noted.
D2/59/2	Local Resident	Gosport and Fareham Borough Councils should be focussing their efforts on what will replace SEEDA.	
D1/22/2	Lee-on-the-Solent Residents' Association	Helpful if the SPD could explain what happens when SEEDA ceases to exist and what the financial situation will be.	This is still unclear. The SPD aims to provide a planning framework irrespective of who eventually owns the site.
D2/24/1	Local Resident	Document contains a number of aspirations but it is not clear how these are to be achieved. No point proceeding with this document until the Council has a clear idea of how these aspirations are to be achieved. Once the companies and organisation who wish to come to this site have been identified and confirmed it will be possible to provide a detailed brief for the Council. Otherwise an industrial estate will be built with the hope of letting units. This is unacceptable and unlikely to deliver the employment required.	The SPD is a framework to consider future planning applications and is not a proposal in its own right. It is up to a developer to come forward with proposals and these will be considered against the elements detailed in the SPD. It is likely that a number of proposals will come forward particularly once the site is marketed and a consortium of interested parties comes forward.
D2/41/12	Local Resident	Developer must develop the utilities and infrastructure first before other works.	This will be undertaken in a phased manner on sites as large as this to meet the needs of the site at each stage. It will be necessary for some initial infrastructure to be provided in order to make the site attractive for companies locating on the site.
D2/20/12	Local Resident	Concerned that GBC has not yet received SEEDA's list of companies that had expressed an interest in moving to the site	Noted.
D2/20/12	Local Resident	Consideration should be given to the provision of financial incentives to encourage companies to move to the site	The Budget announced that the Government would create 21 new Enterprise Zones, within local

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		and employ Gosport residents, for example a reduction in business rates based upon the percentage of Gosport residents they employ.	enterprise partnerships, with simplified planning rules, super-fast broadband and tax breaks for businesses. The Solent Local Enterprise Partnership applied to the Government to become an Enterprise Zone and in August 2011 this status was confirmed
D2/45/2	Local Resident	As highlighted at the public meeting there is frustration from commercial companies who wish to be located on Daedalus. Procedures should be introduced for commercial requests to be determined during the consultation period up to the final agreement of all relevant policies to avoid a further year's delay. Commerce cannot be held back while months and years pass by for policy finalisation.	<p>The Borough Council has also been frustrated by the delay on this site and this has not been brought about due to policy considerations rather the complex ownership, contractual obligations and long term management arrangements relating to the former and current owners of the site. Moving towards an agreement on these outstanding issues has been necessary to assist with ensuring that an employment-led site is viable.</p> <p>It is important to note that the SPD is only a planning framework to help guide future developers on forthcoming applications as well as flagging-up key issues that need to be considered in more detail.</p> <p>It is wholly inappropriate to determine commercial requests on the site whilst consulting the general public on a framework. Instead it is much more appropriate for these commercial enterprises to provide constructive comments on how the SPD could be changed to deliver the Council's objectives for the site.</p> <p>The most appropriate way for commercial enterprises to register their interest is by providing their details to the landowners/developers as part of any future marketing exercise. This would give them</p>

Ref No.	Name of Individual/ Organisation	Summary of Key Points	GBC Officer Comment/Action (paragraph references refer to numbers assigned in Consultation Draft)
			an opportunity to form part of a consortium and help shape a planning proposal.  The Council could then consider the proposal as part of a whole scheme rather than on a piecemeal basis.
D2/18/2	Local Resident	There is a need to get on with it-the site has laid dormant for too long.	Noted.
D1/23/14	Highways Agency	HA are keen to engage in pre-application discussions with the site developer and GBC.	Noted.
<b>12: APPENDICES</b>			
D1/27/33	Environment Agency	Appendix 3: May wish to include PUSH Strategic Flood Risk Assessment (SFRA)	Add to list.
D1/27/34	Environment Agency	Appendix 4 Provides the latest position on PPG20 (text supplied).	Refer to Paragraph 3.9 which is still applicable at present.
<b>13: OTHER COMMENTS REGARDING SPD</b>			
<b>Other comments: Government legislation</b>			
D2/45/8	Local Resident	Will the SPD be overtaken by new Government Guidelines which can appear unexpectedly quicker than the local preparation of detailed local guidance.	Agree that this can be an issue. However in relation to the Government's latest changes to the planning system in relation to Localism, it is understood that there will still be a need to prepare a development plan and this can be supported by an SPD where necessary. The key issues on the site are likely to remain and it is considered that the SPD provides sufficient flexibility within a defined framework to deal with changing circumstances.
<b>Other comments: Structure of the document</b>			
D1/1/1	Advanced Marine Innovation Technology Subsea Ltd	Layout of the document is poor and the sub sectioning reveals a lack of clarity in the considerations.	Noted.
<b>SPD Process</b>			
D1/22/32	Lee-on-the-Solent	Useful to understand how SPD passes to the EiP.	The SPD does not form part of the statutory

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	Residents' Association		development and is guidance and therefore an EiP is not required. The Council will adopt the SPD once it has considered all the representations received and proposed changes.
<b>14: HABITATS REGULATION ASSESSMENT DRAFT SCREENING REPORT</b>			
<b>General comment</b>			
D1/7/1	The Coal Authority	No specific comments at this stage.	Noted.
D1/27/35	Environment Agency	Support approach to the document and pleased with its overall content.	Noted.
D1/31/1	Hampshire & Isle of Wight Wildlife Trust	Welcome the submission of the HRA Screening Report.	Noted.
D1/33/5	Portsmouth Water	The HRA Screening Statement should be altered to reflect the current licensing and supply situation. Comments about 'over abstraction' and the impact on river systems need to be reconsidered and the document should refer to Portsmouth Water's 'Updated Draft Water Resources Management Plan' (July 2010). The benefits of the Havant Thicket Winter Storage Reservoir should also be included. Detailed text supplied.	HRA has been amended to reflect the latest version of the Draft Water Resources Management Plan (as per Portsmouth Water's website as at 1 <sup>st</sup> June 2011).
<b>Relevant European sites</b>			
D1/9/30 D1/27/36	Natural England Environment Agency	Agree that all the relevant European Sites relevant to the site have been identified.	Noted.
<b>Methodology</b>			
D1/19/34	Natural England	HRA prepared by David Tyldesley and Associates (2006). Whilst this is acceptable revised internal guidance was produced in Feb 2009 and may assist in the preparation the SPD HRA. Guidance has not been signed off by DCLG and so may be subject to change	NE sent a copy to GBC following its meeting with officers during the consultation period. Officers have had regard to this guidance when preparing the HRA Report.
D1/19/33	Natural England	Natural England also formed from parts of the Rural Development Service and Countryside Agency.	Noted.
<b>Ecological descriptions, qualifying features conservation objectives, vulnerabilities and opportunities</b>			
D1/9/31	Natural England	Ecological descriptions, qualifying features, conservation	Noted.

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		objectives, vulnerabilities and opportunities all presented.	
D1/27/37	Environment Agency	Agree potential vulnerabilities have been identified.	Noted.
D1/27/38	Environment Agency	Agree with list of relevant plans and projects as identified in Annex A.	Noted.
<b>Effects of the Plan</b>			
D1/19/32 D1/21/2	Natural England RSPB	Following impacts should also be considered: <ul style="list-style-type: none"> <li>• noise;</li> <li>• light pollution;</li> <li>• vibration; (D1/21/2)</li> <li>• construction effects (D1/21/2).</li> </ul>	These issues have been included in the HRA Report.
D1/19/35a	Natural England	The impact categories which have been attributed to the individual components of Policy CS9 are unclear in a number of cases and require further justification (see D1/19/35b – D1/19/35e below). The screening section therefore requires additional text to support the screening matrix and to explain the basis on which any individual sites are being screened out.	See specific comments below.
D1/19/35b		3a: employment floorspace has been given Category 5 (steers development away from European sites) but have impacts such as air quality (through increased traffic), water abstraction and waste water discharge.	<p>Employment floorspace has been re-categorised as an '8' in relation to the following impacts (as identified in Table 4.23 of the Gosport Core Strategy HRA Screening Report (Sept 2009).</p> <ul style="list-style-type: none"> <li>• Air pollution (which could affect the Southampton and Solent SPA and Ramsar Site).</li> </ul> <p>It is not considered that other sites will be affected by air pollution as it is considered that employment development on this site will help reduce out-commuting and thereby traffic and pollution overall. Accept that an impact of additional traffic using Stubbington Lane close to the Hill Head part of the</p>

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			<p>Solent and Southampton Water SPA may need to be considered at a Project level.</p> <p>* Water abstraction which could affect River Itchen SAC, Solent Maritime SAC, Chichester Harbours SPA and Ramsar, Portsmouth Harbour SPA and Ramsar and the Southampton and Solent SPA and Ramsar Site.</p> <p>* Waste Water Pollution which could affect Portsmouth Harbour SPA and Ramsar and the Southampton and Solent SPA and Ramsar Site</p> <p>These potential impacts have been included in the HRA Report.</p>
D1/19/35c		3b: Leisure and recreation and proposed scheme for a new marina have been scored 5 except for the Solent and Southampton Water SPA/Ramsar site but may have in-combination effects such as increased water abstraction and waste water discharge.	<p>Leisure and recreation has been re-categorised as an '8' in relation to the following impacts (as identified in Table 4.23 of the Gosport Core Strategy HRA Screening Report (Sept 2009):</p> <p>* Water abstraction which could affect the River Itchen SAC, Solent Maritime SAC, Chichester Harbours SPA and Ramsar, Portsmouth Harbour SPA and Ramsar and the Southampton and Solent SPA and Ramsar Site.</p> <p>* Waste Water Pollution which could affect Portsmouth Harbour SPA and Ramsar and the Southampton and Solent SPA and Ramsar Site.</p> <p>These potential impacts have been included in the HRA Report.</p> <p>The marina has been screened-out as it does not</p>



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			form part of the anticipated uses for the Daedalus site as set out in the SPD.
D1/19/35d		4: employment uses and safeguarding access to the Solent via the slipway has been scored 5 but an additional employment allocation could increase the use of the slipway which would have disturbance implications for the Solent and Southampton Water SPA/Ramsar.	This has been re-categorised as an '8' as increased use of the slipway which would have disturbance implications for the Solent and Southampton Water SPA/Ramsar site.  This potential impact has been included in the HRA Report.
D1/19/35e		5 enhanced visitor attractions including potential for water sports and 6 food and drinks premises have been scored 5 but will increase visitors and potentially add to the recreational disturbance of the SPA in combination with the other proposed development.	Enhanced visitor attractions which could include water sports has been re-categorised as an 8. As this use could have disturbance implications for the Solent and Southampton Water SPA/Ramsar. This potential impact has been included in the HRA Report.
D1/19/35f		10, 11 and 12 which all refer to improving access including to the waterfront have been scored 1 (policy not leading to development). However the planning and design of access facilities is an important contributory factor in assessing whether there will be increased levels of disturbance by increasing the waterfront accessibility.	Enhanced access has been re-categorised as an 8. As this could have disturbance implications for the Solent and Southampton Water SPA/Ramsar. This potential impact has been included in the HRA Report.
D1/19/36	Natural England	Table 5: NE advise that the HRA should consider the potential impacts of air pollution due to increased traffic from the development on all roads which pass within 200m of a designated site, where there is likely to be a significant increase in traffic as a result of the development (further technical guidance supplied).  Natural England advise that it is necessary for the Borough Council to have reasonable certainty through quantification of the effects at the Core Strategy and SPD	Noted. This potential impact has been considered in the HRA Report.

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		level that adverse effects on integrity will be avoided/ Also air quality impacts should be assessed at an early stage in order to inform the Core Strategy and SPD documents.	
D1/19/37	Natural England	Table 5: Reference should also be made to the additional leisure facilities proposed which may contribute to recreational disturbance (in addition to residential development and marina)	Noted the potential disturbance impact of additional leisure facilities has been considered in the HRA Report.
Para 2.3D1/27/38	Environment Agency	Table 5: Flood risk has been considered in term of potential effects on European site from Daedalus Core Strategy policy.	Noted.
D1/27/40	Environment Agency	Para 4.21: Recommend the requirements of the Water Framework Directive are given consideration in order to ensure no further deterioration to any water-body, be it groundwater, transitional/coastal, rivers or lakes within the GBC area.	This has been considered when considering the waste water pollution issue.
D1/19/38	Natural England	<p>Para 4.24: Records that a marina is not included in the draft SPD and has therefore been screened out of the HRA process. However NE considers that if the marina is being promoted within the Core Strategy policy and the SPD as an option which may be complementary to proposed employment development the issue should be assessed in the HRA and SA/SEA at a strategic level.</p> <p>If a marina development is not being promoted it may be appropriate to consider a modification of the policy which excludes reference to it or alternatively to make it clear that any development that would be likely to have a significant effect on a designated site, either alone or in combination with other plans and projects would not be in accordance with the development plan and would not have the benefit of a presumption of approval under Section 38 of the Planning and Compulsory purchase Act</p>	<p>A marina will not be included in the latest draft version of the Core Strategy. It has been removed from the Development Strategy part of the document. Mention of a marina is now only included in the development considerations section to provide guidance to developer in the eventuality that a marina development is proposed. The following text has also been added on the advice of Natural England:</p> <p>'any development that would be likely to have a significant effect on a designated site, either alone or in combination with other plans and projects would not be in accordance with the development plan.'</p>

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		2004 at the planning application stage.	
D1/27/43	Environment Agency	Reassuring the HRA has been used to make key changes between the Core Strategy policy and the draft SPD. As identified there are a number of potential environmental vulnerabilities associated with the marina option. EA is happy for the effects to be screened out if the option is not being promoted in the SPD.	
D1/21/6	RSPB	Given the clear support for a marina in Para 4.30 of the SPD the RSPB is very concerned that the marina has been screened out of the HRA Screening Statement. It is RSPB's reading of the SPD that a marina is not precluded from the scope of the SPD and is seen to complement proposals at Daedalus. It can therefore not be screened out.	
D1/21/9	RSPB	Welcome conclusion that the SPD will require an Appropriate Assessment under the Habitats Regulations, however based on current details it will not be possible to demonstrate that the SPD will not have an adverse impact on the integrity of the Solent and Southampton Water SPA and Ramsar site. Urge Council to ensure points are thoroughly assessed and further research including the forthcoming results of the Solent Disturbance and Recreation Project are used to inform a full and robust assessment of potential impacts.	The HRA Report includes further assessment and makes reference to further research such as the Solent Disturbance and Recreation Project.
<b>Screening Statement</b>			
D1/27/41	Environment Agency	Agree with Screening Statement. In terms of waste water it needs to be demonstrated that the proposed development can be accommodated within current discharge consent limits. This will be in relation to both main discharge and storm abstraction.	Noted.
D1/27/42	Environment Agency	In terms of water abstraction, it will need to be demonstrated that the current Habitats Directive compliant	Noted.

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		licenses and licences which are in the process of becoming compliant, will not be exceeded as a result of the development.	
D1/31/2	Hampshire & Isle of Wight Wildlife Trust	Agree with the findings that an Appropriate Assessment will be required in order to ascertain whether or not proposals will lead to significant adverse effects on the site integrity either alone or in combination.  Without this the SPD would not be legally compliant with the Conservation of Species and Habitat Regulations 2010.	Noted.
D1/31/3	Hampshire & Isle of Wight Wildlife Trust	The SPD will need to be adjusted to take into account any required avoidance/mitigation measures arising from the HRA.	Noted.
15: CONSULTATION ARRANGEMENTS			
Consultation: General points			
D2/41/1	Local Resident	It appears not much has happened in the last few years with the owner SEEDA and the many public consultations it has held-surely the powers that be know the feelings of Lee residents by now. Have young people been asked for their views?	Noted. Groundwork has involved young people in its consultation for SEEDA.
D2/45/9	Local Resident	What guarantees do we have public comments will be taken into account and not just those compatible with Government, developers' or planners' preferences.	Comments have been considered and a report will be presented to Councillors identifying the key issues arising from the consultation. Detailed comments will also be made available for Councillors to view.
D2/60/6	Local Resident	Please listen to the people of the area and take their concerns on board in the future planning of this very important site.	
Consultation: Public meeting			
D2/45/1	Local Resident	At the outset of the meeting the public were asked to bear in mind that the meeting was being held in a church. This could be construed as moral pressure on the public to avoid making certain comments. Public buildings should	Noted.

Ref No.	Name of Individual/ Organisation	Summary of Key Points	GBC Officer Comment/Action (paragraph references refer to numbers assigned in Consultation Draft)
		be used in future.	
D2/37/9	Local Resident	The Chairman's frequently stated view that the body of the meeting should be asking questions, rather than making comments, to be totally inappropriate. The public should be able to state their views to officials. Considered the random nature of taking comments and the clear effort to ignore/silence one individual to be an embarrassment.	Members of the public were free to ask questions and make comments. The random nature of comments reflected the content and the order that members of the public made them. The Council wanted to provide a loose structure for the public meeting and allow the public to set the agenda.  Not aware of anyone being silenced or not given time to speak.
D2/65/4	Local Resident	Treatment of local businessman was poor. Understand his frustration and he should have been asked to come long to the Council Offices for further discussion.	Local businessman was invited to talk to the Council about his particular issues.
D2/76/4	Local Resident	The way the panel tried to manipulate the questions was beneath contempt.	Do not accept that questions were being manipulated. All those that indicated that they wished to speak were given time to air their questions and views. Those that did not feel comfortable to speak could make representations on the comments form, speak to officers after the meeting, visit them at exhibitions or contact them at the Town Hall. Indeed many residents have done.
D2/42/1	Local Resident	The loop system was not working at the public meeting as far as I heard. A total waste of time.	Apologise if there were technical difficulties. The Council made every effort to ensure that these were available on the evening including employing a sound engineer who regularly covers events at St Faiths.

**Daedalus SPD: Schedule of Proposed Changes****APPENDIX C**

<b>Abbreviations</b>		
BREEAM- Building Research Establishment Environmental Assessment Method	LTP- Local Transport Plan	RSPB- Royal Society for the Protection of Birds
EA- Environment Agency	MCA- Maritime and Coastguard Agency	SEEDA-South East of England Development Agency
GBC-Gosport Borough Council	MoD-Ministry of Defence	SPD- Supplementary Planning Document
HCC-Hampshire County Council	PPS- Planning Policy Statement [Government guidance]	TA- Transport Assessment
LDO- Local Development Order		

<b>Paragraph/Plan</b>		<b>Proposed change</b>	<b>Reason/Comment</b>
<b>as shown in latest draft</b>	<b>as shown in Consultation Draft</b>		
	Inset page	Delete 'Any Comments to Make' & 'What Happens Next?'	This text related directly to the consultation process of the previous version.
<b>Plan 1 and Plan 2</b>			
Plans 1 and 2	Plans 1 and 2	* Amend key - Replace 'Proposed Use' with 'Indicative Mix of Uses (see paragraphs 4.6-4.7 for further details)'.	To highlight indicative nature of uses in accordance with paragraphs 4.6-4.7- partially addresses SEEDA's concerns that the plans are overly prescriptive but still ensuring the Borough Council is providing guidance on the potential mix of uses and their locations.
		* Remove the 'Potential MoD Married Quarters' label.	Reflect that this area may not necessarily be used as Married Quarters. Future permission for MoD married quarters would depend on sufficient evidence being provided to demonstrate this. The designation as a potential employment and/or residential area is retained from the consultation draft but is shown exactly the same way as the other areas with the potential for employment and/or residential.
		* Include two small additional areas of land which could potentially be used for residential on the west and the east of the site. This does not alter the overall dwelling allocation for the site.	Western area: This reflects that for design purposes it would be favourable to create a strong residential street frontage on both sides of the proposed road with gardens acting as the buffer between the residential area and the employment areas to the north.  Eastern area: This reflects that for design purposes it would be

## Appendix C: Daedalus SPD: Schedule of Proposed Changes

Paragraph/Plan		Proposed change	Reason/Comment
as shown in latest draft	as shown in Consultation Draft		
			favourable to create a strong residential street frontage on both sides of the proposed road (Ark Royal Crescent) with gardens acting as the buffer between the residential area and the employment areas to the north.
		* Boundary of site has been amended to include slipway.	To improve clarity the slipway has been included within the site boundary.
		* Amend key- replace 'proposed' with 'potential' in the access part of the key.	Better reflects that the Borough Council is identifying potential access points rather than proposing them.
		* Amend plan in relation to name of MCA facilities.	Incorrect name included on previous version.
<b>Changes to access points</b>			
		<ul style="list-style-type: none"> <li>Include access from Bayntum Drive to main spine road.</li> </ul>	This is inferred in the original text but needs to be shown on the Plan for the avoidance of doubt.
		<ul style="list-style-type: none"> <li>Move potential road access linking the north part of the undeveloped MoD land from eastern edge to centre.</li> </ul>	More appropriate access- further away from existing residential area.
		<ul style="list-style-type: none"> <li>Show potential link between existing married Quarters and undeveloped MoD land.</li> </ul>	This is to show the potential for linkages between the two sites but much depends on the eventual use of this part of the site and desirability for a linkage to be made between the two areas.
		<ul style="list-style-type: none"> <li>Change access through Queen's Gate to potential cycling/pedestrian access rather than vehicular access.</li> </ul>	On further consideration it is more appropriate to swap the type of access points. Residents from the southern end of the Married Quarters can use the access to access Lee High Street and the seafront. This access would better serve this part of the site than through Queens Gate. Concerns from residents of opening an access on Milvil Road can be alleviated through design, management and/or signage.
		<ul style="list-style-type: none"> <li>Change access at northern end of Milvil Road to potential vehicular access rather than cycle/pedestrian access.</li> </ul>	
		<ul style="list-style-type: none"> <li>Show arrow as a pedestrian/cycle access at Norwich Place.</li> </ul>	More appropriate to show primarily as a pedestrian access link although the SPD text acknowledges that it may be appropriate for a small no through access to serve proposed dwellings in the immediate vicinity.
		<ul style="list-style-type: none"> <li>Amend symbol showing cycle access from Redmill Drive onto Manor Way.</li> </ul>	Arrow needs to be moved to correct location and needs to be shown as an existing cycle/pedestrian route.

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Paragraph/Plan		Proposed change	Reason/Comment
as shown in latest draft	as shown in Consultation Draft		
		<ul style="list-style-type: none"> <li>Remove pedestrian/cycle route south of Ross House.</li> </ul>	Route is not considered necessary.
<b>Vision</b>			
Vision	Vision	<p>Amend Vision to reflect the need to preserve and enhance the environment.</p> <p>Change reference to South Hampshire to Solent</p>	<p>Following comments received from Natural England and the Environment Agency.</p> <p>To reflect the area covered by the Solent Local Enterprise Partnership.</p>
<b>Introduction</b>			
Para 1.1	New para before 1.1	Include reference that the Daedalus site is an Enterprise Zone.	Update SPD in the light of this major announcement.
Para 1.2	Para 1.1	Include in footnote reference that from September 2011 the ownership of SEEDA's land will be transferred to the Housing and Communities Agency.	Update SPD to reflect latest information.
Para 1.3	Para 1.2	Add reference to simplified planning measures as a result of the announcement that Daedalus has become an Enterprise Zone.	Update SPD and explain relevance of the SPD to simplified planning measures.
Para 1.4 with footnote	New para after para 1.2	Include reference to the Local Development Order.	Make it clear that the LDO is a potential measure as part of the Enterprise Zone designation and it is not clear how this will proceed and that planning applications will be required for certain proposals.
Para 1.6	Para 1.4	Delete reference to FBC's SPD for Daedalus.	FBC have not decided whether they will be producing an SPD for their area.
Para 1.8	Para 1.6	Amend to take account of the consultation process of the SPD.	Update of process.
n/a	Para 1.8	Delete 1.8 regarding the Visionary Framework.	The SPD is now the Council's latest position therefore the Council's previous comments can be included as a web link in a footnote.
Para 1.15	New paragraph after Para 1.12	A new paragraph added to mention that a Habitats Regulations Assessment has been undertaken.	Includes a link to the full report including its findings.
<b>Site and Surroundings</b>			
Para 2.8	Para 2.8	Add footnote regarding the founding of the Interservice	Information supplied by Hovercraft Society.



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Paragraph/Plan		Proposed change	Reason/Comment
as shown in latest draft	as shown in Consultation Draft		
		Hovercraft Trials Unit.	
Para 2.9	Para 2.9	Insert 'MCA's Search and Rescue (SAR) Helicopter Unit'.	Include correct name of the building.
Para 2.9	Para 2.9	Delete reference to Hampshire Constabulary.	No longer use the site.
Para 2.10	New Para after 2.9	Mention the designation of the Daedalus EZ.	Update SPD.
Plan 4	Plan 4	<ul style="list-style-type: none"> <li>* Include terms '<u>Daedalus Waterfront</u>' and '<u>Airfield</u>'</li> <li>* Move label 'Hangars East' further south</li> <li>* Key and plan- remove ownership boundaries (which will change in near future) replace with boundaries defining the four areas</li> <li>* Include boundary around the original Daedalus site including Married Quarters area</li> <li>* Amend key to delete reference to 'MoD housing phase II (proposed)'.</li> </ul>	Suggested changes will improve clarity and prevent plan dating quickly.
Para 2.13	Para 2.12	Update in relation to Married Quarters and linked footnote.  Change reference from Defence Estates to Defence Infrastructure Organisation	<p>Application for renewal was refused by GBC in February 2011 due to lack of evidence to suggest the Married Quarters are required.</p> <p>To reflect Ministry of Defence reorganisation.</p>
Para 2.16	Para 2.15	Re-draft paragraph regarding airfield.	To better reflect latest known situation and address future uncertainties regarding MCA operations. Add footnote where updates regarding the management of the airfield can be amended in later e-versions of the SPD.
<b>Planning Policy Context</b>			
Para 3.1	Para 3.1	Insert footnote that reflects that it will be necessary to have regard to existing and future national policies.	Acknowledge that there will be changes to national planning policy
Para 3.5	Para 3.5	Delete 'proposed'. Add footnote re latest on South East Plan revocation.	Government proposes to revoke the South East Plan but legal appeal outstanding.
Para 3.9	Para 3.9	Update text on Local Transport Plan.	Update – LTP3 adopted by HCC in April 2011.
Para 3.19	Para 3.19	Include estimated adoption date of Core Strategy as footnote.	In order that this can be easily updated as the Core Strategy progresses.

## Appendix C: Daedalus SPD: Schedule of Proposed Changes

Paragraph/Plan		Proposed change	Reason/Comment
as shown in latest draft	as shown in Consultation Draft		
Para 3.20	Between 3.19 & 3.20	Insert new paragraph relating to Core Strategy.	To adequately reflect importance of Daedalus policy in Core Strategy.
Plan 5	Plan 5	Amend title to indicate that the planning considerations are from the Adopted Local Plan Review. Change denotation in relation to FBC policy area. Include the Marine Parade Area of Special Character	For the avoidance of doubt. Other presentation improvements made to the plan to improve clarity.  A very small part of the site is covered by this designation
Para 3.24	Para 3.23	Delete use of term 'Headquarters'.	Incorrect terminology originally used (MCA representation)
		Delete reference to December 2010	Detail not necessary in text.
		Amend footnote re Married Quarters.	Update- planning application to renew consent for Married Quarters was refused by the Borough Council in February 2011.
Development Strategy			
Objectives			
Para 4.4	Para 4.4	Add more explicit objectives relating to internationally important habitats and green infrastructure.	To provide greater clarity on this matter.
Mixed uses			
Para 4.6	Para 4.6	Remove 'most'.	Whilst residential should be focussed in the historic core it is acknowledged that there may be other parts of the site that are just as suitable for housing.
Para 4.9	Para 4.9	Add reference to the recently announced decision to designate Daedalus as an Enterprise Zone.	This emphasises the importance that importance of Daedalus to the sub-regional economy.
Plan 6	Plan 6	Amend label to 'MCA Search and Rescue Unit' Change colour of 'Site for additional MCA buildings Amend potential road network to better reflect other plans Delete Proposed Married Quarters Update to reflect other changes to Plans 1 and 2 as a result of consultation.	Incorrect terminology used previously. Printer format colour is too close to residential. For the avoidance of doubt. Reflect latest planning position. See Plans 1 and 2.
Para 4.9	Para 4.9	Reference to PUSH Business Plan to become a footnote.	In order that it can be more easily updated if necessary.
Para 4.12	Para 4.12	Cite source of employment density assumption (as footnote).	Good practice.
Para 4.14	Para 4.14	Include more information regarding aviation potential.	Findings of SEEDA's 'Aviation Potential of Lee-on-the-Solent Airfield (Daedalus) (York Aviation 2011) included.

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Paragraph/Plan		Proposed change	Reason/Comment
as shown in latest draft	as shown in Consultation Draft		
Para 4.15	Para 4.15	Update text on negotiations. Retain reference to airfield viability but delete direct link to the residential element.	Amend in response to SEEDA's representations. Amend in order that the text does not date quickly as negotiations are ongoing. Add latest information as a footnote. The link to residential uses is not considered necessary in this section.
Amend title		Include Heritage with Leisure and Community Facilities.	Reflect content of section more accurately.
Para 4.20-4.22	New paragraphs after 4.19	Insert paragraphs to reflect the need to retain the Hovercraft Museum on the site as well as other heritage interests and the Hovercraft Search and Rescue facility.	For the avoidance of doubt and reflecting the strong public response in relation to this issue.
Para 4.26	Para 4.23	Add text expressing the Lee Centre will be suited to most local shopping needs.	Reinforce the role of Lee Centre.
Para 4.29	Para 4.25 and 4.26	Amend in relation to recent refusal to renew Phase II of the Married Quarters. Also amend footnote.	Text is now focussed on the Local Plan Review allocation and the outstanding figure taking into account the completion of Phase 1 of MoD Paragraph. The text relates to potential for future Married Quarters or alternative residential options for the MoD land. The phrase 'a small amount' in relation to residential on the southern part of the MoD land has been deleted as it is too restrictive as the site may be appropriate for larger amounts of housing as part of the outstanding 352 allocation
Para 4.31	Para 4.28	Include reference to the environmental capacity of any additional residential development and not just solely the economic benefits.	Any additional housing on the site will only be considered in exceptional circumstances relating to the Council's employment and economic objectives. Following advice from Natural England the text has been amended to ensure that the environmental capacity of the local area is also considered when considering any additional dwellings This particularly relates to the need to ensure that additional housing does not impact on the internationally important habitats in the vicinity such as the Special Protection Area at Hill Head which may be vulnerable to additional disturbance generated by residents from any new housing.

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Paragraph/Plan		Proposed change	Reason/Comment
as shown in latest draft	as shown in Consultation Draft		
Development Considerations			
Design and Built Heritage –			
Para 5.3	Para 5.3	Delete the word ‘adjacent’ in second sentence and add policy reference ‘(Policy R/DP10)’	To reflect that a very small part of the site is within the Marine Parade Area of Special Character
Para 5.12	Para 5.12	Amend text to provide greater clarity for developers when considering the archaeological potential of the site.	Suggested wording supplied by HCC.
New section Green infrastructure			
Para 5.14-5.18	After Para 5.13	Explicit reference to the provision of green infrastructure.	Whilst these elements were mentioned previously it is now proposed to make a much more explicit reference to the various types of green infrastructure which can be provided in connection with Daedalus both on and off-site. This is partly in response to a number of representations from Natural England and the Environment Agency.
Biodiversity			
After New GI Section		Move text regarding Biodiversity after Green Infrastructure section.	Relates closely to green infrastructure section.
Paras 5.19-5.27	Paras 5.36-5.42	Amend and reorder text to reflect the findings of the Habitats Regulations Assessment Report which accompanies the SPD. The text includes further explanation in relation to the potential effects the scheme could have on European sites, alone or in combination with other development in the sub region. Further consideration is given to mitigation measures including reference to the Solent Disturbance and Mitigation Project. The precautionary principle is reinforced within this text.	To reflect the numerous comments received from Natural England, the RSPB and the Wildlife Trust.
Para 5.28	Para 5.43	Amend reference to Great Crested Newts.  Amend sentence to ‘have been recorded within,’ rather than ‘known to be present’.	To accurately reflect the findings of the Ecological Appraisal and work on the SEA undertaken for SEEDA.  Technically more accurate. SEEDA’s advice.
Para 5.29	Para 5.44	Include additional text regarding Natural England’s standing advice on bats.	Natural England advice.
Para 5.30-5.31	Para 5.45 and follow-	Include additional suggestions regarding potential biodiversity enhancements.	To provide further guidance (partly in response to comments from the public and statutory agencies).

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Paragraph/Plan		Proposed change	Reason/Comment
as shown in latest draft	as shown in Consultation Draft		
	on new paragraph		
Sustainable Construction			
Para 5.33-5.35	Para 5.15-5.16	Amend references to Code for Sustainable Homes and BREEAM standards.	The detailed references to the BREEAM standards have been removed from the SPD. Instead provision is made to ensure the SPD links to the relevant policy of the Core Strategy, once it has been adopted. The Examination in Public of the Core Strategy will consider all the detailed aspects of adopting the PUSH BREEAM and Code for Sustainable Homes.
Para 5.45	New paragraph after 5.25	Include EA's regulatory requirements.	Advice received from EA.
Para 5.47	Para 5.27	Amend references to Code for Sustainable Homes and BREEAM standards.	The detailed references to the BREAM standards have been removed from the SPD. Instead provision is made to ensure the SPD links to the relevant policy of the Core Strategy, once it has been adopted. The Examination in Public of the Core Strategy will consider all the detailed aspects of adopting the PUSH BREEAM and Code for Sustainable Homes.
Para 5.48	New paragraph after 5.27	Include text relating to protecting water quality- amend title of section to 'Use and Protection of Water Resources'.	As advised by the Environment Agency.
Flood Risk			
Para 5.51	Para 5.30	Insert footnote re minimum requirements.	EA advice.
Waste and Recycling			
Para 5.55	Para 5.34	Refer to GBC requirements regarding recyclable materials. Delete reference to Table 2.	EA advice. Refer to standards in Core Strategy rather than Table 2- which will be subject to an EiP.
Para 5.56	Para 5.35	Add further clarification on ensuring that any recycling facility will not impact upon the Council's overall ambitions for the site.	To provide further clarity.
Amenity Issues: Lighting			
Para 5.60	Para 5.50	Add reference to ensure that there is no significant effect on the integrity of European sites within the vicinity; and a reference to	Natural England advice.

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Paragraph/Plan		Proposed change	Reason/Comment
as shown in latest draft	as shown in Consultation Draft		
		protect dark areas for bats.	
Amenity Issues: Noise- add vibration to the title.			
Paras 5.62-5.66	Paras 5.52-5.56	Add references in the text to consider the potential for vibration.	RSPB advice.
Para 5.66	Para 5.56	Add text in relation to potential control measures: 'These could include the timing of particular operations to avoid disturbing over-wintering birds if these are deemed to have a detrimental effect as identified in an appropriate assessment associated with a planning application'.	To provide further guidance.
Air pollution			
Para 5.70	Para 5.60	Mention that air quality impacts needs to be considered at both the construction and operational phase.	To reflect that dust during construction could be an impact on European sites.
Contaminated Land			
Para 5.72	Para 5.62	Include reference to evidence study relating to previous ordnance clearance and outstanding risk.	Signpost developers and other interested parties to specific document containing relevant information.
Utilities: Water Supply, treatment and sewerage			
Paras 5.80-5.81	Para 5.70 and new paragraph after 5.70	Include additional guidance regarding the location of existing and water supply infrastructure.	As supplied by Portsmouth Water and identified in SEEDA's Design and Access Statement.
Para 5.82	Para 5.71	Add further details relating to water treatment and sewerage.	As supplied by Southern Water.
Para 5.83	New paragraph after 5.71	Add further details regarding local sewerage system.	As supplied by Southern Water.
Utilities: Electricity and Gas Supply			
Paras 5.85-5.87	Restructuring of Para 5.73 including two new paragraphs	Add additional information regarding location of existing infrastructure and requirement to provide reliable electricity supply to hangars.	Additional information identified in SEEDA's Design and Access Statement.

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Paragraph/Plan		Proposed change	Reason/Comment
as shown in latest draft	as shown in Consultation Draft		
Utilities: Information and Communications Technology			
Paras 5.88-5.90	Reorder paragraphs 5.74 and 5.75 and additional new paragraph	Include additional information regarding mobile and cable technology as well as reference to Enterprise Zone	Identified in SEEDA's Design and Access Statement. Delivery of broadband is a key objective of Enterprise Zone designations.
Specific Employment and Commercial Development Considerations			
Para 5.92	Para 5.77	Include 'appropriate'	To ensure that the training facilities are appropriate for the Daedalus site
Para 5.93	Para 5.78	Mention contributions relating to mitigation measures regarding potential impacts on internationally important sites.	In response to Natural England.
Para 5.94	Para 5.79	Amend text deleting specific reference to large scale warehousing.	Accept SEEDA's view that limiting warehousing could conflict with the aim to attract aviation and marine-led employment. However the text retains the references to restricting low employment generating uses. It clarifies that certain low generating uses may be necessary if associated with higher density business uses. Also footnote to PUSH Warehousing and Logistic Study which states that there is a limited demand on the Gosport area is retained.
Specific Aviation Considerations			
Para 5.95	Para 5.80	Cross refer to earlier paragraphs regarding aviation potential of the site.	Reinforced by the findings of SEEDA's aviation study.
Paras 5.96-5.100	New paragraphs and re-ordered text after 5.80	Include Civil Aviation Authority comments Include reference that further work required on airfield infrastructure.	Further guidance received. As mentioned in SEEDA aviation study.
		Include information in relation to the requirements of the runway for unlicensed and licensed airfields in terms of safeguarding distances.	New research commissioned by SEEDA and undertaken by Mott MacDonald (February 2011) provides technical details relating to safeguarding distances and concludes that the western access route would not prejudice the operation of the runway.

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Paragraph/Plan		Proposed change	Reason/Comment
as shown in latest draft	as shown in Consultation Draft		
		Mention that an application will need to include details that demonstrate that the siting of new development and infrastructure will not undermine the future operation of the airfield.	To ensure the comprehensive development of the site.
		Mention that an application which proposes aviation use will need to be accompanied by an aviation study which sets out details regarding the level and type of use of the airfield. This will be necessary to ascertain the overall infrastructure requirements for the site including for the airfield itself. It will also inform any ecological assessments that may be necessary.	To ensure sufficient information is provided to inform the planning of infrastructure and assess any potential ecological impacts.
Paras 5.101-5.106	Para 4.30-4.32	Include new section relating to 'Specific Marine Considerations' after 'Specific Aviation Considerations'.	To bring together advice on marine related consideration in a similar way as the aviation considerations section.
	New section after Specific Aviation Considerations (after paragraph 5.81)	Move revised text regarding the marina to the development considerations section 'Specific Marine Considerations'.	The marina does not form part of the Council's development strategy for Daedalus and consequently has been moved to the 'development considerations' section. The SPD provides guidance to developers proposing a marina.
		Include advisory note relating to the marina.	
		Include considerations relating to the slipway including HRA implications.	Need to safeguard the use of the slipway for marine - related businesses and activities. Need to fully incorporate considerations of the internationally important habitats which are in close proximity.
		Mention that the operational arrangements of crossing Marine Parade need further consideration. Measures could include traffic signals. The anticipated level of use will need to be set out in future applications in order to assess any highway implications regarding its operation.	To highlight to developers that the issue of slipway use needs further consideration and could require measures such as traffic signals to be put in place.
Specific Residential Development Considerations			
Para 5.111	Para 5.86-5.87	Remove density figure	To be less prescriptive on housing densities but provide clarity where higher density development may be acceptable.
Para 5.114	Para 5.90	Mention potential contributions for measures to conserve and enhance the environment.	May be necessary to mitigate any demonstrated impacts on important habitats in the vicinity. Natural England and Environment Agency advice.



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Paragraph/Plan		Proposed change	Reason/Comment
as shown in latest draft	as shown in Consultation Draft		
Para 5.120	New Paragraph after 5.97	Provide clearer guidance that under Policy R/DP3 the Borough Council can ask developers to fund a range of measures to help conserve and improve the environment.	This could include mitigation measures for potential impacts on internationally important sites.
Footnote to Para 5.121	Para 5.97	Delete paragraph. Include as a suggestion as a footnote.	Whilst the Manor Way site is owned by SEEDA it may not be possible to secure this asset for allotments once SEEDA is wound-up next year. Thus it is considered too prescriptive to leave in the main text.
<b>6.0 Transport and Accessibility Strategy</b>			
Existing Transport Conditions: Public Transport			
Para 6.9	Para 6.9	Reference to new Portsmouth Harbour ferry pontoon.	Reflect latest situation.
Para 6.12	Para 6.12	Update on BRT.	Reflect latest situation.
Existing Transport Conditions: Walking and Cycling			
Para 6.14	Para 6.14	Remove reference to the potential provision of coastal links towards Hill Head to the west.	Not applicable to the Daedalus SPD.
Transport Objectives and Key Principles			
Para 6.18	Para 6.18	Include new text linking reducing out-commuting with the aims of HCC's Strategic Access to Gosport (StAG) study.	Suggested by HCC.
Para 6.20	Para 6.20	Amend text to highlight the Borough Council will seek rather than require improvements to bus routes and that early discussions between the developer and the bus operators will be required to explore potential improvements.	Accept that realistically it will not be possible for developers to improve bus services without the cooperation of the bus operators and that this will require dialogue.
Para 6.22	Para 6.22	Mention that the main access routes to the Gosport peninsula will be subject to additional traffic from the development and that specific mitigation measures will be required.	Suggested by HCC.
Para 6.22	Para 6.22	Mention that Enterprise Zone may provide further opportunities for funding transport infrastructure.	Recognising potential opportunism provided by the Enterprise Zone designation.
Para 6.23	Para 6.23	Link the findings of the TA with the overall transport strategy for the area.	Suggested by HCC.
Para 6.23	Para 6.23	Make reference that the TA must account for the likely scale and progress of development over the whole of the Daedalus site (including areas within Fareham Borough).	To clarify the scope of a TA.

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Paragraph/Plan		Proposed change	Reason/Comment
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Para 6.24	Para 6.24	Re-word paragraph Mention that works may be provided by the developer.	Suggested by HCC.
Para 6.25	Para 6.25	Include more detail on off-site infrastructure.	Suggested by HCC.
Para 6.26	New paragraph after 6.25	Make reference that the TA will need to support various environmental assessments including the potential impact of air pollution on residents and natural habitats.	Issue raised by Natural England
Para 6.29	Para 6.28	Link Circular 05/05 as a footnote.	Suggested by SEEDA.
Para 6.29	Para 6.28	Include footnote highlighting that funding for widening of Newgate Lane is included in the LTP3 programme.	LTP3 has been approved by HCC since the consultation version of the SPD.
Para 6.29	Para 6.28	Refer to Speedfields Roundabout rather than Collingwood	Roundabout is locally known as the Speedfields Roundabout
Para 6.30	New paragraph after 6.28	Refer to the Western Access to Gosport.	To fully reflect the findings of HCC's Strategic Access to Gosport Study.
Para 6.31	Para 6.29	Bus improvement 'could be' rather than 'likely be' based on a combination of enhances services and diverted routes.	Reflect the realistic position that developers and local authorities have limited scope to alter these services unless the bus operators decide that it is in their interest. The SPD encourages early dialogue between developers and the bus operators.
Plan 9	Plan 9	Amend Plan to reflect changes to Plan 1 and 2.	See reasons outlined for Plan 1 and 2.
Para 6.36	Para 6.34	Add 'the developer will be required to fund signing of this lorry route'.	To provide clarity as suggested by HCC.
Para 6.37	Para 6.35	Include text that the timing and delivery of the new access point will be linked to the phases of development and having regard to the capacity and suitability of the existing arrangements.	Accept that provision of a new access needs to relate to the phasing of development which will be informed by more detailed transport assessments.
Para 6.37	Para 6.35	Add reference to pedestrians in addition to cycles.	To improve clarity.
Para 6.45	Para 6.43	Amend 2 <sup>nd</sup> bullet point to refer to potential residential development rather than Married Quarters specifically and make it clear that if employment development was being proposed for this part of the site it would not be appropriate to introduce a vehicular access at this point.	To allow for more flexibility regarding the eventual type of residential in this area and safeguard residential amenity by stating that an access would not be suitable for employment uses.
		Make reference that the Queen's Gate access would be for	This route would be more suitable for this type of access.

## Appendix C: Daedalus SPD: Schedule of Proposed Changes

Paragraph/Plan		Proposed change	Reason/Comment
as shown in latest draft	as shown in Consultation Draft		
		pedestrian and cycle access only.	
Para 6.45	Para 6.43	Delete reference to pedestrian access south of Ross House	The route is not considered necessary.
Para 6.49	New paragraph after 6.45	Add reference regarding the importance of appropriate access routes for wide loads associated with marina and aviation industry including a link between the northern hangars and the slipway.	Ensure that the development of buildings do not prejudice key routes.
Para 6.51	Para 6.48	Delete specific references to PPS4 and PPS3 relating to parking standard.	Government is now encouraging greater use of local standards.
Para 6.58	Para 6.55	Mention that any proposed cycle lanes on Marine Parade is intended to link with the wider Gosport network rather specifically a coastal network.  Also emphasise the potential to link Daedalus with the Alver Valley Country Park.	Natural England has concerns that by improving Marine Parade will increase access to Hill Head and the beach which could have an impact on the internationally important site through increased disturbance and that further assessment is required regarding this proposal. It is important to note that the SPD itself does not make any proposals for a westward link. This would be the role of either a more strategic document such as the Core Strategy.  Also useful to be more explicit regarding the potential to improve linkages between Daedalus and the Country park and the potential of through cycling routes to other parts of the Borough.
Para 6.62	Para 6.59	Delete 'subsidiary'.	It is not necessary to term these travel plans as 'subsidiary'.
<b>Design</b>			
Para 7.4	Para 7.4	Add design principle regarding encouraging public access and cultural activities on parts of the site close to Marine Parade.	In order to be more explicit about this objective and in response to public consultation.
Para 7.7	Para 7.7	Add the need to retain important natural features on the site.	This includes mature trees such as those adjacent Ross House and within the undeveloped MoD land. These add to the visual amenity to the site.
		Add a design principle which states the need to 'create safe environments which encourage investment, where crime and disorder or fear of crime does not undermine quality of life.'	To include explicit reference for the need to consider these issues.

## Appendix C: Daedalus SPD: Schedule of Proposed Changes

Paragraph/Plan		Proposed change	Reason/Comment
as shown in latest draft	as shown in Consultation Draft		
Character Area 2: Seaplane Hangars	Character Area 2: Seaplane Hangars	Land Use: *Specifically mention a Hovercraft Museum and other heritage uses. * include other food and drink type premises.	More explicit regarding a Hovercraft Museum partially in response to significant public representations.  Include further elements to improve clarity.
		Public realm: Include additional text regarding flexibility of the space, avoidance of sub-division and parking	To provide further guidance
Character Area 8: Northern Hangars	Character Area 8: Northern Hangars	Extend area to include the northern part of the undeveloped MoD land. Amend text to reflect the potential for employment or residential use in this extended area and identify that boundary treatment will be required adjacent the existing Married Quarters.	To ensure the whole of the area covered by the SPD is covered by a character area to ensure the site is planned comprehensively.
		Add footnote indicating that other locations maybe suitable for Combined Heat and Power.	To provide sufficient flexibility on location.
New Character Area 9: Eastern Area and 10: Existing Married Quarters	New sections after Character Area 8	Include MoD land within character areas	Ensure land included in the Daedalus SPD is covered by a character area.
<b>Implementation</b>			
Para 8.1-8.2	New section at beginning of the Section	Provide information on measures associated with Enterprise Zones	To reflect that Daedalus has been designated as an Enterprise Zone
Para 8.3	Para 8.1	Include additional sentence highlighting planning applications will still be required even if an LDO is designated on part of the site.	Reflect that an LDO could be introduced on part of the site as part of the Enterprise Zone.
Paras 8.3-	Paras 8.2-	Re-order paragraphs.	To improve clarity relating to the requirements of supporting

## Appendix C: Daedalus SPD: Schedule of Proposed Changes

Paragraph/Plan		Proposed change	Reason/Comment
as shown in latest draft	as shown in Consultation Draft		
8.9	8.6	Include additional application requirements relating to the ecological and flood risk assessments. Specific reference to the Habitat Regulation Assessment.	information.  Advice from Natural England and the Environment Agency.
Para 8.6	Para 8.3	Mention need for an aviation study to support an application which demonstrates that the siting of new development and infrastructure will not undermine the future operation of the airfield.	To help ensure new development will not impact on the operation of the airfield.
Para 8.16	Para 8.13	Change title to 'Planning Obligations'. Make reference that this applies to development proposals requiring planning applications. Include reference to green infrastructure and on-going maintenance.	There are different implications for development covered by an LDO. To provide further guidance.
Para 8.21	Para 8.18	Add reference to the on-going maintenance of surface water drainage and management of important habitats.	Advice from the Environment Agency and Natural England respectively.
N/A	Appendix 1	Delete Appendix 1: Minutes of Policy and Organisation Board (11/3/09) relating to Daedalus Visionary Framework	The SPD is now the Council's latest position therefore the previous comments don't need to be so prominent instead a web link is provided as a footnote in Section 1
Appendix 1	Appendix 2	Include references to the consultation arrangements undertaken in relation to the Consultation Draft of the Daedalus SPD (January-March 2011).	Update accordingly.
Appendix 2	Appendix 3	Add reference to the PUSH Strategic Flood Risk Assessment.	As advised by the Environment Agency.
Appendix 3	Appendix 4	Include details relating to the Climate Change Supplement to PPS1. Amend text relating to PPG20.	To provide appropriate guidance.  Paragraph 3.9 has been retained and is applicable to development at Daedalus.
Appendix 5	Appendix 6	Update table as at 31 <sup>st</sup> March 2011.	Include update on Married Quarters and clarification on MCA application (K17819)

In addition a number of other changes have been made:

\*minor typographical changes; \* paragraph number and cross references to paragraphs; and \* footnote numbering

## Appendix D: Habitats Regulations Assessment for the Daedalus SPD



Black-tailed Godwit, River Itchen,  
Portsmouth Harbour

**Gosport Borough Council**

**Appropriate Assessment**

DATE: September 2011

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## Abbreviations

AA	Appropriate Assessment	PPS	Policy Planning Statement
AONB	Area of Outstanding Natural Beauty	RoC	Review of Consents (under the Habitats Directive by the Environment Agency)
CAMS	Catchment Abstraction Management Strategy	RSPB	Royal Society for the Protection of Birds
CEMP	Construction Environment Management Plan	RSS	Regional Spatial Strategy
CS	Core Strategy	SA	Sustainability Appraisal
DC	Development Control/Management	SAC	Special Area of Conservation
DCLG	Department for Communities and Local Government	SDA	Strategic Development Area
DPD	Development Plan Document	SDMP	Solent Disturbance and Mitigation Project
EA	Environment Agency	SEA	Strategic Environmental Assessment
GBLPR	Gosport Borough Local Plan Review (2006)	SPA	Special Protection Area
EEC	European Economic Community (now the European Union)	SPD	Supplementary Planning Document
HRA	Habitats Regulations Assessment	STW	Sewage Treatment Works
IROPI	Imperative Reasons of Overriding Public Interest	UNESCO	United Nations Educational, Scientific and Cultural Organization
LDD	Local Development Document	WRMP	Water Resource Management Plans
NOx	NOx- Nitrogen oxides	WWTW	Waste Water Treatment Works
ODPM	Office of the Deputy Prime Minister (now disbanded)		

Acknowledgements: The template for this document has been based on work undertaken by UE Associates for Gosport Borough Council on its emerging Core Strategy

## EXECUTIVE SUMMARY

### Introduction

This report presents the findings and recommendations of the Habitats Regulations Assessment for the Daedalus Supplementary Planning Document. It follows the screening<sup>1</sup> process carried out between January and March 2011 which was subject to stakeholder consultation.

### Scope

The HRA Screening exercise identified the following European sites for consideration:

- River Itchen (SAC)
- Solent and Isle of Wight Lagoons (SAC)
- Solent Maritime (SAC)
- South Wight Maritime (SAC)
- The New Forest (SAC)
- Chichester and Langstone Harbours (SPA)
- Portsmouth Harbour (SPA)
- Solent and Southampton Water (SPA)
- The New Forest (SPA)
- Chichester and Langstone Harbours (Ramsar site)
- Portsmouth Harbour (Ramsar)
- Solent and Southampton Water (Ramsar)
- The New Forest (Ramsar)

The likely potential significant effects<sup>2</sup> of the Daedalus SPD identified during the screening exercise were:

- Atmospheric pollution;
- Disturbance from recreational pressure;
- Water abstraction and consumption; and
- Waste water.

However as a result of the consultation on the Screening Statement, Natural England and other environmental groups have advised that additional potential impacts need to be considered:

- Noise pollution
- Light pollution
- Vibration
- Impacts during construction

### Findings

It is recognised that there remains a number of uncertainties at the SPD level. The document primarily provides a framework for developers and the wider community regarding the type and quantum of development suitable for the Daedalus site. The principle for mixed use development at Daedalus has already been established by 'saved policy' R/DP4 of the Gosport Borough Local plan Review and the level of residential development has been determined by 'saved policy R/H3'.

The SPD also provides guidance on a number of development considerations. Consequently detailed assessments would not be meaningful at this stage and would be more appropriate at the project level, i.e. planning application stage. In order to deal with the uncertainties that remain it has been necessary for the SPD to incorporate a precautionary approach and make it

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<sup>1</sup> The Screening report can be viewed at [www.gosport.gov.uk/daedalus-spd](http://www.gosport.gov.uk/daedalus-spd)

<sup>2</sup> These had been identified as a result of the emerging HRA for the Council's Daedalus policy contained in the draft Core Strategy

clear that development that would have a detrimental impact on the European sites in combination with other development would be refused.

That said the HRA Report demonstrates that there will be no adverse effects on European site ecological integrity as a result of the Daedalus SPD, based on the envisaged level of development, in relation to the following impacts and sites:

- Water consumption and abstraction impacts in relation to the River Itchen and Solent Maritime SACs, and Chichester and Langstone Harbours, Portsmouth Harbour and Solent and Southampton Water SPAs/Ramsar; and
- Waste water impacts in relation to Portsmouth Harbour and Solent and Southampton Water SPAs/Ramsar.

The Report further demonstrates that potential adverse effects associated with the Daedalus SPD Strategy can be overcome provided the avoidance and mitigation measures are successfully adopted and implemented, including the need to take a precautionary approach. This includes measures to address the following potential impacts and uncertainties at the following sites:

- Air pollution and disturbance from recreation in relation to Chichester and Langstone Harbours, New Forest, Portsmouth Harbour, and Solent and Southampton Water SPAs/Ramsar sites
- Disturbance from potential increased use of the slipway and aviation movements, noise and vibration, and light pollution on the Solent and Southampton Water SPAs/Ramsar site.

## 1.0 INTRODUCTION

### **Purpose and contents of this Report**

- 1.1 The report presents the findings and recommendations of the Habitats Regulations Assessment (HRA) for the Daedalus Supplementary Planning Document (SPD). The SPD has been produced by Gosport Borough Council to provide guidance for developers and the local community regarding future development of the Daedalus site at Lee-on-the-Solent.
- 1.2 The remainder of this section provides a background to the Habitats Regulations Assessment and how it links to land use plans. This is followed by a brief outline of the Daedalus SPD.
- 1.3 Section 2 sets out the methodology and approach to the HRA for the Daedalus SPD and takes into account guidance produced by Natural England. The section includes an outline of the process, key evidence studies, a consideration of what is appropriate to be assessed for an SPD and acknowledged limitations. The section also sets out how stakeholders have been engaged to date.
- 1.4 Section 3 outlines details of the European sites and Section 4 outlines the results of the screening process. This includes the findings of the consultation on the HRA Screening Statement for the Daedalus SPD which took place between 24<sup>th</sup> January and 4<sup>th</sup> March 2011. Detailed representations were received from Natural England and other environmental organisations which have significantly shaped how the appropriate assessment stage of the HRA Report has been undertaken.
- 1.5 Sections 5-13 are the appropriate assessment itself which considers a number of potential impacts on the integrity of European sites. The assessment includes measures for avoiding and mitigating adverse effects on site integrity as well as a list of changes to the SPD. This is followed by Section 14 which sets out the conclusion and whether it can be ascertained that, in the light of the application of these measures, the Daedalus SPD would not have an adverse effect on the integrity of any European site alone or in combination with other plans and projects.

### **Habitats Regulations Assessment of Land Use Plans**

- 1.6 The application of Habitats Regulations Assessment to land use plans is a requirement of the Conservation of Habitats and Species Regulations 2010 (the Habitats Regulations), the UK's transposition of European Union Directive 92/43/EEC on the conservation of natural habitats and of wild fauna and flora (the Habitats Directive). The HRA must be applied to all Local Development Documents (LDDs) in England and Wales and aims to assess the potential effects of a land use plan against the conservation objectives of any sites designated for their nature conservation importance as part of a system known collectively as the Natura 2000 network of European sites.
- 1.7 European sites provide ecological infrastructure for the protection of rare, endangered or vulnerable natural habitats and species of exceptional importance within the European Union. These sites consist of Special Areas of Conservation (SACs, designated under the Habitats Directive) and Special Protection Areas (SPAs, designated under European Union Directive 2009/147/EC on the conservation of wild birds (the Birds Directive)). Meanwhile, Government policy (PPS9 (ODPM, 2005) and Circular 06/05 (ODPM, 2005)) requires that Ramsar sites (designated under the International Wetlands Convention, UNESCO, 1971) are treated as if they are fully designated European sites for the purposes of considering development proposals that may affect them.

- 1.8 Under Regulation 102 of the Habitats Regulations, the assessment must determine whether or not a plan will adversely affect the integrity of the European site(s) concerned. Where negative effects are identified, the process should consider alternatives to the proposed actions and explore mitigation opportunities, whilst adhering to the precautionary principle. The European Commission (2000) describes the principle as follows:

*If a preliminary scientific evaluation shows that there are reasonable grounds for concern that a particular activity might lead to damaging effects on the environment, or on human, animal or plant health, which would be inconsistent with the protection normally afforded to these within the European Community, the Precautionary Principle is triggered.*

*Decision-makers then have to determine what action to take. They should take account of the potential consequences of taking no action, the uncertainties inherent in the scientific evaluation, and they should consult interested parties on the possible ways of managing the risk. Measures should be proportionate to the level of risk, and to the desired level of protection. They should be provisional in nature pending the availability of more reliable scientific data.*

*Action is then undertaken to obtain further information enabling a more objective assessment of the risk. The measures taken to manage the risk should be maintained so long as the scientific information remains inconclusive and the risk unacceptable.*

- 1.9 The hierarchy of intervention is important. Where effects on ecological integrity are identified, plan makers must:
- Consider alternative ways of achieving the plan's objectives that avoid significant effects entirely.
  - Where it is not possible to meet objectives through other means, mitigation measures that allow the plan to proceed by removing or reducing significant effects may be considered.
  - If it is impossible to avoid or mitigate the adverse effect, plan-makers must demonstrate, under the conditions of Regulation 103 of the Habitats Regulations, that there are Imperative Reasons of Overriding Public Interest (IROPI) to continue with the proposal. This is widely perceived as an undesirable position and should be avoided if at all possible.

### **Background to the Plan**

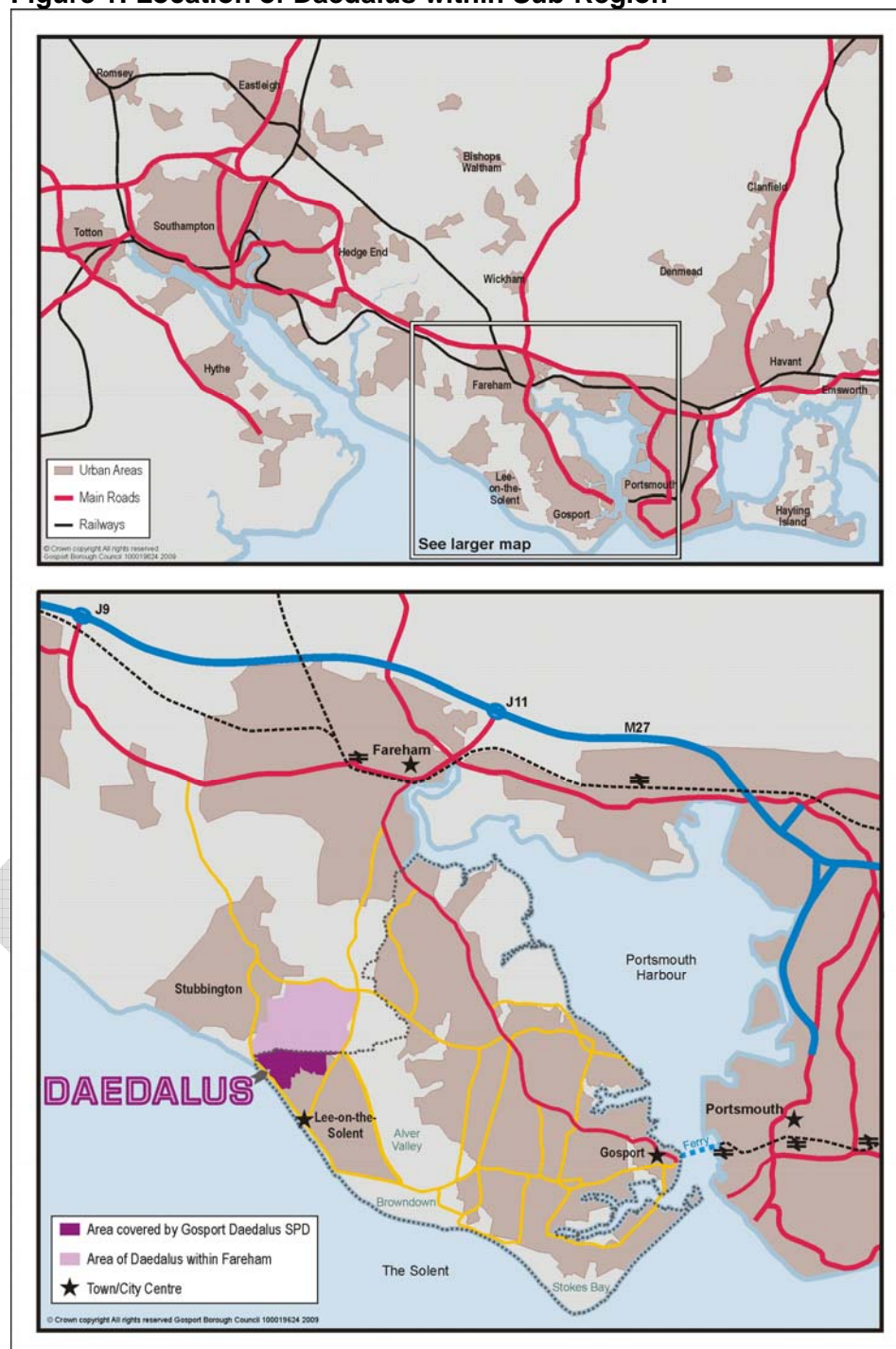
- 1.10 The purpose of the Daedalus Supplementary Planning Document (SPD) is to provide guidance regarding the potential scale and mix of future proposals for the Daedalus site within Gosport Borough (See Figure 1). The SPD will be used by the Borough Council as a key consideration when determining future planning applications on the site.
- 1.11 The SPD is linked to 'saved' Policy R/DP4 of the Gosport Borough Local Plan Review (GBLPR) (Adopted May 2006) which identifies the Daedalus site as a mixed use site. The detailed guidance of the SPD has been prepared in accordance with the relevant saved policies of the GBLPR. The SPD also takes into account the emerging Gosport Core Strategy and its supporting evidence. The emerging Core Strategy has been subject to a screening process under the Habitats Regulations process. The Screening Report<sup>3</sup>, was published at the Preferred Options Stage (Reg 25) and includes an

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<sup>3</sup> [www.gosport.gov.uk/cs-hra](http://www.gosport.gov.uk/cs-hra)

assessment of the Daedalus policy (CS8) which outlines the proposed type and quantum of development and other proposals for the site. The Screening Report for the Core Strategy and the ongoing Habitats Regulation Assessment being prepared for the Pre-submission version of the Core Strategy (Reg 27) has informed the Daedalus SPD and has formed the basis for the HRA Screening Report for the Daedalus SPD. Once the Core Strategy is adopted the SPD will be linked to the Daedalus Strategic Site policy in the Core Strategy.

**Figure 1: Location of Daedalus within Sub-Region**



- 1.12 The SPD has been prepared in the context of a site-wide Masterplan which also takes into account Fareham Borough Council's latest policy position in order to ensure the site is planned in a comprehensive manner. Proposals in the Fareham Borough part of the

site have been subject to a Habitats Regulation Assessment through the preparation of the Pre-Submission version of the Fareham Core Strategy published in December 2010.

- 1.13 As way of a background Gosport Borough Council's Vision for Daedalus is set out below together with the overall development objectives. This has been amended since the consultation version on the advice of Natural England in order to be clear that development at Daedalus needs to respect its environment.

#### **The Vision for Daedalus**

Daedalus will be transformed into a sustainable strategic business location.

The site will provide significant new job opportunities particularly within key business clusters including aviation, high-tech manufacturing and marine.

It will provide a significant number of highly skilled jobs contributing to Gosport's and South Hampshire's economic growth and diversification.

Daedalus will include a range of uses and facilities which complement the identity of the site as a strategic business location.

The design and use of existing and new buildings and spaces will be of a high quality to ensure the preservation and enhancement of the environment, the Daedalus Conservation Area and its Listed Buildings.

The prestigious development will be an identifiable place in its own right, well related to, and benefiting, the wider community.

#### *The Development Strategy*

- 1.14 The Development Strategy sets out the key principles for development and outlines the preferred mix of uses. Redevelopment of the Daedalus site presents an excellent opportunity to create a strategic high technology employment site providing a variety of jobs as well as leisure, commercial and residential uses within walking distance of each other.
- 1.15 Redevelopment will bring an under-used and partly derelict site back into productive use whilst being sensitive to its historic land use, the Listed Buildings and the designated Conservation Area. This site will provide significant employment opportunities to the local area and consequently can help alleviate local deprivation, and reduce out-commuting and the consequent congestion.
- 1.16 To ensure delivery of a comprehensive development it is necessary to consider the site as a whole.
- 1.17 The key objectives for the development of the Daedalus site have been amended since the consultation version on the advice of Natural England to be more explicit regarding the need to conserve and enhance the natural environment. The objectives are as follows:



- To provide significant new employment opportunities for local residents which will assist in alleviating deprivation and reducing out-commuting from the Gosport Peninsula;
- To provide a variety of employment premises to meet the needs of a wide range of modern businesses including those associated with aviation, marine, and hi-tech industries;
- To ensure future development maximises the benefit of the existing runways for aviation industries;
- To ensure that any new development enables the site to benefit from its direct links to the Solent (via the slipway) for marine industries and recreational uses;
- To create a vibrant place with a mix of uses that is integrated with Lee-on-the-Solent and complements and supports the regeneration of the existing local centre and sea-front;
- To provide public access to the site;
- To ensure the site has good transport accessibility to make it attractive to new investment;
- To ensure the provision of leisure and community facilities which complement existing facilities to the benefit of local residents;
- To ensure that dwellings provided on the site include affordable housing and a mix of sizes and types to meet local requirements;
- To foster a distinctive identity for Daedalus based on its heritage, through the careful reuse and restoration of existing buildings and the creation of high quality new buildings which complement and enhance the Daedalus Conservation Area and historic buildings;
- To conserve and enhance the natural environment including: the protection of internationally and nationally important habitats within the vicinity; and the incorporation of green infrastructure within the site as well as the creation of appropriate linkages to the wider green infrastructure network;
- To promote sustainable development and meet high standards of sustainable construction and design including energy efficient buildings, the use of renewable energy sources, the use of sustainable modes of transport, maximising recycling and minimising waste; and
- To require that the site will be served by infrastructure to meet the requirements of businesses, residents and other users.

## 2.0 HRA Methodology

### **The HRA Process**

- 2.1 Guidance on Habitats Regulations Assessment has been published in draft form by the Government. This draws on advice from a range of experts as well as European Union guidance regarding methodology for appropriate assessment of plans. The guidance recognises that there is no statutory method for undertaking Habitats Regulations Assessment and that the adopted method must be appropriate to its purpose under the Habitats Directive and Regulations; this concept is the reason why HRA is also often referred to as appropriate assessment.
- 2.2 The latest revised draft guidance produced by David Tyldesley and Associates for Natural England (February 2009) identifies the various stages of the HRA procedure as included in Appendix 1.
- 2.3 The guidance states that it is necessary on a case-by-case basis to decide how best to carry out the assessment of a LDD, what information and analysis may be required and what assumptions and predictions need to be made. The method and level of detail of the Habitats Regulations Assessment will vary with the scale, the stage it has reached, the nature of its policies and proposals, the sites it may affect and how it will affect them.
- 2.4 Selection of the best method that will make the assessment appropriate is a judgement that should take account of good practice and may be limited by the information available and the technical and scientific know-how.
- 2.5 The process in Natural England's guidance outlined in Appendix 2 is not fully applicable to Supplementary Planning Documents such as the Daedalus SPD as the documents do not go through a formal examination. This is because the document is not a Development Plan Document (DPD) instead it is guidance for developers and the local community. The SPD does not introduce new policies or proposals, instead it builds on the adopted development plan i.e. the Gosport Borough Local Plan Review.
- 2.6 The document also has regard to the emerging Core Strategy which is being subject to a Habitats Regulations Assessment.
- 2.7 The Natural England guidance recognises that it will not be possible for a Habitats Regulations Assessment of a LDD to apply the same level of detail as would be applied to a specific project which is the subject of a planning application.
- 2.8 This is very much the case for the Daedalus SPD which outlines what could be possible and sets out the issues that a developer needs to consider. It provides a broad framework where different developers could come up with a range of projects. Therefore it is not considered appropriate to provide detailed assessments of all the various proposals, instead it is necessary to highlight issues and identify circumstances where developers will need to provide sufficient information to enable an appropriate assessment to be carried out at the more detailed planning application stage.
- 2.9 That said the Borough Council has taken the detailed comments provided by Natural England and others at the Screening Stage of the HRA and incorporated them within the SPD and/or the HRA Report, including the need to fully incorporate a precautionary approach.

### **Relevant Evidence and consultation**

- 2.10 The HRA for the Daedalus SPD has been based on the emerging HRA work for the Core Strategy being undertaken by UE Associates. The document is particularly

applicable for the Daedalus SPD as the emerging Core Strategy includes a detailed policy relating to Daedalus which includes the quantum of employment and residential development which has been included in the SPD.

2.11 The appropriate assessment of the Core Strategy and the SPD has been informed by a number of evidence studies. Key documents are set out below:

- Assessing the Impact of the Harbour Authorities LDF Proposals in the Strategic Highway Network (PBA 2009)<sup>4</sup>
- Changing Patterns of Visitor Numbers within the New Forest National Park, with particular reference to the New Forest SPA (J Sharpe, J Lowen and D Liley 2008)
- Daedalus- The Aviation Study (York Aviation 2011)
- Road Transport Emissions Impacts on Nature Conservation Sites (AEA Technology 2010)
- South Hampshire Integrated Water Management Strategy (for PUSH) (Atkins 2008)
- Strategic Environmental Impact Assessment for Daedalus SPD (Drivers Jonas for SEEDA 2009)
- Water Resource Plans for Portsmouth Water and Southern Water

2.12 However it is recognised that a number of studies are still outstanding and the findings will need to be taken into account where relevant when considering the proposals for Daedalus. Consequently it will be necessary for the SPD to take a precautionary response and highlight where further work is required or where findings will need to be taken into account.

2.13 One of the key studies that could have a bearing on development at Daedalus relates to the issue of disturbance. The Solent Forum which includes a number of local authorities, harbour authorities and environmental organisations has commissioned the Solent Disturbance and Mitigation Project (SDMP)<sup>5</sup>. The SDMP seeks to assess the current impacts of visitor numbers and activities on the survival rates of internationally designated wintering waterbirds throughout the Solent coast and to establish the likely additional impact from the residents of the development proposed in the area. Phase 1 of the SDMP, a literature review, has been completed. Phase 2, Primary Research, is underway and has 4 parts:

- Bird Surveys assessing disturbance to overwintering birds – 1st Year Report 2009 (Jonathan Cox) and 2<sup>nd</sup> year report Dec 2010 (Footprint Ecology);
- Visitor Survey 2010;
- Household Surveys and Visitor Model work currently underway;
- Modelling the impact of disturbance to birds.

2.14 Phase 3 will comprise of an Avoidance and Mitigation Plan when it becomes clear that mitigation needs to be undertaken. The findings of the Project are due towards the end of 2011.

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<sup>4</sup> <http://www.gosport.gov.uk/sections/your-council/council-services/planning-section/local-development-framework/evidence-base-for-ldf/transport-assessment/>

<sup>5</sup> Full project details and outputs can be found on website.

[http://www.solentforum.org/forum/sub\\_groups/Nature\\_Conservation\\_Group/Disturbance%20and%20Mitigation%20Project/](http://www.solentforum.org/forum/sub_groups/Nature_Conservation_Group/Disturbance%20and%20Mitigation%20Project/)

- 2.15 The HRA is an iterative process and has been informed by various stages of consultation. The key stages of the Core Strategy HRA are outlined below:
- Screening Statement (September 2009)
  - Interim Appropriate Assessment (July 2010)
  - Draft Appropriate Assessment for Pre-Submission Version (October 2010-on-going)
- 2.16 A stakeholder engagement meeting was held on 5th March 2009, with representatives from relevant organisations including Natural England, the Environment Agency and the RSPB. The purpose of the meeting was to seek opinions on the screening statement of the Core Strategy, gain access to further data that are readily available and come to agreement on the exact nature of the appropriate assessment. A further meeting was held on 13 July 2010, where representatives from these organisations and the Wildlife Trust were given the opportunity to discuss a further iteration of the Core Strategy, its interim assessment and how they relate to wider planning objectives in Gosport and South Hampshire. Specifically, a package of avoidance and mitigation measures has been discussed including issues relating to the emerging Daedalus policy.
- 2.17 These measures have helped inform the Daedalus SPD. When the consultation draft was produced in January 2011 it was accompanied by a HRA Screening Report. The comments received to both the SPD and the Screening Statement has further informed this HRA Report.
- 2.18 Subsequently the Borough Council has consulted with Natural England on the findings of this HRA Report including a meeting on 9<sup>th</sup> August 2011 where it was considered that the conclusions of the HRA addressed their concerns at the SPD stage.
- In-Combination Test**
- 2.19 In addition to assessing the impacts of development at Daedalus alone, it is also necessary to consider the development in combination with other plans and projects in the sub-region which together may have the potential to cause negative effects on the integrity of European sites. These effects may be exacerbated when experienced in combination with the effects of the plan in question, possibly leading to an insignificant effect becoming significant. It is therefore important to consider which other plans and projects could generate similar effects to policies and proposals in Gosport Borough at the same European sites, and which may act in-combination. Appendix 3 includes a list of plans and major projects that have been considered relevant when screening the Preferred Options Version of Gosport Core Strategy including the Daedalus Policy. However in some cases new plans are not yet in operation. These new plans still need to be considered for in-combination effects, but significant uncertainty will remain over the nature of effects they might generate until they are adopted.
- 2.20 Of particular relevance to the proposals outlined in the Daedalus SPD are the proposals set out in the Fareham Core Strategy (Pre-Submission version (December 2010)) which outline the scale and type of development of the Fareham part of the Daedalus site. These proposals have been subject to a Habitat Regulation Assessment as part of the Core Strategy process. Details can be viewed on Fareham Borough Council's website<sup>6</sup>

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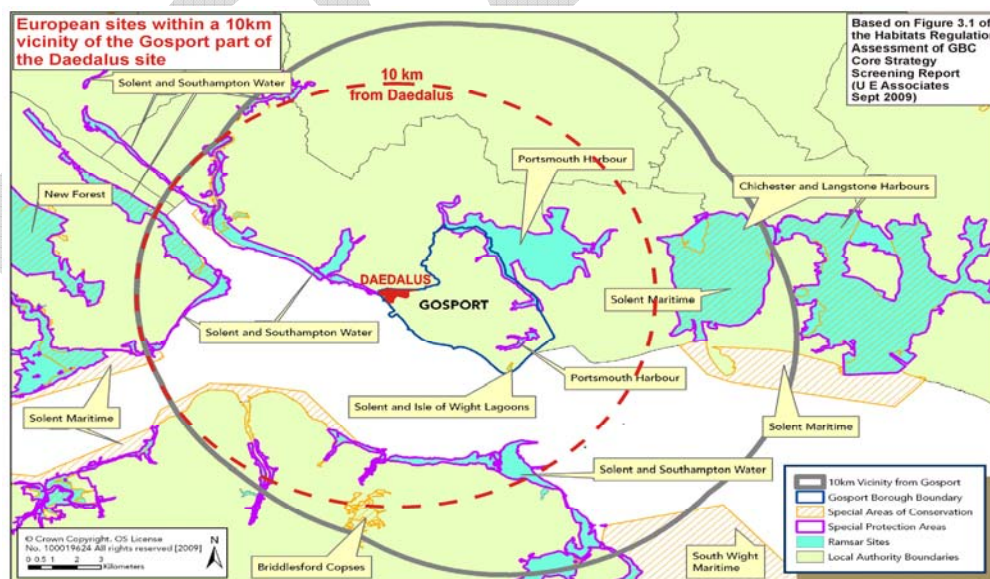
<sup>6</sup> [www.fareham.gov.uk/council/departments/planning/ldf/cstexam.aspx#Docs](http://www.fareham.gov.uk/council/departments/planning/ldf/cstexam.aspx#Docs)

### 3.0 EUROPEAN SITES

#### Scope of the Study

- 3.1 Each European site has its own intrinsic qualities, besides the habitats or species for which it has been designated, that enable the site to support the ecosystems that it does. An important aspect of this is that the ecological integrity of each site can be vulnerable to change from natural and human induced activities in the surrounding environment. For example, sites can be affected by land use plans in a number of different ways, including the direct land-take of new development, the type of use the land will be put to (for example, a noise emitting use), the pollution a development generates and the resources it uses (during both construction and operation).
- 3.2 An intrinsic quality of any European site is its functionality at the landscape ecology level; in other words, how the site interacts with the zone of influence of its immediate surroundings, as well as the wider area. Best practice guidance on Habitats Regulations Assessment suggests that all European sites within the area of coverage of a plan, together with all those within a 10km buffer zone should be considered in the first instance as potential receptors for negative effects. In addition to these, other European sites further than 10km from the area of coverage of a plan may also be affected due to their specific environmental sensitivities. This is particularly the case where there is potential for developments resulting from the plan to generate water-borne pollutants, where there are particularly high demands for water resources, or a specific recreational resource has a catchment area of greater than 10km. There are 14 European sites wholly or partially within the area covered by the plan, or close to it, and which may potentially be affected by activities arising from the plan. These are shown in Figure 2 and Table 1.

**Figure 2:**  
**European sites within a 10km vicinity of the Gosport part of the Daedalus site**



**Table 1: European sites in the vicinity of Gosport Borough**

Name	Location	Type
Briddlesford Copses	Within 10km buffer zone	SAC
River Itchen	Beyond buffer, still relevant	SAC
Solent and Isle of Wight Lagoons	Within Gosport Borough	SAC

Solent Maritime	Within 10km buffer zone	SAC
South Wight Maritime	Within 10km buffer zone	SAC
The New Forest	Beyond buffer, still relevant	SAC
Chichester and Langstone Harbours	Within 10km buffer zone	SPA
Portsmouth Harbour	Within Gosport Borough	SPA
Solent and Southampton Water	Within 100m of the Daedalus site	SPA
The New Forest	Beyond buffer, still relevant	SPA
Chichester and Langstone Harbours	Within 10km buffer zone	Ramsar
Portsmouth Harbour	Within Gosport Borough	Ramsar
Solent and Southampton Water	Within 100m of the Daedalus site	Ramsar
The New Forest	Beyond buffer still relevant	Ramsar

### Site Descriptions

- 3.3 An ecological description of each European site is given in Appendix I of the Habitats Regulation Assessment of the Gosport Borough Council Core Strategy: Screening Report (UE Associates September 2009)<sup>7</sup>.

### Qualifying Features

- 3.4 The qualifying features of each site (that is, the reasons for which the sites were designated) are included in Appendix II of the Habitats Regulation Assessment of the Gosport Borough Council Core Strategy: Screening Report (UE Associates September 2009)<sup>8</sup>. To summarise, the main species and habitats protected under the group of designations are as follows in Table 2.

**Table 2: Species (as protected by the designation of SPAs and Ramsars)**

• Bar-tailed Godwit <i>Limosa lapponica</i>	• Little Egret <i>Egretta garzetta</i>
• Black-tailed Godwit <i>Limosa limosa islandica</i>	• Little Tern <i>Sterna Albifrons</i>
• Common Shelduck <i>Tadorna tadorna</i>	• Mediterranean Gull <i>Larus melanocephalus</i>
• Common Tern <i>Sterna hirundo</i>	• Nightjar <i>Caprimulgus europaeus</i>
• Dark-bellied Brent Goose <i>Branta bernicla bernicla</i>	• Red-breasted Merganser <i>Mergus serrator</i>
• Dartford Warbler <i>Sylvia undata</i>	• Redshank <i>Tringa totanus</i>

<sup>7</sup> Available to view at: [www.gosport.gov.uk/cs-hra](http://www.gosport.gov.uk/cs-hra)

<sup>8</sup> Available to view at: [www.gosport.gov.uk/cs-hra](http://www.gosport.gov.uk/cs-hra)



<ul style="list-style-type: none"><li>• Dunlin <i>Calidris alpina alpina</i></li></ul>	<ul style="list-style-type: none"><li>• Ringed Plover <i>Charadrius hiaticula</i></li></ul>
<ul style="list-style-type: none"><li>• Grey Plover <i>Pluvialis squatarola</i></li></ul>	<ul style="list-style-type: none"><li>• Roseate Tern <i>Sterna dougallii</i></li></ul>
<ul style="list-style-type: none"><li>• Hen Harrier <i>Circus cyaneus</i></li></ul>	<ul style="list-style-type: none"><li>• Sandwich Tern <i>Sterna sandvicensis</i></li></ul>
<ul style="list-style-type: none"><li>• Honey Buzzard <i>Pernis apivorus</i></li></ul>	<ul style="list-style-type: none"><li>• Teal <i>Anas crecca</i></li></ul>
	<ul style="list-style-type: none"><li>• Woodlark <i>Lullula arborea</i></li></ul>

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**Habitats and species (as protected by the designation of SACs and Ramsars)**

<ul style="list-style-type: none"> <li>Alkaline fens</li> </ul>	<ul style="list-style-type: none"> <li>Reefs</li> </ul>
<ul style="list-style-type: none"> <li>Alluvial forests with <i>Alnus glutinosa</i> and <i>Fraxinus excelsior</i></li> </ul>	<ul style="list-style-type: none"> <li>Sandbanks - slightly covered by sea water all the time</li> </ul>
<ul style="list-style-type: none"> <li>Annual vegetation drift lines</li> </ul>	<ul style="list-style-type: none"> <li>Salt tolerant plants (<i>Salicornia</i>) and other annuals colonising mud and sand</li> </ul>
<ul style="list-style-type: none"> <li><i>Asperulo-Fagetum</i> beech forests</li> </ul>	<ul style="list-style-type: none"> <li>Shifting white dunes with <i>Ammophila arenaria</i></li> </ul>
<ul style="list-style-type: none"> <li>Atlantic acidophilous beech forests with <i>Ilex</i> and sometimes also <i>Taxus</i> in the shrublayer</li> </ul>	<ul style="list-style-type: none"> <li>Spartina swards (<i>Spartinion maritimae</i>)</li> </ul>
<ul style="list-style-type: none"> <li>Atlantic salt meadows (<i>Glauco-Puccinellietalia maritimae</i>)</li> </ul>	<ul style="list-style-type: none"> <li>Submerged or partially submerged sea caves</li> </ul>
<ul style="list-style-type: none"> <li>Bog woodland</li> </ul>	<ul style="list-style-type: none"> <li>Transition mires and quaking bogs</li> </ul>
<ul style="list-style-type: none"> <li>Coastal lagoons</li> </ul>	<ul style="list-style-type: none"> <li>Vegetated sea cliffs of the Atlantic and Baltic coasts</li> </ul>
<ul style="list-style-type: none"> <li>Depressions on peat substrates of the <i>Rhynchosporion</i></li> </ul>	<ul style="list-style-type: none"> <li>Water courses of plain to montane levels with the <i>Ranunculum fluitantis</i> and <i>Callitriche-Batrachion</i> vegetation</li> </ul>
<ul style="list-style-type: none"> <li>Estuaries</li> </ul>	<ul style="list-style-type: none"> <li>Atlantic salmon <i>Salmo salar</i></li> </ul>
<ul style="list-style-type: none"> <li>European dry heaths</li> </ul>	<ul style="list-style-type: none"> <li>Bechstein's bat (<i>Myotis bechsteinii</i>)</li> </ul>
<ul style="list-style-type: none"> <li><i>Molinia</i> Meadows on calcareous, peaty or clayey-silt-laden soils (<i>Molinion caeruleae</i>)</li> </ul>	<ul style="list-style-type: none"> <li>Brook lamprey <i>Lampetra planeri</i></li> </ul>
<ul style="list-style-type: none"> <li>Mudflats and sandflats – not submerged at low tide</li> </ul>	<ul style="list-style-type: none"> <li>Bullhead <i>Cottus gobio</i></li> </ul>
<ul style="list-style-type: none"> <li>Northern Atlantic wet heaths with <i>Erica tetralix</i></li> </ul>	<ul style="list-style-type: none"> <li>Desmoulin's whorl snail <i>Vertigo moulinsiana</i></li> </ul>
<ul style="list-style-type: none"> <li>Old acidophilous oak woods with <i>Quercus robur</i> on sandy plains</li> </ul>	<ul style="list-style-type: none"> <li>Great crested newt <i>Triturus cristatus</i></li> </ul>
<ul style="list-style-type: none"> <li>Oligotrophic to mesotrophic standing waters with vegetation of the <i>Littorelletalia uniflorae</i> and/or of the <i>Isoeto-Nanojuncetea</i></li> </ul>	<ul style="list-style-type: none"> <li>Otter <i>Lutra lutra</i></li> </ul>
<ul style="list-style-type: none"> <li>Oligotrophic waters containing very few minerals of sandy plains (<i>Littorelletalia uniflorae</i>)</li> </ul>	<ul style="list-style-type: none"> <li>Southern damselfly <i>Coenagrion mercuriale</i></li> </ul>
<ul style="list-style-type: none"> <li>Perennial vegetation -stony banks</li> </ul>	<ul style="list-style-type: none"> <li>Stag beetle <i>Lucanus cervus</i></li> </ul>
<ul style="list-style-type: none"> <li>White-clawed (or Atlantic stream) crayfish <i>Austropotamobius pallipes</i></li> </ul>	



**Conservation Objectives**

- 3.5 Natural England is in the process of setting out conservation objectives for all SACs and SPAs, and progress towards these objectives can be taken as an indicator of favourable condition at European sites. Ramsar sites do not have agreed conservation objectives, but in most instances overlap with SPA site boundaries. However, it should be noted that Ramsar qualifying features include a range of habitats and non-bird species common to SAC designations, as well as bird species and assemblages and their supporting habitats, which are common to SPAs.
- 3.6 The conservation objectives of the above sites are currently work in progress and are provided in Appendix III of the Habitats Regulation Assessment of the Gosport Borough Council Core Strategy: Screening Report (UE Associates September 2009).<sup>9</sup>

**Vulnerabilities and Opportunities**

- 3.7 Every European site has distinctive characteristics that make it vulnerable to a variety of impact-inducing activities. Many sites, due to their location or condition, also offer various opportunities for improvement.
- 3.8 The vulnerabilities and opportunities of the above named sites are shown in Appendix IV of the Habitats Regulation Assessment of the Gosport Borough Council Core Strategy: Screening Report (UE Associates September 2009).<sup>8</sup>

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<sup>9</sup> Available to view at: [www.gosport.gov.uk/cs-hra](http://www.gosport.gov.uk/cs-hra)

## 4.0 Screening Stage

### Introduction

- 4.1 The Screening Statement<sup>10</sup> for the Daedalus SPD was subject to consultation between the 24<sup>th</sup> January and 4<sup>th</sup> March 2011 and a number of representations were received including from Natural England.<sup>11</sup>
- 4.2 The Screening Statement for the Daedalus SPD was based on the Screening Statement for the Core Strategy (UE Associates September 2009) which included screening of the Daedalus Strategic Site policy contained in the Preferred Options version of the Core Strategy. Since this stage there has been a stakeholder meeting with a number of organisations including Natural England, the RSPB, The Wildlife Trust and the Environment Agency which has informed a draft Appropriate Assessment for the emerging Pre-Submission version of the Core Strategy. This work, together with the consultation responses received as part of the SPD Screening Report, has further informed the HRA Report for the Daedalus SPD.
- 4.3 As part of the screening process proposals were sorted into one of nine categories which are listed below in Figure 3. These categories help to determine which, if any, elements of the plan would be likely to have a significant effect on any interest feature of any international site, alone or in combination with other projects and plans, directly or indirectly.
- 4.4 Those policies falling within categories one to seven are deemed not to have an effect on a European site and can be eliminated from the assessment procedure. Those falling within category eight require further analysis including an in-combination assessment to determine whether they should be included in the next stage of the HRA process; whilst an appropriate assessment must be carried out for any policy falling within category nine.

**Figure 3: Categories of policies (Source David Tyldesley and Associates (draft, 2006))<sup>12</sup>**

*Reasons why policy will have no effect on a European Site:*

1. The policy will not itself lead to development (e.g. it relates to design or other qualitative criteria for development, or it is not a land use planning policy).
2. The policy makes provision for a quantum / type of development (and may or may not indicate one or more broad locations e.g. a district, town or suburb) but the location of the development is to be selected following consideration of options in lower tier plans.
3. No development could occur through this policy alone, because it is implemented through sub-ordinate policies which are more detailed and therefore more appropriate to assess for their effects on European sites and associated sensitive areas.

<sup>10</sup> Available to view at: [www.gosport.gov.uk/cs-hra](http://www.gosport.gov.uk/cs-hra)

<sup>11</sup> Details can be viewed in 'Daedalus SPD: - Summary and Analysis of Consultation Responses (GBC 2011)

4. Concentration of development in urban areas will not affect European sites and will help to steer development and land use change away from European sites and associated sensitive areas.
5. The policy will help to steer development away from European sites and associated sensitive areas, e.g. not developing in areas of flood risk or areas otherwise likely to be affected by climate change.
6. The policy is intended to protect the natural environment, including biodiversity.
7. The policy is intended to conserve or enhance the natural, built or historic environment, and enhancement measures will not be likely to have any effect on a European site.

*Reason why policy could have a potential effect:*

8. The plan steers a quantum or type of development towards, or encourages development in, an area that includes a European site or an area where development may indirectly affect a European site.

*Reason why policy would be likely to have a significant effect:*

9. The policy makes provision for a quantum, or kind of development that in the location(s) proposed would be likely to have a significant effect on a European site. The proposal must be subject to appropriate assessment to establish, in light of the site's conservation objectives, whether it can be ascertained that the proposal would not adversely affect the integrity of the site.

## Key Findings

- 4.5 The consultation responses on the screening statement has led to a number of changes in relation to the consideration of effects and their impact on European sites. The salient points arising from the consultation on the Screening Statement are set out below.

### Relevant European sites

- 4.6 Natural England (NE) and Environment Agency (EA) agreed that all the European sites relevant to Daedalus have been identified in the Screening Statement. As a result of the Screening Report the Habitats Regulations Assessment Report will focus on the possible effects of the plan on the nature conservation interests of the following sites:

- River Itchen (Special Area of Conservation SAC)
- Solent and Isle of Wight Lagoons (SAC)
- Solent Maritime (SAC)
- South Wight Maritime (SAC)
- The New Forest (SAC)
- Chichester and Langstone Harbours (Special Protection Area, SPA)
- Portsmouth Harbour (SPA)
- Solent and Southampton Water (SPA)

<sup>12</sup> Acknowledge that latest unpublished NE guidance 2009 has different categories. However for the purposes of consistency with the approach used in the emerging Core Strategy and the matrix used in the Screening Statement for the Daedalus SPD it is considered appropriate to use the accepted method in the 2006 document.

- The New Forest (SPA)
- Chichester and Langstone Harbours (Ramsar site)
- Portsmouth Harbour (Ramsar)
- Solent and Southampton Water (Ramsar)
- The New Forest (Ramsar).

Briddlesford Copses SAC was screened out from further consideration.

Ecological descriptions, qualifying features, conservation objectives, vulnerability and opportunities

4.7 Natural England agreed that these have all been identified.

Identified effects

4.8 Natural England made a number of comments regarding the Screening Matrix and Effects tables. Consequently additional considerations have been included in the HRA Report. The additional effects are outlined below and summarised in Tables 3 and 4 which have been amended since the Screening Statement Report. Natural England also had a number of queries regarding specific elements of the matrix.

4.9 The potential impacts of employment floorspace have been 'screened-in'. Previously these effects had only been included in relation to residential development. Consequently the following impacts and sites have been included within the HRA linked to employment uses:

- Air pollution - which could affect the Southampton and Solent SPA and Ramsar Site.
- Water abstraction - which could affect River Itchen SAC, Solent Maritime SAC, Chichester Harbours SPA and Ramsar, Portsmouth Harbour SPA and Ramsar and the Southampton and Solent SPA and Ramsar Site.
- Waste Water Pollution - which could affect Portsmouth Harbour SPA and Ramsar and the Southampton and Solent SPA and Ramsar Site.
- Disturbance implications for Solent and Southampton Water SPA/Ramsar due to potential increased use of the slipway and runway.

4.10 The potential impacts of leisure and recreation floorspace have also been 'screened-in' and consequently the following impacts and sites have been included within the HRA:

- Water abstraction - which could affect River Itchen SAC, Solent Maritime SAC, Chichester Harbours SPA and Ramsar, Portsmouth Harbour SPA and Ramsar and the Southampton and Solent SPA and Ramsar Site.
- Waste Water Pollution - which could affect Portsmouth Harbour SPA and Ramsar and the Southampton and Solent SPA and Ramsar Site.
- Disturbance implications for Solent and Southampton Water SPA/Ramsar due to potential increased use of the slipway and airfield.

4.11 The potential impacts of enhanced access arrangements have been 'screened-in' and consequently the following impacts and sites have been included within the HRA:

- disturbance implications for Solent and Southampton Water SPA/Ramsar due to potentially increased use of the waterfront.

Additional effects

- 4.12 Natural England considered that at the SPD level, additional impacts need to be considered including noise and vibration, and light pollution. The RSPB also consider that vibration and construction effects need to be assessed. Consequently a consideration of these potential impacts have been included in the HRA Report. The following construction effects have been assessed:
- dust- included as part of the air pollution assessment (Section 6)
  - noise and vibration during construction including as part of the wider noise and vibration assessment (Section 12)

It unlikely that visual disturbance in relation to construction will be a particular issue at Daedalus due to the site's position in relation to the European habitat and presence of existing buildings along Marine Parade which will effectively screen the site.

Guidance on any potential marina

- 4.13 There was significant concern from Natural England, the Environment Agency and the RSPB that the Borough Council had screened out the marina in its Screening Statement. However the Borough Council is still of the view that the marina does not form part of an appropriate assessment as it does not form part of the SPD and has been included as guidance in case any proposals should come forward. In order to alleviate the concerns of Natural England and others, text relating to the marina has been revised to reflect Natural England's comments and reads '

'In terms of other marine activity issues, consideration has been given in the past to a possible marina option at Lee-on-the-Solent adjacent the Daedalus site. It is important to note that a marina does not form part of the SPD nor is it within the Daedalus site. However for the purposes of providing a comprehensive guidance document for developers it is considered important to outline the potential issues if a marina proposal were to come forward by a developer with the potential complementary links with the Daedalus site.

'There are a number of significant issues that would need to be addressed when designing any marina proposal. This includes the proximity to the internationally important habitats of the Solent including the Special Protection Area immediately adjacent at Hill Head; the impacts on the Site of Special Scientific Interest (SSSI) on Lee beach for geological reasons; and the SSSI at Browdown further to the east which could be affected by changes to the local hydrology. Early dialogue with Natural England and the Environment Agency will be critical. Any development should provide appropriate measures that would mitigate any significant effects on a designated site either alone or in combination with other plans and projects. If these effects can not be successfully mitigated the proposal would not be in accordance with the Gosport Borough Local Plan or the emerging Core Strategy and would be refused.'

- 4.14 The advisory text has been relocated as part of development consideration rather than being part of the development strategy. It is therefore considered that the marina should not be subject to an appropriate assessment as part of the SPD.
- 4.15 It is also useful to note that following concerns raised regarding the marina option at the Preferred Options stage of the Core Strategy (September 2009) the Borough Council has undertaken an appropriate assessment (conducted by UE Associates) of this option in order to inform the Pre-submission version of the Core Strategy. It concludes that 'in the absence of further information about the marina proposal at the current point in time a precautionary assessment must conclude that there will be adverse effects on the integrity of Solent and Southampton Water SPA/Ramsar as a result of the Core Strategy policy.' Potential effects could include coastal hydrodynamics and sedimentation, disturbance, atmospheric pollution and pollution of the marine environment. It adds that

the marina element of Daedalus Core Strategy policy should be removed. However it states that the explanatory text could still acknowledge independent development ambitions for a marina, but also makes it clear that challenging environmental and ecological issues require consideration.

#### Revised Screening Matrix and Effects Table

- 4.16 Table 3 includes the results of the screening process of the Daedalus policy in the Core Strategy with amendments in the light of comments received from Natural England and others at the Screening stage of the Daedalus SPD. The numbers in each of the cells relates to the categories in Figure 3.

**Table 3: Revised Screening matrix of the Daedalus Core Strategy Policy (CS8 of the Core Strategy: Preferred Options stage)**

Site Name CS8	Bridgford Coppes SAC	River Itchen SAC	Solent and Isle of Wight Lagoons SAC	Solent Maritime SAC	South Wight Maritime SAC	Chichester & Langstone Harbours SPA	Chichester & Langstone Harbours Ramsar	Ports mouth Harbour SPA	Ports mouth Harbour Ramsar	Solent & Southampton Water SPA	Solent & Southampton Water Ramsar	The New Forest SAC	The New Forest SPA	The New Forest Ramsar
1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1	1	1
3*a	5	8	5	8	5	8	8	8	8	8	8	5	5	5
3b	5	5	5	5	5	5	5	5	5	8	8	5	5	5
3c	4	8	8	8	8	8	8	8	8	8	8	8	8	8
4	5	5	5	5	5	5	5	5	5	8	8	5	5	5
5	5	5	5	5	5	5	5	5	5	8	8	5	5	5
6	5	5	5	5	5	5	5	5	5	8	8	5	5	5
7	5	5	5	5	5	5	5	5	5	8	8	5	5	5
8	4	8	8	8	8	8	8	8	8	8	8	8	8	8
9	7	7	7	7	7	7	7	7	7	7	7	7	7	7
10	1	1	1	1	1	1	1	1	1	8	8	1	1	1
11	1	1	1	1	1	1	1	1	1	8	8	1	1	1
12	1	1	1	1	1	1	1	1	1	8	8	1	1	1
13	1	1	1	1	1	1	1	1	1	1	1	1	1	1
14	1	1	1	1	1	1	1	1	1	1	1	1	1	1
15	6	6	6	6	6	6	6	6	6	6	6	6	6	6
16	1	1	1	1	1	1	1	1	1	1	1	1	1	1

- 4.17 The potential effects of the Daedalus SPD are outlined in Table 4 (i.e those shown as '8s' in Table 3). Consequently the proposals of the Daedalus SPD in combination with other proposals in the sub region could potentially lead to significant adverse effects on site integrity.

**Table 4: Potential Effects on European sites**

Potential Effect	Potential Pathway	Potential Receptor
Air pollution	<p>Nitrogen deposition as a result of emissions from vehicles, and residential and employment development.</p> <p>Increased dust during the construction phase affecting the immediate locality.</p>	<p>Solent and Southampton Water SPA/Ramsar, Portsmouth Harbour SPA/Ramsar,</p> <p>River Itchen SAC, Chichester and Langstone Harbours SPA/Ramsar, New Forest SAC/SPA/Ramsar.</p>
Disturbance from recreation	Increased number of residents and tourists resulting from new housing and/or improved facilities.	<p>Solent and Southampton Water SPA/Ramsar, Potentially in-combination impacts on the following: Chichester and Langstone Harbours SPA/Ramsar, Portsmouth Harbour SPA/Ramsar, and the New Forest SPA/Ramsar</p>
Disturbance from increased use of the slipway	Increased use of the slipway either through increased recreation use or use related to business and thereby potentially increasing disturbance.	Solent and Southampton Water SPA
Disturbance from aviation	Increased use of airfield resulting from increased business or leisure use and thereby potentially increasing disturbance.	Solent and Southampton Water SPA
Water abstraction and consumption	Increased abstraction for new residential and employment developments.	<p>Solent and Southampton Water SPA/Ramsar, River Itchen SAC, Solent Maritime SAC, Chichester and Langstone Harbours SPA/Ramsar, Portsmouth Harbour SPA/Ramsar,</p>
Waste water pollution	Increased waste water production from new residential and employment	<p>Portsmouth Harbour SPA/Ramsar, Solent and Southampton Water</p>

	developments putting pressure on treatment works	SPA/Ramsar
Noise and vibration	Increased noise and vibration during construction phase as well as potential for certain types of employment/leisure uses at an operational stage.	Solent and Southampton Water SPA/Ramsar
Light	Increased light pollution through street lighting or similar outdoor lighting	Solent and Southampton Water SPA/Ramsar

#### Other relevant comments

- 4.18 There were also a number of comments made specifically to the SPD rather than the screening statement which are applicable to conducting the HRA.

#### Scale of residential development

- 4.19 Natural England had concerns that whilst the Borough Council will not encourage proposals to exceed 352 dwellings, it does state that in exceptional circumstances it may be appropriate to consider a higher residential figure in order to achieve the Council's key objective in relation to maximising employment opportunities. Natural England advises that the potential maximum number of residential units should be assumed for the purposes of HRA, applying the precautionary principle required by the Habitats Regulations.
- 4.20 Natural England note that the relevant paragraph (para 4.28 in consultation draft) identifies that any additional residential units will require a robust justification relating to the economic benefits to the scheme. Natural England recommends that this should also refer to environmental capacity and social benefits of the scheme.
- 4.21 In response to these comments it is clear from the SPD that the Borough Council does not wish to encourage proposals over the 352 dwellings and will only consider proposals in **exceptional circumstances** and that this must be backed up by robust evidence. It is therefore not considered appropriate to consider a potential maximum number of residential units for the site over 352 dwellings when this is not what the SPD is seeking. The Council however fully accepts the point that any higher residential figure that may be considered in exceptional circumstances will need to demonstrate that there is no detrimental impact on the European sites alone or in combination. **Consequently Natural England's proposed wording regarding environmental capacity has been included in the revised Daedalus SPD.**
- 4.22 It is also worth noting that the Borough Council has already taken into account the potential for higher levels of growth. These have been built-in to the Council's emerging Appropriate Assessment for its Core Strategy where an assessment is made not only of the target figure of 2,500 dwellings but also a 4,000 dwelling scenario. This higher figure is not a target but aims to explore the effects of higher numbers of residential development above 2,500 dwellings to allow for potential enabling development on the numerous complex brownfield sites in the Borough. This higher figure has also been tested in a number of evidence studies including the PBAs transport study (referred to in the air pollution section).



### Overarching comments

- 4.23 Natural England considered that the Consultation version of the SPD did not ‘provide sufficient assurances that adverse impacts will be avoided or clear commitment to enhance the natural environment and how this will be achieved.’ It is considered that the subsequent changes made to the SPD (explained as part of Sections 5-13 of this HRA Report) address these concerns and ensure that developers are aware of these issues that need to be fully considered at the project (planning application) stage.
- 4.24 Natural England comments that the consultation version of the HRA makes references to an HRA to be undertaken at project level. However it adds that Habitats Regulations require that there is reasonable certainty at policy level that development allocations are deliverable without adverse effects in the integrity of designated sites. Therefore the Core Strategy and SPD must be subject to robust assessment, applying the precautionary principle required by the regulations. This may include the need for policy caveats where, after robust assessment, there are residual uncertainties depending on how a policy is implemented. It is considered that this advice has been incorporated in the appropriate assessment outlined in the following sections.

## **5.0 Appropriate Assessment Stage**

### **Introduction**

- 5.1 The purpose of the Appropriate Assessment stage is to analyse the likely significant effects identified during the screening stage, as well as those effects which were uncertain or not well understood and taken forward for assessment in accordance with the precautionary principle. The assessment should seek to establish whether or not the plan’s effects, either alone or in combination with other plans or projects, will lead to adverse effects on the integrity of the European sites, with regard to the sites’ conservation objectives<sup>13</sup>. Site integrity can be described as follows:

*‘ the integrity of a site is the coherence of its ecological structure and function, across its whole area, that enables it to sustain the habitat, complex of habitats and/or the levels of populations of the species for which it was classified.’<sup>14</sup>*

- 5.2 It should be borne in mind that appropriate assessment for a plan is unlikely to be as detailed as an assessment undertaken at project level. The object is to assess whether it can be ascertained that the elements of the plan, alone or in combination with each other would have an adverse effect on the integrity of a European site.
- 5.3 The following measures may be necessary in order for the local planning authority to ascertain that there would be no adverse effects on the integrity of a European site:
- deletion of the policy or proposal that may cause the adverse effect;
  - reduction in the scale of the potentially damaging provision;
  - relocation or alteration of the spatial distribution of the potentially damaging provision;
  - introduction of counteracting measures, especially of a strategic nature, including the addition of appropriate caveats to policies;
  - lower tier Habitats Regulations Assessment where certain criteria is met.

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<sup>13</sup> see Appendix III of the Council’s Core Strategy: Screening HRA Report [www.gosport.gov.uk/cs-hra](http://www.gosport.gov.uk/cs-hra) .

<sup>14</sup> ODPM (2005): Government Circular: Biodiversity and Geological Conservation – Statutory Obligations and their Impact within the Planning System. ODPM (2005): Government Circular.

- 5.4 Each of the identified effects contained in Table 4 are outlined in the following sections and include the following:
- signpost to key evidence or outline forthcoming evidence not yet available;
  - explanation of the type of impact;
  - potential source of impact;
  - relevant sites and potential effects on their integrity;
  - key considerations relating to the assessment;
  - avoidance and mitigation measures;
  - key changes to the SPD; and
  - overall findings.
- 5.5 As previously stated much of the assessment work, but not all, has been based on the emerging HRA work for the Gosport Core Strategy.

## 6.0 Air Pollution

### **Key evidence:**

Road Transport Emissions Impacts on Nature Conservation Sites (AEA Technology 2010)

This was commissioned in 2007 by PUSH to examine the atmospheric pollution effects of growth planned within the South Hampshire Sub Regional Strategy on nationally and internationally important nature conservation sites. A dispersion model was used to predict the contribution from roads to concentrations of oxides of nitrogen and ammonia and the rates of nutrient nitrogen and acid deposition in such sites. The model also predicted the additional contribution in 2026 resulting from traffic associated with growth generated by development in the PUSH area, including that planned for within the Core Strategy including development at Daedalus

Assessing the Impact of the Harbour Authorities LDF Proposals in the Strategic Highway Network (PBA 2009)

<http://www.gosport.gov.uk/sections/your-council/council-services/planning-section/local-development-framework/evidence-base-for-ldf/transport-assessment/>

This was prepared on behalf of the four south-east Hampshire local authorities; Gosport, Fareham, Portsmouth and Havant. The assessment uses pre-existing transport models, together with additional validating data and details of strategic housing (2,500 dwellings in Gosport Borough), employment and retail development across the four authority areas and beyond. It makes predictions of traffic flow increases for the years 2016 and 2026, and takes into account strategic developments such as Daedalus and transport measures (proposed and planned). An assessment has also been made for a higher scenario (4,000 dwellings) in Gosport to understand the impact of higher levels of development above the 2,500 dwelling target.

Non-statutory strategic environmental assessment undertaken by SEEDA to support GBC's SPD (Drivers Jonas 2009)

This was background work commissioned by SEEDA to help inform the SPDs. Whilst the document has not been formally published by SEEDA the contents have not only informed the SPDs but have provided an environment assessment on the potential impacts of Daedalus site. This work is more useful for assessing local impacts for Daedalus rather than in-combination aspects which are covered by the previous two studies. This study includes advice relating to potential pollution arising from dust.

### **Potential type of impact**

- 6.1 Atmospheric pollution was originally identified as a potential impact in the Screening Report because proposals at Daedalus in-combination with other residential, employment, leisure and other development in the sub-region is likely to increase road traffic. This additional traffic will cause pollution which could impact upon the European sites.
- 6.2 Road traffic emits a range of pollutants including oxides of nitrogen (NO<sub>x</sub>), volatile organic compounds, heavy metals, particulates and ammonia. The habitats most

sensitive to air pollution present in the European sites within the scope for the assessment are:

- Grazing marsh
- Shingle
- Other littoral and supralittoral rocks and sediments
- Beech, oak and bog woodland
- Acid calcareous and neutral grasslands.
- Saltmarsh
- Sand dunes
- Lowland heathland
- Mires and bog

- 6.3 The main pollutant effects of interest are acid deposition and eutrophication by nitrogen deposition. High concentrations of nitrogen oxides can have a number of detrimental impacts on vegetation including reducing rates of photosynthesis, affecting rates of regeneration and growth, and damaging the health of plants with consequent effects on the wider food chain.
- 6.4 Nitrogen plays an important role in all impact mechanisms. Over half of all emissions of nitrogen and nitrogen oxides in the UK are the result of vehicle exhausts, with an estimated 92% of those associated with residential development being contributed by road traffic (Dore et al, 2005). Nitrogen emissions and associated ammonia from traffic generated by residential and commercial developments will therefore be the focus of this part of the assessment. The scope can be further refined by concentrating on traffic growth on roads within 200m of European sites, as beyond 200m effects of emissions from this source diminish to the equivalent of background levels (Laxen & Wilson (2002), DfT (2005)).
- 6.5 Natural England in response to the Council's Screening Statement confirmed that the HRA should consider the potential impacts of air pollution due to increased traffic from the development on all roads that pass within 200m of a designated site, where there is likely to be a significant increase in traffic as result of the development. This may be at some distance from the new development itself.
- 6.6 Sulphur dioxide emissions, which have decreased significantly in the UK over the last two to three decades through tighter regulation, are generally associated with centralised power generation. Ammonia emissions are closely related to agricultural sources and some industrial processes. The Core Strategy does not promote new centralised energy generation facilities and does not have an agricultural economy.
- 6.7 It is also recognised that dust largely resulting from construction phases can impact on important habitats through effects such as smothering. There may be, in some limited circumstances, the issue of toxicity related to particular types of dust such as cement, which is very alkaline and could affect the pH of an area.

#### **Potential source of impact**

- 6.8 It is recognised that traffic generated by the development can produce air pollution. This traffic may be generated from residential, employment or leisure uses on the site and can have alone or in-combination impacts over a wider area or more localised impacts. This potentially includes:
- Traffic travelling to and from Daedalus and the Gosport peninsula in-combination with other development in the PUSH area having an impact on a wide number of European sites- this could occur at both the construction and operational phases;
  - A significant proportion of traffic travelling to/from Daedalus will travel from/to Junction 11 of the M27 via Quay Street in Fareham. This route passes within 200m of the Portsmouth Harbour SPA/Ramsar in Fareham.

- The southern end of Daedalus will be served by Stubbington Lane/Marine Parade within 60 metres of the Solent and Southampton Water with the potential for a new junction.

6.9 Dust generated during the construction phase has the potential to impact on the immediate vicinity i.e. Hill Head part of the Solent and Southampton Water SPA.

#### **Relevant sites and potential effects on their integrity**

6.10 Based on the AEA Technology (2010) study and the Core Strategy HRA assessment it is clear that planned development in South Hampshire, of which the proposals in the Gosport Core Strategy including development at Daedalus is an integral part, will lead to adverse effects on the ecological integrity of some habitat types as pollutant levels exceed established critical load/level. Sites include:

- River Itchen SAC;
- Solent Maritime SAC (Langstone Harbour and Lower Test valley in particular)
- Chichester and Langstone Harbours SPA/Ramsar (especially Langstone Harbour)
- Portsmouth Harbour SPA/Ramsar
- Solent and Southampton Water SPA/Ramsar (Lower Test Valley in particular).

6.11 Atmospheric pollution effects on the New Forest SAC/SPA/Ramsar are not considered likely.

6.12 In considering all the sites that could be affected at least seven effects on the ecological integrity are possible:

- Interrupts progress towards achieving the conservation objectives of the site;
- Disrupts those factors that help to maintain favourable conservation status onsite;
- Interferes with the balance, distribution and density of key species that are the indicators of the favourable conservation status of the site;
- Causes changes to the vital defining aspects (e.g. nutrient balance) that determine how the site functions as a habitat or ecosystem;
- Reduces the area of key habitats;
- Changes the balance between key species; and
- Reduces the diversity of the site.

#### **Key considerations**

##### Traffic pollution

6.13 The AEA Technology Study includes detailed technical data of the potential effects. Key considerations are outlined below. A dispersion model was used to predict the contribution from roads to concentrations of oxides of nitrogen and ammonia and the rates of nutrient nitrogen and acid deposition in such sites. The model also predicted the additional contribution in 2026 resulting from traffic associated with growth generated by development in the PUSH area, including that planned for within the Core Strategy. Due to conflicting forecasts of traffic growth from development across the area, the report assumes growth at a rate of 45% for the M271 and Redbridge Causeway, and 15% for all other modelled roads. The report acknowledges this is likely to be an overestimate in some cases.

6.14 Critical levels for oxides of nitrogen and ammonia concentrations and critical loads for nitrogen and total acid deposition provide benchmarks for assessing the potential for

harm from air pollution. Nilsson and Grennfelt (1988) define critical loads and levels as “a quantitative estimate of exposure to one or more pollutants below which significant harmful effects on specified sensitive elements of the environment do not occur according to present knowledge”.

- 6.15 However, these critical loads and levels are already exceeded at background locations, away from roads, throughout much of South Hampshire. In order to assess the impact of traffic growth on air quality within the nature conservation sites, AEAT (2010) compared pollutant concentrations and deposition rate for the following scenarios.
- Recent year (2007/08);
  - Future year 2026 without development promoted by the South Hampshire Sub Regional Strategy; and
  - Future year 2026 with South Hampshire Sub Regional Strategy development.
- 6.16 The findings are presented as a comparative analysis of the scale of impact rather than drawing conclusions as to the level of significance of harm to habitats. The overall findings conclude that, of the relevant European sites assessed, only Langstone Harbour (including parts of Solent Maritime SAC, but not Chichester Harbour) is likely to be a recipient of the greatest air pollution impacts in 2026.
- 6.17 The report shows that:
- Modelled concentration levels of NOX are lower in 2026 with South Hampshire development than in 2007 for all sites;
  - Modelled concentrations of ammonia (NH<sub>3</sub>) are higher in 2026 with South Hampshire development than in 2007 for Portsmouth Harbour SPA/Ramsar and River Itchen SAC;
  - Modelled deposition loads of nutrient nitrogen are lower in 2026 with South Hampshire development than in 2007 for all sites
  - Modelled deposition loads of acidity from nitrogen are lower in 2026 with South Hampshire development than in 2007 for all sites.
- 6.18 The critical load or level for most pollutant types is likely to be exceeded to some extent in 2026. However, in many cases this is predominantly the case close to the road (but still within the European site) rather than throughout the site. This is particularly so for atmospheric concentrations (levels) of nitrogen and ammonia. Deposition of nutrient nitrogen tends to disperse more widely over each site, and this is more pronounced for nitrogen acidification.
- 6.19 Cases where atmospheric nitrogen from development adds more than 3% of the critical level and affects 60% or more of a given habitat type are generally restricted to Langstone Harbour and Lower Test Valley. Portsmouth Harbour and the River Itchen are the only sites to experience an increase in atmospheric ammonia as a result of development by 2026. Sites receiving more than around an additional 1% of nutrient nitrogen across more than 60% of multiple habitat areas as a result of development are limited to Langstone and Portsmouth Harbours, and less so River Itchen and Lower Test Valley.
- 6.20 Importantly it is considered that the Lee-on-the-Solent to Itchen Estuary part of the Solent and Southampton Water SPA, which is in close proximity to Daedalus will receive very little additional pollution as a result of South Hampshire development in 2026. It is considered that in broad terms the access strategy of the Daedalus SPD will assist in diverting traffic from the road closest to the Solent/Southampton Water SPA. It is anticipated that the main access serving the site will be on Broom Way which will take the bulk of the traffic movements including heavier vehicles. This access is some 1.4km

east north east of the European site and is therefore likely to take traffic off Stubbington Lane closest to the SPA. There will be a signage strategy in place to route heavy goods vehicles to the primary access at Broom Way which is highlighted in the SPD.

- 6.21 However the SPD anticipates that a new secondary access point serving Daedalus could be created within 100 metres of the site and that this will be traffic-signal controlled. The impact of this new junction and whether it has any air pollution implications will need to be assessed as part of a planning application both in relation to human health and impact on European sites.
- 6.22 Little additional pollution will also be received at Chichester Harbour, Eling and Bury Marshes, New Forest, and Upper Hamble Estuary and Woods

#### Traffic modelling

- 6.23 An extensive transport assessment has been prepared on behalf of the four south-east Hampshire local authorities (PBA, 2009); Gosport, Fareham, Portsmouth and Havant. The assessment uses pre-existing transport models, together with additional validating data and details of strategic housing (2,500 dwellings in Gosport borough), employment and retail development across the four authority areas and beyond. It makes predictions of traffic flow increases for the years 2016 and 2026, and takes into account the following strategic developments and transport measures (proposed and planned; not exhaustive):
- Housing, employment and retail allocations of Fareham, Portsmouth, Gosport and Havant;
  - North of Fareham Strategic Development Area (SDA);
  - Whitely major development;
  - West of Waterlooville major development;
  - North Hedge End SDA;
  - M27 climbing lanes between junctions 11 and 12;
  - Tipner interchange on the M275;
  - Link road from North of Fareham SDA to M27 J11;
  - Premium Bus Network improvements; and
  - Bus Rapid Transit (BRT; Gosport – Fareham – Fareham SDA – Cosham – Portsmouth – Horndean)
- 6.24 The assessment uses 22 key junctions to illustrate projected traffic growth, two of which are within 200m of Solent Maritime SAC and Chichester and Langstone Harbours SPA/Ramsar at Langstone Harbour (Farlington and Broadmarsh). A further three junctions are within 200m of Portsmouth Harbour SPA/Ramsar, at Horsea Island, Wallington roundabout and Quay Street, Fareham.
- 6.25 The Study indicates that the projection of traffic increase on roads serving development on the Gosport peninsula is likely to be at a lower rate than the projections for the AEAT Study.
- #### Dust
- 6.26 Dust could have an impact on the European sites during future construction works. Most dust is normally deposited within 100 metres of the source. Parts of the SPA are within 100 metres of the site and consequently it may be necessary to consider mitigation measures.

**Scope and Limitations of Assessments**

- 6.27 The AEA Technology (2010) report is predicated on a number of assumptions and limitations, not least the difficulty in acquiring robust estimations of additional traffic growth. Those limitations apply to the findings of this section of the assessment. It is assumed that transport improvements contained in the PBA (2009 and 2010) assessments are deliverable and lead to anticipated levels of modal shift.
- 6.28 The proposed revocation of the South East Plan in July 2010 introduced an extra degree of uncertainty into the assessment: the supporting studies referred to above base many of their assumptions on the level and distribution of development agreed through the plan. But it seems likely that the quantum of development to be pursued across the sub-region would decrease rather than increase in response.
- 6.29 It is considered that it is not within the scope of the appropriate assessment for an SPD to include quantified detailed information regarding traffic movements and their potential emissions given that the document is to provide a broad framework and that the details of what type of development is proposed and the level of traffic movements can only be assessed at the project level i.e. at the planning application stage. It is considered that the assessment conducted at the Core Strategy stage is the most applicable level of assessment for the Daedalus SPD particularly as the similar levels and types of development identified in the SPD were included in the transport assessment conducted by PBA.
- 6.30 In the light of the above considerations further information will be required at the planning application stage to inform an appropriate assessment. This includes:
- further detail on local baseline air quality. Discussion with GBCs and FBCs Environmental Health Officers should be carried out to establish the scope of the assessment. Additional monitoring using diffusion tubes may be necessary.
  - An assessment of traffic emissions during future development will be required in accordance with the requirements of PPS23-Planning and Pollution Control
  - Specific studies may be required for particular uses such as any waste type facilities
  - Measures to minimise the impact of construction works on air quality (typically the control of dust) should be established and integrated into a site-wide Construction Environment Management Plan (CEMP).

**Avoidance and mitigation**

- 6.31 As a result of the findings of the assessment, development may in-combination with other plans and projects have an effect on the European sites within the sub-region and consequently a number of measures are required or could be required (depending on the results of more detailed assessment at the project level (i.e. planning application)).
- 6.32 The assessment below outlines key measures that can be taken. Some measures were included in the Consultation version of the SPD and are retained in the SPD whereas as other have resulted in changes to the SPD (see section below). It will also be appropriate for developers as part of a planning application to consider the detailed implications of these measures.

Reduce number of car trips, reduce journey lengths, reduce out-commuting, congestion and resulting air pollution impacts:

- 6.33 The development strategy at Daedalus can contribute to reducing air pollution impacts by creating significant local employment opportunities and thereby assist in reducing out-commuting and reducing air pollution. A mixed use site will create the potential for linked trips thereby reducing the need to use the car. Development at Daedalus could

potentially reduce the amount of traffic using Quay Street junction in Fareham which is an Air Quality Management Area and close to the Portsmouth Harbour SPA.

- 6.34 A 'do-nothing' approach could potentially lead to even greater out-commuting by car resulting in increased levels of congestion and pollution.

Facilitate opportunities for people to use modes of transport other than the private car.

- 6.35 Local opportunities for employment as well as leisure will lead to shorter journeys and greater potential for use of other modes of transport other than the private car such as public transport, cycling and walking. The Borough already has some of the highest cycling rates in the country<sup>15</sup> and consequently there is tremendous scope to encourage this form of transport to the Daedalus site

- 6.36 The SPD includes measures to help facilitate the use of other modes of transport including:

- Bus - need for improved bus serves to serve the site;
- Cycle - new cycle routes to serve the site; and
- Pedestrian - improved linkages between the Daedalus site and Lee Centre, surrounding residential areas and Lee Seafront.

- 6.37 It will be necessary for developers to provide a travel plan for the site demonstrating how car trips can be minimised.

Routing of traffic

- 6.38 The SPD requires a signage strategy is in place to route traffic to the Broom Way Access and therefore consequently away from Stubbington Lane and Marine Parade which is significantly closer to the SPA.

Use of green infrastructure to mitigate any identified impacts

- 6.39 The use of green infrastructure can help reduce emissions at the source and the effects on receptors. Mitigation at source includes:

- the incorporation of green roofs into the design of schemes within development sites, which can help remove dust, heavy metals and nitrogen from the air. Other benefits relate to drainage and biodiversity as well as reducing the heat island effect, which is the main cause of ozone production.
- Tiling and building materials are available which have a coating that absorbs nitrous oxide from the atmosphere.
- Mitigation can also include extensive tree planting acting as a buffer against potentially polluting activities such as transport corridors. Measures can be used around any new industrial plant and energy centres.

- 6.40 It will be necessary to choose the right species in order to filter air pollution and to be able to withstand its environment. The scale of planting may be considerably greater than that required for its landscaping role. The appropriateness for the Daedalus site will depend on uses proposed and its suitability for an airfield location. There may be scope on certain parts of the site.

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<sup>15</sup> 6<sup>th</sup> highest proportion of any local authority area for cycling to work in 2001 Census



Construction impacts

- 6.41 In relation to the identified impacts during the construction phase (site preparation, demolition and construction) a number of mitigation measures may be necessary:
- the use of low level screens to enclose appropriate areas of the site throughout the construction period;
  - the construction and hard surfacing of existing roads prior to the construction of buildings;
  - the provision of easily cleaned hardstanding areas for vehicles;
  - the position of any concrete crushing facilities away from sensitive receptors and enclosed with low level screens;
  - the regular cleaning by brushing and water spraying of heavily used areas and access routes;
  - the provision of wheel-washing facilities adjacent the exit point onto the public highway;
  - dusty materials, stockpiles and dusty activities such as cutting and grinding should be located away from the site boundary and effectively screened;
  - vehicles carrying waste material off-site to be sheeted, if there is any risk of dust blow; and
  - no fires should be allowed on the site.

The SPD requires that a Construction Environmental Management Plan (CEMP) should be prepared in consultation with GBC, FBC and the Environment Agency to ensure that the likely effects of construction are fully understood and that sufficient controls for the environmental management of air quality are in place throughout the construction period.

Monitoring

- 6.42 It may be necessary for the developer to assist with the monitoring of air quality in the area particularly in the Stubbington Lane/Marine Parade area close to the SPA at Hill Head.

**Key changes to the SPD**

- 6.43 As a result of comments received at the Consultation stage and further consideration of many of the potential measures identified above a number of changes have been made to the SPD (see Table 5).

**Table 5: Changes to the SPD in relation to the potential air pollution impact**

Issue	Comment
Recognise the need to consider the environmental capacity of the area in relation to additional dwellings.	Add new sentence (at the end of paragraph 4.28) in the residential part of the Development Strategy  <i>'It will also be necessary to ensure that the environmental capacity of the area will be considered in relation to any additional dwellings, particularly with regard to potential impacts on internationally important habitats within the vicinity.'</i>
Make an explicit reference that makes it clear that development that will have a significant impact on the European sites will be refused.	Include text in the biodiversity section of the Daedalus SPD to read:  'It is important to recognise that any development that would be likely to have a significant effect on a designated site, either alone or in combination with other plans and projects would not be in accordance with the Habitats Regulations 2010 or the development plan and would be refused.'
Strengthen text in the SPD that recognises the in-combination effects of development across the	Include text in the biodiversity section of the Daedalus SPD to read:  <i>The Daedalus SPD has been subject to assessment under the</i>

sub-region and the potential impact on European sites.	<i>Habitats Regulations 2010 which has influenced the development options for the site. The Council recognises that additional growth in the Borough, in-combination with growth in neighbouring authorities could without appropriate management and mitigation, lead to adverse effects on European sites. In order to prevent such effects, the Borough Council will work with other authorities (including the Partnership for Urban South Hampshire) to develop and implement a strategic approach to protecting European sites from recreation pressures and other impacts of development. Where development at Daedalus is shown to have an impact on European sites, the developer will be required to consider and implement a range of mitigation measures which are outlined below and in the other relevant sections of this SPD.</i>
Ensuring that the potential impacts of traffic-related emissions are assessed and where necessary avoided and/or mitigated.	Include text in the transport and accessibility section of the Daedalus SPD to ensure that the details relating to traffic movements included in the Traffic Assessment are used to support the Environmental Statement <sup>16</sup> (which will be necessary to provide evidence in order that the Council can undertake a project-level appropriate assessment).
Use of green infrastructure to mitigate any identified impacts	A new green infrastructure section identifies measures identified in the HRA Report

### Appropriate Assessment findings

- 6.44 The Core Strategy's and SPD's effects on atmospheric pollution are integrally assessed in combination with the effects of other plans and programmes elsewhere in the sub-region; AEA Technology (2010) takes into account development planned throughout South Hampshire, while PBA (2009 and 2010) addresses the traffic growth of the four south east Hampshire authorities, as well as selected strategic development.
- 6.45 The significance of air pollution is not possible to quantify at the SPD level and given the uncertainty relating to the type of development it would not be meaningful to provide further assessment at this stage. However it is clear from the above assessment that air pollution at the construction and operational stages of development at Daedalus could have an impact on the Solent and Southampton Water SPA as well as other internationally important sites in-combination with other developments in the sub-region. Therefore it is necessary to incorporate a precautionary approach in the SPD including further guidance to developers.
- 6.46 It is considered that subject to the measures outlined above being successfully incorporated into the SPD and implemented together with the Core Strategy's transport strategy, effects associated with air pollution can be satisfactorily avoided and reduced. Importantly, this includes a commitment to flexibility in the rate, scale and distribution of development, and the ability to respond to the findings of new evidence where this suggests the need for an adjusted approach to the protection of European sites. It is therefore considered necessary for the SPD to highlight issues with air pollution and recommend what control measures are necessary to ensure that development does not have a detrimental impact on the European Sites.
- 6.47 Detailed air pollution assessments will be completed at the project level as planning applications come forward. Such assessment will allow construction and operation

<sup>16</sup> part of the Environmental Impact Assessment process

phase impacts to be defined in greater detail and where possible quantified to allow the incorporation of mitigation and/or enhancement measures within the general framework set out by the SPD.

## 7 Disturbance from recreation

### Key evidence:

Changing Patterns of Visitor Numbers within the New Forest National Park, with particular reference to the New Forest SPA (J Sharpe, J Lowen and D Liley 2008)

This report explores whether the numbers of people visiting the New Forest are currently having a detrimental effect on species and habitats of European importance. The study is based on an assessment of recreational impacts on selected bird species, on the basis that they are indicators of the general health of the National Park's protected habitats and because work on other areas of southern England has shown these species to be impacted by human disturbance. This assessment looks at the present day, but also considers the implications of new housing developments planned for southern England which will have an impact on recreational patterns, and thus, potentially, on the Park's biodiversity.

Forthcoming Evidence: Solent Disturbance and Mitigation Strategy (Solent Forum)

The project seeks to assess the current impacts of visitor numbers and activities on the survival rates of internationally designated wintering waterbirds throughout the Solent coast, and to establish the likely additional impact from the residents of development proposed in the area. This study will help inform whether sites around the Solent require new management measures to reduce disturbance to the birds using protected habitats. Further details regarding this multi-staged project can be found on the Solent Forum website.

[http://www.solentforum.org/forum/sub\\_groups/Nature\\_Conservation\\_Group/Disturbance%20and%20Mitigation%20Project/](http://www.solentforum.org/forum/sub_groups/Nature_Conservation_Group/Disturbance%20and%20Mitigation%20Project/)

### Potential type of impact

- 7.1 Recreational development and developments that may increase the recreational use of coastal areas, or the nearby New Forest, are seen as having potential detrimental impacts on important bird assemblages. The impact hypothesis is that targeted development will increase the level of recreation that will adversely impact on the bird populations supported by European sites; although establishing the impact at population level is very difficult and is likely to be site-specific and species-specific. The impacts may be experienced through direct habitat loss, disturbance while feeding/breeding/roosting, effects on food resource and so on, while factors may act in combination. Evaluation of the impacts of proposed development plans should consider the characteristics and scale of both the recreational use change and the impacts on the bird populations.
- 7.2 Impacts associated with disturbance from recreation differ at coastal and inland areas, and between seasons, species, and individuals. Birds' responses to disturbance can be observed as behavioural or physiological, with possible effects on feeding, breeding and taking flight. Disturbance can be caused by a wide variety of activities and, generally, both distance from the source of disturbance and the scale of the event will influence the nature of the response. Factors such as habitat, food requirements, breeding behaviour, cold weather, variations in food availability and flock size, will influence birds' abilities to respond to disturbance and hence the scale of the impact (Stillman et al, 2009).
- 7.3 On the other hand, birds can modify their behaviour to compensate for disturbance, for example by feeding for longer time periods, while some birds can become habituated to particular disturbance events or types of disturbance, and this habituation can develop over short time periods (Stillman et al, 2009). The New Forest SPA experiences different challenges as a result of recreational pressure to the Chichester and Langstone

Harbours SPA/Ramsar, Portsmouth Harbour SPA/Ramsar and Solent and Southampton Water SPA/Ramsar.

- 7.4 At the coastal areas, it can be helpful to divide impacts into the effects of disturbance on overwintering birds, or on breeding birds (Stillman et al, 2009). Impacts to wintering birds are thought to be centred on interruption to foraging, and less so roosting, and individuals alter their threshold in response to shifts in the basic trade-off between increased perceived predation risk (tolerating disturbance) and the increased starvation risk of not feeding (avoiding disturbance) (Stillman et al, 2009). During the breeding season, impacts on shorebirds are akin to those on ground-nesting inland birds, in that predation of eggs, as well as trampling and increased thermal stress, when birds flush the nest in response to a disturbance event has a negative impact on breeding success (Stillman et al, 2009).
- 7.5 At the New Forest, it is the ground and near-ground nesting birds that are particular receptors of negative effects, such as Dartford warbler, nightjar and woodlark. Studies by Langston et al (2007), Liley and Clarke (2003), and Murison (2002) for example, investigated the effect of disturbance on nightjar on heaths in Dorset, finding that breeding success of nightjar is significantly lower close to paths, and that proximity to housing has a negative relationship with the size of the population (Langston et al, 2007).
- 7.6 The most common cause of breeding failure for this ground-nesting species was due to daytime predation of eggs when disturbance caused an incubating bird to leave the nest. Similarly, the study by Murison et al (2007) revealed that for Dartford warbler on Dorset heathland, disturbance also reduced breeding activity, particularly so in heather-dominated territories. Birds in heavily disturbed areas (eg, close to access points and car parks) delayed the start of their breeding by up to six weeks, preventing multiple broods and so reducing annual productivity. Most of this disturbance was found to come from dog-walkers as a result of dogs being encouraged to run through the vegetation after sticks.

#### **Potential source of impact**

- 7.7 Development at Daedalus could have a recreational disturbance impact on European sites in several ways as set out below:
- recreational disturbance generated by new residents of the development on the immediate area - i.e. the SPA at Hill Head (Solent and Southampton Water SPA) which is within 100m of the site
  - residents using areas further afield within South Hampshire for recreational purposes, particularly in combination with development at other sites in the sub-region.
  - recreational disturbance generated by particular leisure/recreational uses associated with development at Daedalus (eg increased access along the coast and water sports)

#### **Relevant sites and potential effects on their integrity**

- 7.8 At least nine effects on the ecological integrity of Chichester and Langstone Harbours SPA/Ramsar, Portsmouth Harbour SPA/Ramsar, Solent and Southampton Water SPA/Ramsar, and New Forest SPA are possible:
- Interrupts progress towards achieving the conservation objectives of the site;
  - Disrupts those factors that help to maintain favourable conservation status onsite;
  - Interferes with the balance, distribution and density of key species that are the indicators of the favourable conservation status of the site;

- Reduces the area of key habitats;
- Reduces the population of key species;
- Changes the balance between key species;
- Reduces the diversity of the site;
- Results in disturbance that could affect population size or density or the balance between key species; and
- Results in fragmentation.

### **Key considerations**

- 7.9 Two key studies have been initiated in recent years to examine the effects of recreational pressure at Solent European sites and the New Forest. The following sections discuss the way in which strategic development objectives across south Hampshire, including that in Gosport, could impact on European sites at coastal and inland areas.
- 7.10 Analysis of impacts of disturbance from recreation remains a complex challenge, and where many significant data gaps and methodological limitations arise. The impacts may affect overwintering birds and breeding birds, and therefore the effects and locations of potential impacts will vary seasonally. The level of recreational use will also vary seasonally, with the highest levels of recreational use of the New Forest, coast and near-shore areas being experienced during summer. The duration of potential impact is also longer during the summer months. Disturbance needs to be considered for different recreational activities (e.g. walking, dog walking, canoeing, and other watersports), and for the variety of species and habitats.
- 7.11 The majority of recreational users across the Hampshire coast are local (within 10km), and whilst around half of visitors to the New Forest are from outside the South East, the number of people it attracts from the Solent is extensive (Scott Wilson and Levett-Therivel, 2008). Recreational hotspots are generally away from key bird roosts, feeding or breeding grounds and are predominantly summer usage sites.
- 7.12 Further research into this impact type in relation to European sites in South Hampshire is currently underway through the Solent Disturbance and Mitigation Project (SDMP). Unfortunately the results and potential mitigation measures will not be known until later in the year and consequently the Daedalus SPD will need to take a precautionary approach. Opportunities to respond to, and avoid, any predicted effects are likely to require a combination of measures, including the provision of suitable alternative recreational facilities to deflect pressure from European sites. In addition it will be necessary to consider access and site management measures at European sites themselves.

### Consideration for cumulative and in-combination effects

#### *Coastal areas around the Solent*

- 7.13 The Solent provides locations for a wide range of recreational activities and there are high levels of housing around the Solent shoreline, with particularly high densities in the urban areas of Southampton and Portsmouth. An estimated 1.44 million people live within a ten minute drive of a car park at the Solent coast (Stillman et al, 2009).
- 7.14 Tourists make up a significant proportion of visitors at some sites, although sites vary in their: attractiveness to tourists; suitability for particular kinds of access; and accessibility to the local population. To the east of Southampton Water there are much higher

densities of housing and at many sites local people are likely to account for a higher proportion of visitors.

- 7.15 Future development is likely to result in a large increase in the residential population, particularly in the vicinity of Southampton, Portsmouth and Fareham. Monitoring of recreational access has been limited to date, making it difficult to determine how patterns of access have changed over time and how they may change in the future.
- 7.16 The Solent Disturbance and Mitigation Project was initiated in response to concern over the impact of disturbance on coastal birds and their habitats. The focus of the project is on the likely effects of increased visitor pressure and recreational use arising from planned development around the Solent. The Project has gathered data on bird numbers and their responses to various forms of recreational disturbance, visiting patterns at specific sites, household surveys to help gauge which locations are most popular and why, and then to model predicted effects on birds at hotspots of recreational visiting activity. The Project will then combine findings of earlier phases in order to determine how development planning can influence these responses and ways in which impacts might be mitigated.
- 7.17 Whilst the Daedalus SPD (and the emerging Core Strategy) set out potential measures that could be implemented to mitigate any effects it will not be until the SDMP is completed that the Borough Council will have a full understanding of what mitigation measures are actually necessary for different development. Hence it is necessary for the SPD to adopt a precautionary approach which makes it clear that these findings will be taken into account at the project stage.

*Inland areas: The New Forest*

- 7.18 Analysis of changing patterns of visitor behaviour in the New Forest informs this section (Sharp et al, 2008). The work shows that most day visitors to the Forest, and a large proportion of total visitors, come from within 20km of the National Park boundary, while between 78% and 95% of visits are made by car. The report states that the estimated number of current annual visits to the New Forest (over 13 million per year) is predicted to increase by 1.05 million visits annually by 2026 based on sub-regional development objectives.
- 7.19 Sharp et al (2008) estimate that around three quarters (764,000) of this increase will originate from within the first 10km from the Forest. Separating distances into individual 1km bands, between 10,000 and 50,000 additional visitors will originate from within each of the bands 8 to 18 km from the Forest in any direction. At its closest point, Gosport borough lies approximately 11.5km from the New Forest as the crow flies although by road access from Gosport to the New Forest National Park is approximately 35km taking the most likely M27 route.
- 7.20 Approximately 3,000 - 4,000 additional visitors per year will come from within each 1km band (in any direction) from the Forest beyond a distance of 20km. The report concludes that development close to the [National] Park will have the greatest impacts on visitor pressure, with a high proportion of the increase being generated by development within 7km of the National Park boundary, and relatively little impact beyond 20km.

Considerations for Site Specific Proposals

- 7.21 Daedalus is within 100 metres of the Solent and Southampton Water SPA. The intertidal areas to the west at Hill Head, support an important bird assemblage vulnerable to disturbance from recreational activity, and proposed residential development.
- 7.22 The local area to Daedalus is relatively well served by semi-natural greenspace, with scope to make improvements to areas such as the Alver Valley which can help deflect

pressure from sensitive sites. Consequently it is necessary to improve linkages between Daedalus and the Alver Valley and countryside areas to the north within the strategic gap.

- 7.23 Importantly Daedalus is close to the already popular Lee-on-the-Solent seafront with its pebble beach, promenade and clifflands. This stretch of open space will continue to provide recreational opportunities for residents of Daedalus. It will be important that Lee Seafront, eastwards of Daedalus, continues to be an attraction for residents to use. It may be necessary to consider management measures westwards of Daedalus towards Hill Head if it is shown that development at Daedalus will have a disturbance impact. The findings of the SDMP will help identify any impacts together with any evidence at the project stage to support a future planning application.

#### **Scope and limitations of assessment**

- 7.24 This section of the assessment is limited by the ongoing nature of the Solent Disturbance and Mitigation Project, the findings of which would allow a more robust assessment of the likely effects of the SPD on Solent European sites.
- 7.25 The proposed revocation of the South East Plan in July 2010 introduced an extra degree of uncertainty into the assessment. The supporting studies referred to above base many of their assumptions on the level and distribution of development agreed through the plan, but it seems likely that the quantum of development to be pursued across the sub-region would decrease rather than increase in response.

#### **Avoidance and mitigation measures**

- 7.26 The assessment below outlines key measures that can be taken. Some measures were included in the consultation version of the SPD and are retained in the SPD whereas others have resulted in changes to the SPD (see section below). It will also be appropriate for developers as part of a planning application to consider the detailed implications of these measures.

#### Use of green infrastructure to mitigate any identified impacts

- 7.27 The Council recognises that additional growth in the Borough, including development at Daedalus, could in combination with growth in neighbouring districts, lead to adverse effects upon European sites. Consequently there is a need for appropriate mitigation measures. These will be identified through the forthcoming Solent Disturbance and Mitigation Strategy with the PUSH authorities working together to ensure sub-regional implementation where appropriate. This is being coordinated through the implementation of the PUSH Green Infrastructure Strategy (UE Associates, 2010) currently being undertaken by the local authorities and their partners.
- 7.28 Natural England expects to see a commitment within the SPD to implement the recommendations of the Solent Disturbance and Mitigation Project. Consequently the SPD will include an appropriate commitment.
- 7.29 Measures could include the adequate provision of alternative recreational space as well as support via developer contributions for access management measures within and around European sites at the Solent and New Forest.
- 7.30 A number of specific measures are already included in the Daedalus SPD including:
- The provision of a new country park at the Alver Valley can help ease pressure on sensitive parts of the coast. The Alver Valley is particularly well-placed due to its close-proximity to popular and less sensitive sections of the coast at Lee-on-the-Solent and Stokes Bay. The three areas together will provide a strong destination for a variety of recreation pursuits and thereby potentially reducing pressure on sensitive sites.

- Complementary to this, recreational access towards the south and east should be promoted and maximised, while also managing activity to avoid effects on important offsite Brent goose and wader sites.
  - Cross-boundary cooperation on management of European sites to deflect pressure from sensitive habitats.
- 7.31 Access towards Hill Head will also require careful management to avoid such effects, including sufficient screening of activity (dog-walking, cycling, etc) to prevent disturbance to birds on the intertidal habitat. Further assessment will be required at the project level on this issue as much will depend on the location of dwellings on the site. The SPD proposes to locate most on the eastern side of Daedalus further from the SPA.
- 7.32 The Daedalus SPD will need to make it clear to developers of the need to mitigate potential recreational disturbance effects.

### Key changes to the SPD

- 7.33 As a result of comments received at the Consultation stage of the Daedalus SPD and Screening Report and further consideration of many of the potential measures identified above, a number of changes have been made to the SPD (see Table 6).

**Table 6: Changes to the SPD in relation to the potential disturbance from recreation**

Issue	Comment
Recognise the need to consider the environmental capacity of the area in relation to additional dwellings.	Add new sentence (at the end of paragraph 4.28) in the residential part of the Development Strategy  <i>'It will also be necessary to ensure that the environmental capacity of the area will be considered in relation to any additional dwellings, particularly with regard to potential impacts on internationally important habitats within the vicinity.'</i>
Make an explicit reference that makes it clear that development that will have a significant impact on the European sites will be refused.	Include text in the biodiversity section of the Daedalus SPD to read:  <b><i>'It is important to recognise that any development that would be likely to have a significant effect on a designated site, either alone or in combination with other plans and projects would not be in accordance with the Habitats Regulations 2010 or the development plan and would be refused.'</i></b>
Strengthen text in the SPD that recognises the in-combination effects of development across the sub-region and the potential impact on European sites.	Include text in the biodiversity section of the Daedalus SPD to read: <i>The Daedalus SPD has been subject to assessment under the Habitats Regulations 2010 which has influenced the development options for the site. The Council recognises that additional growth in the Borough, in-combination with growth in neighbouring authorities could without appropriate management and mitigation, lead to adverse effects on European sites. In order to prevent such effects, the Borough Council will work with other authorities (including the Partnership for Urban South Hampshire) to develop and implement a strategic approach to protecting European sites from recreation pressures and other impacts of development. Where development at Daedalus is shown to have an impact on European sites, the developer will be required to consider and implement a range of mitigation measures which are outlined below and in the other relevant sections of this SPD.</i>
Include a commitment to implementing the recommendations of the	Include text in the biodiversity section of the Daedalus SPD to read: <i>'The Borough Council where applicable to the Daedalus site will</i>



Solent Disturbance and Mitigation Project	<i>require developers to contribute towards mitigation measures identified in the Solent Disturbance and Mitigation Project [include footnote providing more detail of the study]</i>
Use of green infrastructure to mitigate any identified impacts	A new green infrastructure section has been included that identifies a range of measures which are applicable to mitigating any effects of recreational disturbance including provision and links to alternative attractive multi-functional green infrastructure such as the Alver Valley.
Make specific reference to the potential disturbance impact on Hill Head	<p>The SPD includes text relating to the need for cross-boundary working to deal with any management issues relating to European sites and that in certain circumstances it may be appropriate for developer contributions to support management measures.</p> <p>Specific mention for improved cycle access westwards from Lee has been removed from the SPD (Transport and Accessibility) Section as this is unlikely to be achieved as part of proposals at the Daedalus site.</p>
Strengthening access routes to less sensitive areas	<p>The Transport and Accessibility section includes additional text that read:</p> <p><i>There are opportunities off-site to fill gaps in existing networks, such as the creation of a cycle link along Marine Parade which would link with the existing network in Gosport Borough. There is also potential to improve links between Daedalus and the proposed Alver Valley Country Park with through-movements to Rowner and other parts of the Borough. There may be further opportunities within the Fareham part of the site to improve cycle and pedestrian links with surrounding settlements including Stubbington and the existing network.</i></p>

### Appropriate Assessment findings

- 7.34 The Core Strategy's effects in relation to recreation disturbance (and consequently those included in the Daedalus SPD) are being integrally assessed in combination with the effects of other plans and programmes in the sub-region. The Solent Disturbance and Mitigation Project takes into account development planned throughout South Hampshire, while the joint strategic approach to avoidance and mitigation encapsulated in the South Hampshire Green Infrastructure Strategy (PUSH) promotes a unified means of managing the impacts of access. This will be further developed through joint working currently underway and local strategies and actions. The PUSH Green Infrastructure Strategy includes a specific project related to the Solent Disturbance and Mitigation Project.
- 7.35 In the absence of detailed monitoring and modelling data being developed through the Solent Disturbance and Mitigation Project, at the current point in time a precautionary assessment must conclude that there will be adverse disturbance effects on the integrity of Chichester and Langstone Harbours SPA/Ramsar, Portsmouth Harbour SPA/Ramsar, Solent and Southampton Water SAP/Ramsar and the New Forest SPA as a result of the SPD, either alone or in combination with other plans and projects. Avoidance and/or mitigation measures are required to remove or reduce the effects.
- 7.36 It is considered that subject to the measures outlined above being successfully incorporated in the SPD and implemented where deemed necessary, effects associated with recreational pressure can be satisfactorily avoided and reduced.

## 8 Disturbance from increased use of the slipway

### Key evidence:

Forthcoming Evidence: Solent Disturbance and Mitigation Strategy (Solent Forum)

The project seeks to assess the current impacts of visitor numbers and activities on the survival rates of internationally designated wintering waterbirds throughout the Solent coast, and to establish the likely additional impact from the residents of development proposed in the area. This study will help inform whether sites around the Solent require new management measures to reduce disturbance to the birds using protected habitats. Further details regarding this multi-staged project can be found on the Solent Forum website.

[http://www.solentforum.org/forum/sub\\_groups/Nature\\_Conservation\\_Group/Disturbance%20and%20Mitigation%20Project/](http://www.solentforum.org/forum/sub_groups/Nature_Conservation_Group/Disturbance%20and%20Mitigation%20Project/)

### Potential type of impact

- 8.1 Further to the consultation on the Screening Statement, Natural England and the RSPB consider that guidance set out in the SPD could encourage uses that will ultimately lead to an increase in the use of the existing slipway. Such usage could increase the disturbance of over-wintering birds on the mudflats at Hill Head.

### Potential source of impact

- 8.2 The disturbance effects would be related to the operational use of the existing slipway with the coming and going of watercraft. The source of the impact could be from
- recreational activities such as watersports linked to potential uses within the Daedalus site;
  - uses connected with marine related businesses which could potentially require the use of the slipway.

### Relevant sites and potential effects on their integrity

- 8.3 It is considered that the Solent and Southampton Water SPA the only site that could be potentially affected given its proximity to the slipway.

### Key considerations

- 8.4 The existing slipway is currently owned by SEEDA. The slipway is very heavily used particularly in the summer and at weekends by jet ski users, windsurfers and waterskiers. Gosport and Fareham Borough Councils work together with the Queen's Harbour Master (Portsmouth) and have zoned the seafront for different types of users.<sup>17</sup> Consequently there is already intensive existing use which is not connected with development at Daedalus and this level of use could increase without the need for any planning permission.
- 8.5 The slipway is considered an integral part of the future development of the Daedalus site and it is clear that the potential to use the slipway in connection with uses at Daedalus has been set out in the SPD. This could include marine businesses and recreational uses such as water sports. However whether there will be demand to use the slipway is very unclear at this stage. It is only at the planning application stage when there would be a clearer indication of the types of uses proposed for the site and whether any of these uses will result in a decrease or increase in current usage. In theory a decrease could occur if any new operator chose to manage the slipway in an alternative way for different types of users.

<sup>17</sup> <http://www.gosport.gov.uk/sections/your-council/council-services/leisure-amenities/water-activity-information/>

- 8.6 It is also not known what type of activity that will occur on the slipway. For example it could be considered that current recreation activities such as jetskiers which use a restricted area could cause greater disturbance than the launch of an occasional boat built on the site. Much therefore depends on how the slipway is managed, the type of users, what times it is used and the level of use.
- 8.7 It is therefore not appropriate to assess potential impacts at the SPD stage when there is no indication of whether any users of slipway will be based at the Daedalus site. However it is fully recognised that the Council needs to take a precautionary approach and consequently text is proposed (see section below) which clearly identifies the need to address this issue further at the project level.

#### **Scope and Limitations of Assessments**

- 8.8 Much will depend on future uses on the site and ownership arrangement. It is clear from the above assessment that there is insufficient detail at the SPD stage to make any meaningful assessment of the likely impacts of slipway use in connection with development at Daedalus. Consequently a precautionary approach has been taken highlighting key issues to developers and identifying that further assessment will be required at the planning application stage.

#### **Avoidance and mitigation measures**

- 8.9 There are two main measures that can be included within the SPD which will help address the uncertainty surrounding the future type and use of the slipway.
- 8.10 Firstly it needs to be made explicitly clear in the SPD that planning permission will be refused for proposals that would have a detrimental impact on the features of the European sites and that any planning application would need to be supported by sufficient evidence to allow the Council to undertake an appropriate assessment of the impacts on the European sites and consider any proposed mitigation measures.
- 8.11 Secondly, as with the wider recreational disturbance issue highlighted in Section 7, there may be measures in the Solent Disturbance and Mitigation Project which deal with the management of different types of coastal users at different sections of the coast. Again this would need to be considered on a cross-boundary and may require a sub-regional approach. This may require developers to contribute towards specific mitigation measures. PUSH are currently considering how the PUSH Green Infrastructure Strategy can be implemented which includes a specific project relating to the SDMP. This will seek to implement the findings of the SDMP on a sub-regional or cross-boundary basis.

#### **Key changes to the SPD**

- 8.12 As a result of comments received at the Consultation stage and further consideration of potential measures identified above a number of changes have been made to the SPD (see Table 7).

**Table 7: Changes to the SPD in relation to the potential disturbance from increased slipway use**

Issue	Comment
Make an explicit reference that makes it clear that development that will have a significant impact on the European sites will be refused.	<p>Include text in the biodiversity section of the Daedalus SPD to read:</p> <p><b><i>'It is important to recognise that any development that would be likely to have a significant effect on a designated site, either alone or in combination with other plans and projects would not be in accordance with the Habitats Regulations 2010 or the development plan and would be refused.'</i></b></p>
Strengthen text in the SPD that recognises the in-combination effects of development across the sub-region and the potential impact on European sites.	<p>Include text in the biodiversity section of the Daedalus SPD to read:</p> <p><i>The Daedalus SPD has been subject to assessment under the Habitats Regulations 2010 which has influenced the development options for the site. The Council recognises that additional growth in the Borough, in-combination with growth in neighbouring authorities could without appropriate management and mitigation, lead to adverse effects on European sites. In order to prevent such effects, the Borough Council will work with other authorities (including the Partnership for Urban South Hampshire) to develop and implement a strategic approach to protecting European sites from recreation pressures and other impacts of development. Where development at Daedalus is shown to have an impact on European sites, the developer will be required to consider and implement a range of mitigation measures which are outlined below and in the other relevant sections of this SPD.</i></p>
Include a commitment to implementing the recommendations of the Solent Disturbance and Mitigation Project	<p>Include text in the biodiversity section of the Daedalus SPD to read:</p> <p><i>'The Borough Council where applicable to the Daedalus site will require developers to contribute towards mitigation measures identified in the Solent Disturbance and Mitigation Project [include footnote providing more detail of the study]</i></p>
Make specific reference relating to the need to ensure the use of slipway associated with development at Daedalus will not have a detrimental impact on the SPA	<p>The following text relating to slipways is included in the SPD in the 'marine-specific considerations' section:</p> <p><i>'It will be necessary to ensure the type and level of usage associated with marine activities generated by the site does not have any detrimental impact on the nature conservation features of internationally important sites within the vicinity. This needs to be demonstrated with detailed studies at the planning application stage to inform an appropriate assessment under the requirements of Habitats Regulations 2010. Proposals that will harm the features of the internationally important sites will not be permitted.'</i></p> <p>( a previous paragraph requires developers to provide details of the anticipated level of use of the slipway)</p>

**Appropriate Assessment findings**

- 8.13 Further details are required at the project stage regarding the level and type of slipway use which is likely to occur in association with development at Daedalus. It is considered that subject to the measures outlined above being successfully incorporated in the SPD and implemented where deemed necessary, effects associated with slipway use outlined in the SPD can be satisfactorily avoided and mitigated.

## 9 Disturbance from increased aviation movements

**Key evidence:**

Daedalus- The Aviation Study (York Aviation 2011)

This study was commissioned by SEEDA to seek advice on current and potential demand for aircraft movements and associated facilities at Daedalus.

**Potential type of impact**

- 9.1 Further to the consultation on the Screening Statement, Natural England and the RSPB consider that guidance set out in the SPD could encourage uses that will ultimately lead to an increase in aviation movements. Such usage could increase the disturbance of over-wintering birds on the mudflats at Hill Head

**Potential source of impact**

- 9.2 The source of the impact could be from increased aviation movements in connection with potential aviation-related businesses located at the Daedalus site.

**Relevant sites and potential effects on their integrity**

- 9.3 It is considered that the Solent and Southampton Water SPA could be potentially affected given its proximity to the airfield.

**Key considerations/ Limitation and scope of assessment**

- 9.4 It is not considered that guidance set out in the SPD itself will necessarily lead to an increase in aviation movements. Key considerations are set out below.
- 9.5 Firstly the usage of the airfield is outside of the scope of the Daedalus SPD. There is the potential to increase aviation movements to at least the levels which occurred when it was an MoD base without the need for further planning application. Even then it would be up to Fareham Borough Council as local planning authority covering the airfield to determine at what level beyond this a planning permission will be required.
- 9.6 Secondly it is unclear at the SPD stage whether there will be any businesses located within Gosport that would contribute to additional flights and if so what the level and frequency of air movements would be. Much would depend on the type of businesses involved. It is anticipated that many businesses located on the Gosport part of the site will be those that require a site in close proximity to aviation businesses rather than using the runway themselves. However that said there may be some businesses that do require use of the runway. Consequently it is considered that assessment at this stage would not be meaningful and that proposals covered by the Daedalus SPD would not necessarily lead to increased aviation movements.
- Avoidance and mitigation measures**
- 9.7 It is considered that the reference included in the text (included in previous sections and repeated in the box below) explicitly incorporates the precautionary principle in assessing future applications. This will therefore address the issue of uncertainty at this stage in relation to the future use of the runway which is largely outside the scope of the SPD for the Gosport part of the site.
- 9.8 It will be necessary to ensure developers provide sufficient information in relation to the scale and type of use of the airfield.

### Key changes to the SPD

- 9.9 As a result of comments received at the Consultation stage and further consideration of potential measures identified above a number of changes have been made to the SPD (see Table 8).

**Table 8: Changes to the SPD in relation to the potential disturbance from increased aviation use**

Issue	Comment
Make an explicit reference that makes it clear that development that will have a significant impact on the European sites will be refused.	Include text in the biodiversity section of the Daedalus SPD to read:  <b><i>'It is important to recognise that any development that would be likely to have a significant effect on a designated site, either alone or in combination with other plans and projects would not be in accordance with the Habitats Regulations 2010 or the development plan and would be refused.'</i></b>
Strengthen text in the SPD that recognises the in-combination effects of development across the sub-region and the potential impact on European sites.	Include text in the biodiversity section of the Daedalus SPD to read: <i>The Daedalus SPD has been subject to assessment under the Habitats Regulations 2010 which has influenced the development options for the site. The Council recognises that additional growth in the Borough, in-combination with growth in neighbouring authorities could without appropriate management and mitigation, lead to adverse effects on European sites. In order to prevent such effects, the Borough Council will work with other authorities (including the Partnership for Urban South Hampshire) to develop and implement a strategic approach to protecting European sites from recreation pressures and other impacts of development. Where development at Daedalus is shown to have an impact on European sites, the developer will be required to consider and implement a range of mitigation measures which are outlined below and in the other relevant sections of this SPD.</i>
To ensure sufficient information is submitted with a planning application.	Include text in the aviation considerations section  <i>An application which proposes aviation use will need to be accompanied by an aviation study which sets out details regarding the level and type of use of the airfield. This will be necessary to ascertain the overall infrastructure requirements for the site including for the airfield itself. <u>It will also inform any ecological assessments that may be necessary.</u></i>

### Appropriate Assessment findings

- 9.10 The arrangements relating to the operation of the airfield are outside the remit of this particular SPD. Further details are required at the project stage regarding the level and nature of airfield use in association with development at Daedalus.

## 10 Water abstraction and consumption

**Key evidence:**

Water Resources Plan 2009 (Southern Water 2009)

Draft Final Water Resources Plan 2009 (Portsmouth Water March 2011)

These are statutory plans that set out how each water company will manage its water resources.

**Potential type of impact**

- 10.1 Additional housing development is widely accepted as the most significant factor in increasing demand on water supplies. This is despite recent efforts towards greater water efficiency and metering of supply. However, additional employment and industrial development will also add to this pressure. Existing water abstractions are already well regulated through the Environment Agency's Catchment Abstraction Management Strategies, which seek to identify where environmental pressures exist, and then take steps, including licence adjustments, to rectify these. However, significant quantities of new development, particularly when taken together with forthcoming development in other parts of South Hampshire, may require new water resources to be developed.

**Potential source of impact**

- 10.2 The screening exercise identified the residential (and less so employment) elements of the SPD as the drivers of increasing water consumption and associated abstraction.

**Relevant sites and potential effects on their integrity**

- 10.3 At least nine effects on the ecological integrity of River Itchen and Solent Maritime SACs, and Chichester and Langstone Harbours, Portsmouth Harbour, and Solent and Southampton Water SPAs/Ramsars are possible:
- Interrupts progress towards achieving the conservation objectives of the site;
  - Disrupts those factors that help to maintain favourable conservation status onsite;
  - Interferes with the balance, distribution and density of key species that are the indicators of the favourable conservation status of the site;
  - Causes changes to the vital defining aspects (e.g. nutrient balance) that determine how the site functions as a habitat or ecosystem;
  - Changes the dynamics of the relationships (between, for example, soil and water or plants and animals) that define the structure and/or function of the site;
  - Interferes with predicted or expected natural changes to the site (such as water dynamics or chemical composition);
  - Reduces the area of key habitats;
  - Reduces the population of key species; and
  - Reduces the diversity of the site.

**Key considerations**

- 10.4 Southern Water and Portsmouth Water are the water companies with responsibility for water supply and treatment in South Hampshire; water supply in Gosport is provided by Portsmouth Water only. New homes require the development of new infrastructure, including the provision of fresh water supply. However, the South East region has been declared an area of serious water stress, and this is illustrated by the Environment Agency's Review of Consents (RoC) under the Habitats Directive, completed in late 2007.

- 10.5 The RoC process has determined sustainable levels of water abstraction and waste water discharge that can be met without adverse effects on the ecological integrity of European sites, including the marine habitats of the Solent system and freshwater habitats of its rivers. The chalk Rivers Test and Itchen, fed by groundwater, supply substantial quantities of potable water, and abstractions from these systems alter the surface water regime, in turn impacting on important ecological receptors. There is a further freshwater requirement in maintaining ecological integrity of the intertidal zones of coastal sites.
- 10.6 Most Portsmouth Water abstractions have major impacts on river flows, either directly on the Itchen at Gaters Mill, or indirectly through groundwater abstraction on the Hamble, Meon, Wallington, Ems and Lavant which are all (except for the Meon) subject to Water Framework Directive (WFD) investigations during the 'Asset Management Plan 5' period (2010 – 2015). All Portsmouth Water catchments are listed as over-licensed or over-abtracted in the relevant Catchment Abstraction Management Strategy (CAMS).
- 10.7 Portsmouth Water has accepted (or is in the process of accepting) changes to its licences on the River Itchen (SAC), Havant and Bedhampton Springs and a group of Sussex licences (Chichester and Langstone Harbour SPA/Ramsar and Solent Maritime SAC) to protect European sites. Gosport's water supply is principally from the River Itchen, as well as sources in the Hamble and Meon valleys. However, license changes proposed as a result of the RoC will create a supply-demand deficit in excess of 100 megalitres per day (Ml/d) across the sub-region (Atkins, 2009) without further counterbalancing supply-demand measures.
- 10.8 Planning for the delivery of 352 new dwellings at Daedalus as part of the overall 2,500 dwelling allocation in the Core Strategy, will require significant volumes of water supply, the impact of which is magnified when placed in the context of housing allocations across the South Hampshire sub-region. Higher dwelling scenarios for the Borough as a whole have also been considered as part of the Core Strategy HRA as well as in discussions with Portsmouth Water. A figure of 4,000 dwellings in the Borough over the Plan period has been tested although it should be stated that this is not an alternative target but enables the authority to test higher growth scenarios up to this level to potentially allow enabling development on difficult brownfield sites.
- 10.9 When combined with sustainability reductions to licensed abstraction limits to protect European sites' integrity, a combination of supply-side and demand-side measures will be required to address the resulting deficit envelope. Demand management is primarily achieved through metering of supply and water efficiency measures, including leakage reduction, while new supplies can be developed by optimising abstraction and treatment infrastructure to make the most of available abstractions or constructing new storage reservoirs.

#### Water Resources Management Plans

- 10.10 Draft Water Resource Management Plans (WRMP) for the 2010-2035 period were prepared by the two water companies during 2008. Southern Water adopted its plan in 2009 following consultation.
- 10.11 Portsmouth Water has published a Draft Final Water Resources Management Plan on 16 March 2011, which incorporates the changes that the Company set out in the Statement of Response published on 3rd March 2011. Defra is now considering the Company's Statement of Response and will advise the Company in due course either to publish the Plan, provide further information or that an examination in public of the Plan will be required.



- 10.12 Portsmouth Water calculates that the Baseline Supply/Demand Balance under Average Conditions offers a surplus of supply over demand throughout the planning period, and this surplus falls from 46MI/d at the base year to just over 14MI/d by 2034/35. The falling availability of water resources is principally due to climate change impacts upon the flow in the River Itchen and the implementation of abstraction licence sustainability reductions at Gaters Mill in 2015. During Critical Period Peak Demand (summer months in dry years) the situation is quite different; By 2015/16 Water Available for Use falls below the required total demand plus Headroom and the shortfall grows to a total of 14 MI/d by 2034/35.
- 10.13 To deal with this eventuality several measures are proposed in the Draft Final Plan:
- A compulsory metering programme utilising automatic meter reading (AMR) technology over a 15 year period from 2015-2030.
  - A programme of leakage savings delivering a 3MI/d leakage reduction between 2015 and 2020.
  - The construction of a Washwater Recovery Plant at Farlington Water Treatment Works in 2017/18.
  - The development of Havant Thicket Winter Storage Reservoir filled by surplus yield from the Company's Havant and Bedhampton Springs between 2025 and 2035.
- 10.14 The Company justifies the selection of this solution through;
- A 15 year compulsory metering programme will help to minimise the financial impact for customers. By delaying the start of this programme in 2015 the Company will draw from the experiences of Southern Water Services which has recently announced a similar programme.
  - Leakage savings are supported by customers and they demonstrate the Company's commitment to encouraging water efficiency.
  - Developing the Washwater Recovery Plant will demonstrate the Company's commitment to using water wisely.
  - The development of Havant Thicket Winter Storage Reservoir will maximise the use of the Company's Havant and Bedhampton Springs source whilst providing significant environmental and "Green Infrastructure" benefits for the Community.
- 10.15 A significant reduction in licensed abstraction is required to the Company's Gaters Mill abstraction to maintain a Minimum Residual Flow (MRF) on the River Itchen. The Company has included an assessment of that reduction in its Draft Final Plan. Confirmation of the reduction is complicated by the influence of Southern Water Services' abstractions and discharges upstream and a Memorandum of Understanding with Southern Water and the Environment Agency has been agreed which is expected to confirm licence variations for inclusion in the next Water Resources Management Plan in 2014.
- 10.16 Post Implementation Monitoring is being carried out to identify the impacts of abstractions from five of the Company's Hampshire sources upon the Solent Maritime SAC and the Solent and Southampton Water SPA. Until a decision is reached by the Environment Agency in relation to this monitoring work, no sustainability reductions have been included in this Draft Plan. Any variations will be included in the next Water Resources Management Plan in 2014.
- 10.17 Further work during the next five years is also being undertaken to determine the ecological impacts of abstraction on the rivers Hamble, Wallington, Ems and Lavant to meet the requirements of the River Basin Management plans which satisfy the UK's compliance with the EU Water Framework Directive. The Company anticipates the

possibility of further abstraction licence sustainability reductions being required although these have not been incorporated in the forecasts for this Updated Draft Plan.

- 10.18 The Draft Final Plan includes a commitment to work with the Environment Agency and other stakeholders in conducting a further review of the key assumptions which will be needed in time for the next Water Resources Management Plan in 2015. It should be noted that the Draft Final Plan does not include the need for any supply/demand investment in the period up to 2015.

#### **Scope and Limitations of Assessments**

- 10.19 The Core Strategy's potential effects (and consequently the quantum proposed in the Daedalus SPD) on water resources are integrally assessed in combination with the effects of other plans and programmes elsewhere in the sub-region; both water companies have prepared their WRMPs on the basis of providing sufficient resources for development across South Hampshire as allocated under the South East Plan. The latter is proposed to be revoked which is likely to lead to an overall reduction in the amount of development delivered during the plan period.
- 10.20 The assessment assumes that a recent Memorandum of Understanding (MoU) between Southern Water, Portsmouth Water and Environment Agency is successful in delivering the EA's sustainability reductions, imposed as a result of its stage 4 Review of Consents process to ensure favourable conservation status at River Itchen SAC, Solent Maritime SAC, Chichester & Langstone Harbours SPA/Ramsar, Portsmouth Harbour SPA/Ramsar, Solent & Southampton Water SPA/Ramsar. The MoU's summary states the following:

*'All parties recognise that the series of actions outlined in the Environment Agency's review of consents Site Action Plan are required to be undertaken to remove the risks of adverse effect on the integrity of the [European sites] from licensed water company abstraction.'*

*This memorandum of understanding sets out the intention of all parties to enable these actions to be completed in a timely manner, whilst recognising the statutory duties placed upon each party.*

*'Therefore we all agree to work together during the AMP5 period 2010 to 2015 to enable licence modifications to be made. Every effort will be made to secure all the licence changes necessary to comply with the requirements of the Site Action Plan for the River Itchen (October 2007) during this period. However, in the event that not all of the licence amendments can be made during this time, due to a conflict of a party's statutory undertaking, then any outstanding amendments will be made to the licences as soon as practically possible thereafter' (MoU quoted in Southern Water, 2009).*

#### **Avoidance and mitigation measures**

- 10.21 By drawing on the water companies' WRMPs and their agreement with the Environment Agency on implementing reductions required to maintain favourable conservation status at European sites in the area, the assessment demonstrates that there are unlikely to be any adverse effects from water abstraction associated with the Gosport Core Strategy which includes the Daedalus proposals.
- 10.22 In order to address the uncertainty of potentially higher levels of dwellings in exceptional circumstances it has been necessary to include additional text within the SPD which incorporates a precautionary approach and that if higher levels are proposed that these aspects must be considered as part of an appropriate assessment at the project level. The SPD includes measures that aim to minimise the impact on water consumption by

following a national timetable for the Code for Sustainable Homes and BREEAM Standards.

### Key changes to the SPD

10.23 In the light of the above key changes to the SPD are out below (Table 9).

**Table 9: Changes to the SPD in relation to water abstraction and consumption**

Issue	Comment
Recognise the need to consider the environmental capacity of the area in relation to additional dwellings.	Add new sentence (at the end of paragraph 4.28) in the residential part of the Development Strategy  <i>'It will also be necessary to ensure that the environmental capacity of the area will be considered in relation to any additional dwellings, particularly with regard to potential impacts on internationally important habitats within the vicinity.'</i>
Make an explicit reference that makes it clear that development that will have a significant impact on the European sites will be refused.	Include text in the biodiversity section of the Daedalus SPD to read:  <b><i>'It is important to recognise that any development that would be likely to have a significant effect on a designated site, either alone or in combination with other plans and projects would not be in accordance with the Habitats Regulations 2010 or the development plan and would be refused.'</i></b>
Strengthen text in the SPD that recognises the in-combination effects of development across the sub-region and the potential impact on European sites.	Include text in the biodiversity section of the Daedalus SPD to read: <i>The Daedalus SPD has been subject to assessment under the Habitats Regulations 2010 which has influenced the development options for the site. The Council recognises that additional growth in the Borough, in-combination with growth in neighbouring authorities could without appropriate management and mitigation, lead to adverse effects on European sites. In order to prevent such effects, the Borough Council will work with other authorities (including the Partnership for Urban South Hampshire) to develop and implement a strategic approach to protecting European sites from recreation pressures and other impacts of development. Where development at Daedalus is shown to have an impact on European sites, the developer will be required to consider and implement a range of mitigation measures which are outlined below and in the other relevant sections of this SPD.</i>

### Appropriate Assessment Findings

10.24 It is considered that the envisaged level of development at Daedalus is unlikely to have any adverse effects from water abstraction. However as there may be higher levels of housing as part of the Core Strategy including some in exceptional circumstances at Daedalus it is considered appropriate to take a precautionary approach and consequently text identified above has been incorporated into the SPD although it is likely that any increases within the Borough would be more than offset by reduced development elsewhere in the light of the proposed revocation of the SE Plan.

## 11 Waste water pollution

Key evidence:

South Hampshire Integrated Water Management Strategy (for PUSH) (Atkins 2008)  
[www.push.gov.uk/081223 - iwms\\_final.pdf](http://www.push.gov.uk/081223_-_iwms_final.pdf)

The aim of the IWMS is to reduce the risk to the proposed growth posed by coastal and fluvial processes, water management and the water environment and *vice versa*. Key objectives include:

- guide and inform the level and location of development to be accommodated in South Hampshire;
- identify a preferred high level strategy for water management for the period to 2026, including the general location and timing of infrastructure requirements, the agencies responsible and the means of funding the necessary work;
- identify further work necessary to implement the preferred strategy and to monitor its effectiveness over the plan period.

### Potential type of impact

- 11.1 The screening exercise identified residential (and less so employment) elements as the drivers of increased waste water production. Southern Water is the water company with responsibility for waste water treatment in South Hampshire. Gosport Borough falls within the catchment area of Southern Water's Peel Common Waste Water Treatment Works (WWTW) between Stubbington and Gosport.
- 11.2 New homes require the development of new infrastructure, including the provision of connections to the foul water and surface water drainage networks. The ability of WWTWs to receive foul water is limited both by conveyance infrastructure capacity and technological capability to treat waste water to the quality standard required for safe release into aquatic and marine environments. This is illustrated by the Environment Agency's Review of Consents (RoC) under the Habitats Directive, completed in late 2007. The RoC process has determined sustainable levels of water abstraction and waste water discharge that can be met without adverse effects on the ecological integrity of European sites, including the marine habitats of the Solent system and freshwater habitats of its rivers.
- 11.3 Nutrient enrichment and in particular nitrogen (N) pollution can arise from wastewater treatment required in support of planned development. The Environment Agency has identified the effects of nutrient enrichment in the form of dense macroalgal mats occurring in the intertidal zone, which reduce dissolved oxygen content and impacts on food availability. The major sources of nitrogen to the Solent European marine sites are from:
- Coastal background seawater from the English Channel;
  - Direct rivers and streams discharging into the site;
  - Indirect rivers and streams discharging elsewhere in the Solent;
  - Effluent discharges permitted by the EA.
- 11.4 The Agency states that nitrogen is the most important constraint affecting WWTWs in South Hampshire which discharge into the marine environment. The most important non-point sources of nitrogen are from coastal background seawater in the English Channel, natural and diffuse sources in rivers and streams and nitrogen bound within sediment. Future management of coastal inputs is not realistically achievable, but some limited management of agricultural diffuse sources is achievable as is the limitation of nitrogen concentrations in point source discharges (WWTWs).

- 11.5 Environmental capacity relates to the nature of the receiving water and its ability to accept the biological, solids, nutrient and metal loads contained within WWTW effluents. Effluent discharges are strictly regulated and acceptable loads are determined and consented by the Environment Agency.

**Potential source of impact**

- 11.6 It is considered that the source is primarily residential but also from other uses at Daedalus including employment and leisure uses.

**Relevant sites and potential effects on their integrity**

- 11.7 At least nine effects on the ecological integrity of Portsmouth Harbour, and Solent and Southampton Water SPAs/Ramsars are possible:
- Interrupts progress towards achieving the conservation objectives of the site;
  - Disrupts those factors that help to maintain favourable conservation status onsite;
  - Interferes with the balance, distribution and density of key species that are the indicators of the favourable conservation status of the site;
  - Causes changes to the vital defining aspects (e.g. nutrient balance) that determine how the site functions as a habitat or ecosystem;
  - Changes the dynamics of the relationships (between, for example, soil and water or plants and animals) that define the structure and/or function of the site;
  - Interferes with predicted or expected natural changes to the site (such as water dynamics or chemical composition);
  - Reduces the area of key habitats;
  - Reduces the population of key species; and
  - Reduces the diversity of the site.

**Key considerations**

- 11.8 Planning for the delivery of 352 new dwellings at Daedalus as part of the overall 2,500 dwelling allocation in the Core Strategy, will require sufficient capacity to convey and treat significant volumes of waste water, the impact of which is magnified when placed in the context of housing allocations across the South Hampshire sub-region. Higher dwelling scenarios for the Borough as a whole have also been considered as part of the Core Strategy HRA as well as in discussions with Southern Water. A figure of 4,000 dwellings in the Borough over the Plan period has been tested although it should be stated that this is not an alternative target but enables the authority to test higher growth scenarios up to this level to potentially allow enabling development on difficult brownfield sites.
- 11.9 The volume of waste water production can be managed through the appropriate spatial distribution of development (ie, locating new development within WWTW catchments that have capacity, or potential capacity available) and through decreasing the amount of freshwater return to the sewer system through water efficiency and demand management measures (such as metering of supply) and separation of foul and surface water drainage. Managing the pollutant load of discharges is achieved by upgrading treatment works to the Best Available Techniques (often with associated sustainability implications, such as increasing carbon emissions) and new advances in technology.

- 11.10 For all parameters monitored, the allowable discharge load is calculated and concentration limits set as a function of 'dry weather flow' (DWF). For example, if the acceptable nitrogen load from a works is determined to be 10kg per day, and the consented DWF is 1,000m<sup>3</sup> per day, then the maximum effluent concentration (ie, the N consent) will be 10mg per litre (Atkins, 2009). The acceptable load determined by the Environment Agency will be a function of the sensitivity of the receiving water and whether or not it has been designated as such under environmental protection legislation
- 11.11 The impact of Environment Agency permissions on the marine SPAs and SACs has involved the development of a complex model for both flows and for quality. The primary concern has been the impacts of nitrogen in effluents and the link between this element and the growth of algae/green weed mats within the designated areas. The principal outcome has been the EA's intention to apply consents at 'best available techniques' (BAT) for total nitrogen of 10mg/l at the following WWTWs in the PUSH area: Budds Farm (proposed consent actually 9.7mg/l in 2012); Bursledon; Millbrook; Peel Common (proposed consent actually 9.1mg/l in 2012); Slowhill Copse Marchwood; Thornham; and Woolston.' (Atkins, 2008, p.75).
- 11.12 Atkins (2009) concludes that it is considered very unlikely that major new wastewater treatment infrastructure will be required during the next 20 years other than that already required to achieve the consents set by the Environment Agency under the Urban Wastewater Treatment Directive and those proposed to fulfil the requirements of the Habitats and Birds Directives.
- 11.13 Furthermore, on 22 July 2010, Eastleigh Borough Council formally resolved that the north and east Hedge End SDA will not be taken forward in the Council's planning work. This follows the Government's announcement to revoke the South East Plan, which included policies for the SDA. This will not necessarily lead to an equivalent reduction in the number of dwellings to be provided for within Eastleigh borough, but it does seem likely that there will be some form of reduction over the planning period. Fareham Borough Council have reduced the numbers of dwellings in the proposed SDA and Portsmouth City Council are proposing a reduced housing figure across the city. This would free-up some additional waste water treatment capacity at Peel Common.

#### **Scope and Limitations of Assessment**

- 11.14 The Core Strategy's potential effects through waste water pollution are integrally assessed in combination with the effects of other plans and programmes elsewhere in the sub-region; Atkins (2009) modelling predictions are prepared on the basis of providing sufficient capacity for development across South Hampshire as allocated under the South East Plan. The latter is now proposed to be revoked which is likely to lead to an overall reduction in the amount of development delivered during the plan period.
- 11.15 The assessment is based in part on the assumption that both Portsmouth Water and Southern Water will be pursuing a policy of universal metering of supply, which is expected to reach 93% over the next twenty to thirty years, together with a number of other water efficiency measures. This has been confirmed by the two companies (Southern Water, 2009, Portsmouth Water 2011), albeit over differing timescales.

#### **Avoidance and mitigation measures**

- 11.16 In order to address the uncertainty identified by Natural England in its comments to the Screening Statement in relation to potentially higher levels of dwellings in exceptional circumstances it has been necessary to include additional text within the SPD. This incorporates a precautionary approach and that if higher levels are proposed that these aspects must be considered as part of an appropriate assessment at the project level. In addition the SPD includes measures that aim to minimise the impact on water

consumption by following a national timetable for the Code for Sustainable Homes and BREEAM Standards.

### Key changes to the SPD

- 11.17 As a result of comments received at the Consultation stage and further consideration of potential measures identified above a number of changes have been made to the SPD (see Table 10).

**Table 10: Changes to the SPD in relation to water abstraction and consumption**

Recognise the need to consider the environmental capacity of the area in relation to additional dwellings.	Add new sentence at the end of paragraph 4.28 in the residential part of the Development Strategy  <i>'It will also be necessary to ensure that the environmental capacity of the area will be considered in relation to any additional dwellings, particularly with regard to potential impacts on internationally important habitats within the vicinity.'</i>
Make an explicit reference that makes it clear that development that will have a significant impact on the European sites will be refused.	Include text in the biodiversity section of the Daedalus SPD to read:  <b><i>'It is important to recognise that any development that would be likely to have a significant effect on a designated site, either alone or in combination with other plans and projects would not be in accordance with the Habitats Regulations 2010 or the development plan and would be refused.'</i></b>
Strengthen text in the SPD that recognises the in-combination effects of development across the sub-region and the potential impact on European sites.	Include text in the biodiversity section of the Daedalus SPD to read:  <i>The Daedalus SPD has been subject to assessment under the Habitats Regulations 2010 which has influenced the development options for the site. The Council recognises that additional growth in the Borough, in-combination with growth in neighbouring authorities could without appropriate management and mitigation, lead to adverse effects on European sites. In order to prevent such effects, the Borough Council will work with other authorities (including the Partnership for Urban South Hampshire) to develop and implement a strategic approach to protecting European sites from recreation pressures and other impacts of development. Where development at Daedalus is shown to have an impact on European sites, the developer will be required to consider and implement a range of mitigation measures which are outlined below and in the other relevant sections of this SPD.</i>

### Appropriate Assessment Findings

- 11.18 It is considered that there are unlikely to be any adverse effects from waste water associated with the Gosport Core Strategy and consequently the quantum of development proposed by the Daedalus SPD. However, a number of precautionary measures are considered necessary to address any uncertainties arising from higher levels of growth in exceptional circumstances, although even this is likely to be more than offset by lower levels of growth in neighbouring districts as a consequence of them considering lower housing figures as a result of the proposed revocation of the South East Plan.

## 12 Noise and Vibration

**Key evidence:**

Non-statutory strategic environmental assessment undertaken by SEEDA to support GBC's SPD (Drivers Jonas 2009)

**Potential type of impact**

- 12.1 Following consultation on the Screening Statement for the Daedalus SPD, Natural England consider that the issue of noise and vibration should be included in the HRA Report for the Daedalus SPD (it had previously not been included in the Core Strategy HRA).
- 12.2 Noise and vibration can have a potential impact on the European sites by causing disturbance of birds.

**Potential source of impact**

- 12.3 The noise and vibration from the development can occur through the following sources:
- Noise and vibration generated during the construction of development at Daedalus;
  - Noise and vibration generated during the operation of the site including process connected with employment uses as well as those linked with noisy activities such as certain sports; and
  - Noise and vibration from traffic accessing the site during the future operation of the site

**Relevant sites and potential effects on their integrity**

- 12.4 It is considered that these impacts will be of a localised nature and consequently the Solent and Southampton Water SPA/Ramsar site could be affected. The potential effects could include:
- Interrupts progress towards achieving the conservation objectives of the site;
  - Disrupts those factors that help to maintain favourable conservation status onsite;
  - Interferes with the balance, distribution and density of key species that are the indicators of the favourable conservation status of the site;
  - Reduces the area of key habitats;
  - Reduces the population of key species;
  - Changes the balance between key species;
  - Reduces the diversity of the site;
  - Results in disturbance that could affect population size or density or the balance between key species; and
  - Results in fragmentation.

**Key considerations**

- 12.5 Many of the noise issues associated with disturbance from recreation have been detailed in previous sections with a number of mitigation measures proposed. However noise associated with both the construction phase and particular employment operations have not previously been considered.
- 12.6 The principal existing noise sources within Daedalus are the existing operational airfield, industrial premises within the site and traffic on the main roads in the vicinity of the site.



- 12.7 Further studies are required to inform development at the planning application stage including:
- Consultation with the Environmental Health officers for both GBC and FBC should be undertaken to identify what noise data already exists in this area and to discuss and agree the scope of work for future planning applications;
  - Background noise monitoring will be required to establish existing ambient noise levels within and around the site;
  - An assessment of the impacts of operational traffic on noise levels adjacent to the key access roads for the development will be required;
  - Measures to minimise the impact of construction works on noise and vibration should be established in a Construction Environmental Management Plan;
  - Consultations with Natural England to establish the level of assessment required to predict noise impacts on the SPA.

#### **Scope and Limitations of Assessment**

- 12.8 At this stage it is unclear what noise and vibration would be generated by development at Daedalus as it is unclear what will be constructed and what types of businesses will be accommodated on the site that may have noisy or vibrating operations. These effects will need to be determined through an appropriate assessment at the project level.

#### **Avoidance and mitigation measures**

- 12.9 Due to the uncertainties relating to the nature of development at this stage it will be necessary for the SPD to take a precautionary approach.
- 12.10 At the planning application stage any effects will need to be determined through an appropriate assessment. From the experience of other sites in the Borough which are in close proximity to European sites there a number of control measures which can be included as conditions. These measures have followed advice given by Natural England and include matters such as the timing of works to avoid periods when birds are over-wintering if it has been shown that the impact of construction works would have an impact on over-wintering birds. The Borough Council will therefore continue to take Natural England's advice on these matters.
- 12.11 Good construction practice will be necessary to minimise the effect of construction noise and vibration on important ecological receptors. Professional advice will be required at the planning application stage to inform the siting of any potential noise operations in the vicinity of ecologically sensitive areas.
- 12.12 In order to ensure that no adverse impacts occur to sensitive species noisier activities such as site excavation, demolition and/or concrete crushing may need to be avoided during the over-wintering season. These activities should also be located away from existing populations of birds, where possible and practical to further reduce any potential impacts.
- 12.13 The consultation draft of the SPD already acknowledged that detailed assessment related to noise impacts would need to be undertaken. A number of mitigation measures were identified including:
- locating potentially noisy operations further from residential areas and noise sensitive uses;
  - hours of operation;
  - sound proofing of buildings; and
  - the incorporation of sound-proofing barriers such as bunds.

- 12.14 In relation to construction noise mention is made of the potential disturbance to residents and wildlife. The SPD aims to ensure good construction practice is carried out through the implementation of best practice mitigation measures in a Construction Environment Management Plan (CEMP) to minimise noise disturbance.
- 12.15 Measures outlined in the SPD to reduce traffic will also contribute towards reducing traffic noise close to the SPA. Most traffic will be directed to areas away from the SPA, primarily the Broom Way access.

### Key changes to the SPD

- 12.16 As a result of comments received at the Consultation stage and further consideration of many of the potential measures identified above a number of changes have been made to the SPD (see Table 11).

**Table 11: Changes to the SPD in relation to noise and vibration**

Issue	Comment
Make an explicit reference that makes it clear that development that will have a significant impact on the European sites will be refused.	<p>Include text in the biodiversity section of the Daedalus SPD to read:</p> <p><b><i>'It is important to recognise that any development that would be likely to have a significant effect on a designated site, either alone or in combination with other plans and projects would not be in accordance with the Habitats Regulations 2010 or the development plan and would be refused.'</i></b></p>
Strengthen text in the SPD that recognises the in-combination effects of development across the sub-region and the potential impact on European sites.	<p>Include text in the biodiversity section of the Daedalus SPD to read:</p> <p><i>The Daedalus SPD has been subject to assessment under the Habitats Regulations 2010 which has influenced the development options for the site. The Council recognises that additional growth in the Borough, in-combination with growth in neighbouring authorities could without appropriate management and mitigation, lead to adverse effects on European sites. In order to prevent such effects, the Borough Council will work with other authorities (including the Partnership for Urban South Hampshire) to develop and implement a strategic approach to protecting European sites from recreation pressures and other impacts of development. Where development at Daedalus is shown to have an impact on European sites, the developer will be required to consider and implement a range of mitigation measures which are outlined below and in the other relevant sections of this SPD.</i></p>
Provide further guidance on noise and also mention vibration	<p>Re name 'Noise pollution' section as 'Noise pollution and vibration'</p> <p>Amend text as follows to reflect the above.</p> <p>5.18 Airfields and employment sites can be noisy locations and therefore noise will be a very important consideration when determining future planning applications. Noise levels will need to be assessed against previous levels when the site was in greater use. Saved Policy R/ENV10 of the Local Plan Review and the latest Government guidance is applicable in this instance. <u>Such operations are often associated with increased vibration effects.</u></p> <p>5.19 Construction noise <u>and associated vibration</u> could cause disturbance to nearby residents and wildlife. Good construction practice through the implementation of best practice mitigation measures in a Construction Environment</p>

	<p>Management Plan should be followed to minimise <del>noise</del> <u>these disturbance effects</u>.</p>
5.20	<p>Detailed assessments to determine the likely noise <u>and vibration</u> impacts from operational activities should be undertaken at the planning application stage to determine suitable mitigation measures. Potential mitigation measures include:</p> <ul style="list-style-type: none"> <li>• locating potentially noisy operations further from residential areas and other noise sensitive uses;</li> <li>• hours of operation;</li> <li>• sound-proofing of buildings; and</li> <li>• the incorporation of sound-proofing barriers such as bunding, where appropriate.</li> </ul>
5.21	<p>To ensure a suitable internal noise environment in new residential units, PPG 24 assessments should be undertaken to enable acoustic ventilation requirements to be determined. High levels of sound-proofing and screening as part of sustainable housing design and construction will be an important consideration and forms part of the Code for Sustainable Homes.</p>
5.22	<p>It will be necessary at the planning application stage to provide sufficient information to enable an appropriate assessment to be undertaken regarding these effects. Natural England should be consulted on the potential for noise and vibration impacts on the Solent and Southampton Water SPA and Ramsar site and determine necessary mitigation measures. <u>These could include the timing of particular operations to avoid disturbing over-wintering birds if these are deemed to have a detrimental effect as identified in an appropriate assessment.</u></p>

### Appropriate Assessment Findings

- 12.17 The significance of potential noise and vibration impacts are not possible to quantify at the SPD level and given the uncertainty relating to the type of development it would not be meaningful to provide further assessment at this stage. However it is clear from the above assessment both noise and vibration at the construction and operational stages of development at Daedalus could have an impact on the Solent and Southampton Water SPA. Therefore it is necessary to incorporate a precautionary approach in the SPD including further guidance to developers.
- 12.18 The use of land within the site in relation to ecological sites will be an important consideration. Detailed noise assessments will be completed at the project level as planning applications come forward. Such assessment will allow construction and operation phase impacts to be defined in greater detail and where possible quantified to allow the incorporation of mitigation and/or enhancement measures within the general framework set out by the SPD.

## 13 Light pollution

Key evidence: None available at this stage

### Potential type of impact

- 13.1 Light pollution can alter the natural patterns of light and dark in ecosystems through direct glare, chronically increased illumination and temporary, unexpected fluctuation in ambient light (Longcore and Rich 2004).
- 13.2 Sources of ecological light pollution include sky glow, lighted buildings and streetlights, security lights and lights on vehicles, ships and boats. Its range therefore operates across significant spatial and temporal scales. Impacts are particularly likely for species sensitive to alterations in natural diel patterns of light and dark, or where critical behaviour are triggered by seasonal day length. The changes in behaviour exhibited by individual animals in response to ambient illumination normally relate to orientation and disorientation. Reactions to luminance (brightness) are usually exhibited through attraction to, or repulsion from the source. Such behavioural responses can lead to changes in foraging, reproduction, migration and communication, while community ecology interactions are also influenced through competition and predation (UE Associates 2011).
- 13.3 Many usually diurnal birds will continue to forage under artificial light and, while this could be seen as an advantage, also leads to prolonged exposure to predation risk. Birds can be disorientated or entrapped by night lights, where a bird within a lighted zone will not leave the lighted area which increases collision risk. Light pollution can also affect the movement of zooplankton which can have an impact on some waders (UE Associates 2011).
- 13.4 In general terms a precautionary approach is required and that there is a need to consider mitigation of lighting impacts on sites close to areas of high conservation value.

### Potential source of impact

- 13.5 The potential for light pollution will come largely through street lighting and other lighting associated with the residential and employment development.

### Relevant sites and potential effects on their integrity

- 13.5 Any potential impact will be localised and therefore could affect the Solent and Southampton Water SPA/Ramsar site. Potential impacts could include:
- Interrupts progress towards achieving the conservation objectives of the site;
  - Disrupts those factors that help to maintain favourable conservation status onsite;
  - Interferes with the balance, distribution and density of key species that are the indicators of the favourable conservation status of the site;
  - Reduces the area of key habitats;
  - Reduces the population of key species; and
  - Results in disturbance that could affect population size or density or the balance between key species.

### Key considerations

- 13.6 As a result of consultation on the screening statement the RSPB considered that this element should be included in the HRA Report for the Daedalus SPD.

- 13.7 The area proposed for development is a former military base adjacent a built-up area which is lit by street lighting. The technical (i.e. built-up part) of Daedalus, which is most of the area in Gosport Borough, had street lighting when it was operational
- 13.8 The lighting scheme for proposed development at Daedalus will need to be considered at the application stage and sufficient information will need to be available to inform an appropriate assessment. This will need to be assessed in the light of the Solent Waders and Brent Goose Strategy (Hampshire and Isle of Wight Wildlife Trust 2010) and the findings of the emerging Solent Disturbance and Mitigation Project (being produced on behalf of the Solent Forum).

### Scope and Limitations of Assessments

- 13.9 The SPD only provides a framework for development and identifies the key consideration relating to lighting and consequently it is not possible to quantify the impact of light pollution at this stage. Further information is required at the project level.

### Avoidance and mitigation measures

- 13.10 The consultation draft of the SPD recognises the potential effects of light pollution and the need to mitigate it by ensuring it is the minimum necessary to be effective and be designed to limit spillage above the horizontal plane and reduce skyward pollution. It is also recognised that the dark area of the strategic gap which covers the airfield needs to be safeguarded.

### Key changes to the SPD

- 13.11 The key changes in Table 12 below highlight the precautionary approach incorporated in the SPD.

**Table 12: Changes to the SPD in relation to light pollution**

Issue	Comment
Make an explicit reference that makes it clear that development that will have a significant impact on the European sites will be refused.	Include text in the biodiversity section of the Daedalus SPD to read:  <b><i>'It is important to recognise that any development that would be likely to have a significant effect on a designated site, either alone or in combination with other plans and projects would not be in accordance with the Habitats Regulations 2010 or the development plan and would be refused.'</i></b>
Strengthen text in the SPD that recognises the in-combination effects of development across the sub-region and the potential impact on European sites.	Include text in the biodiversity section of the Daedalus SPD to read: <i>The Daedalus SPD has been subject to assessment under the Habitats Regulations 2010 which has influenced the development options for the site. The Council recognises that additional growth in the Borough, in-combination with growth in neighbouring authorities could without appropriate management and mitigation, lead to adverse effects on European sites. In order to prevent such effects, the Borough Council will work with other authorities (including the Partnership for Urban South Hampshire) to develop and implement a strategic approach to protecting European sites from recreation pressures and other impacts of development. Where development at Daedalus is shown to have an impact on European sites, the developer will be required to consider and implement a range of mitigation measures which are outlined below and in the other relevant sections of this SPD.</i>
Include text outlining the	Include new text in the light pollution section

need to consider the potential impact of light pollution on European sites.	<p>Lighting is needed for the safety of workers, residents and visitors and assists with overall security. However unsuitable lighting can cause a number of problems including shadowing and intrusion by glare and dazzle. There are a number of considerations relating to light pollution at the Daedalus site including:</p> <ul style="list-style-type: none"> <li>• <u>the need to ensure that there is no significant effect on the integrity of European sites within the vicinity</u></li> </ul>
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### Findings of the appropriate assessment

- 13.12 Based on the information above it is not possible to conclude that there will be no adverse effect on the integrity of the Solent and Southampton Water SPA/Ramsar. Avoidance and/or mitigation measures may be required to remove or reduce the effects. Assessment is required at the project stage when further details are available regarding the nature of development on the site and associated lighting and how this will impact on the European sites within the vicinity. The SPD therefore takes a precautionary approach and provides guidance to developers of the key considerations which need to be addressed when submitting a planning application. It is considered that measures included in the SPD which aim to ensure lighting design eliminates spillage onto adjacent habitats will significantly reduce this impact.

## 14 Conclusions

- 14.1 This Report presents the Habitats Regulations Assessment for the Daedalus SPD and follows a screening exercise undertaken between January and March 2011 which included consultation with Natural England, the Environment Agency, the RSPB and the Wildlife Trust. The comments arising from this consultation have been addressed in the HRA Report including the need to assess a wider number of impacts.
- 14.2 The assessment established the nature of effects on the ecological integrity of the European sites of interest. It recommends a variety of avoidance and mitigation measures which have been incorporated into the Daedalus SPD which help remove a number of identified effects.
- 14.3 It is clear that it has not been possible to conduct a detailed assessment on a number of issues as it would not be meaningful at this stage when little is known about the actual type of development that will take place. Instead the SPD provide details to developers and the wider community on what issues need to be considered and how any potential impacts on the European sites could be mitigated.
- 14.4 It is considered that if the quantum of development is achieved that is set out in the Daedalus SPD the HRA has demonstrated that there will be no adverse impacts on the Europeans sites in terms of:
- water abstraction and consumption;
  - waste water

The report further demonstrates that any potential adverse effects associated with the Daedalus SPD in relation to the following impact types can be overcome provided the avoidance and mitigation measures are successfully adopted and implemented:

- atmospheric pollution;
- disturbance;
- noise and vibration; and
- light pollution.

- 14.5 The SPD requires that sufficient information is submitted with a planning application in order that an appropriate assessment can be undertaken. It also includes the precautionary principle and clearly highlights that where development is shown to have an impact on the European sites it will be contrary to national regulations and local planning policy and will therefore be refused.
- 14.6 The HRA is therefore considered to be appropriate for an SPD and that the SPD provides sufficient guidance to developers to ensure that there is not a detrimental impact on the European sites.

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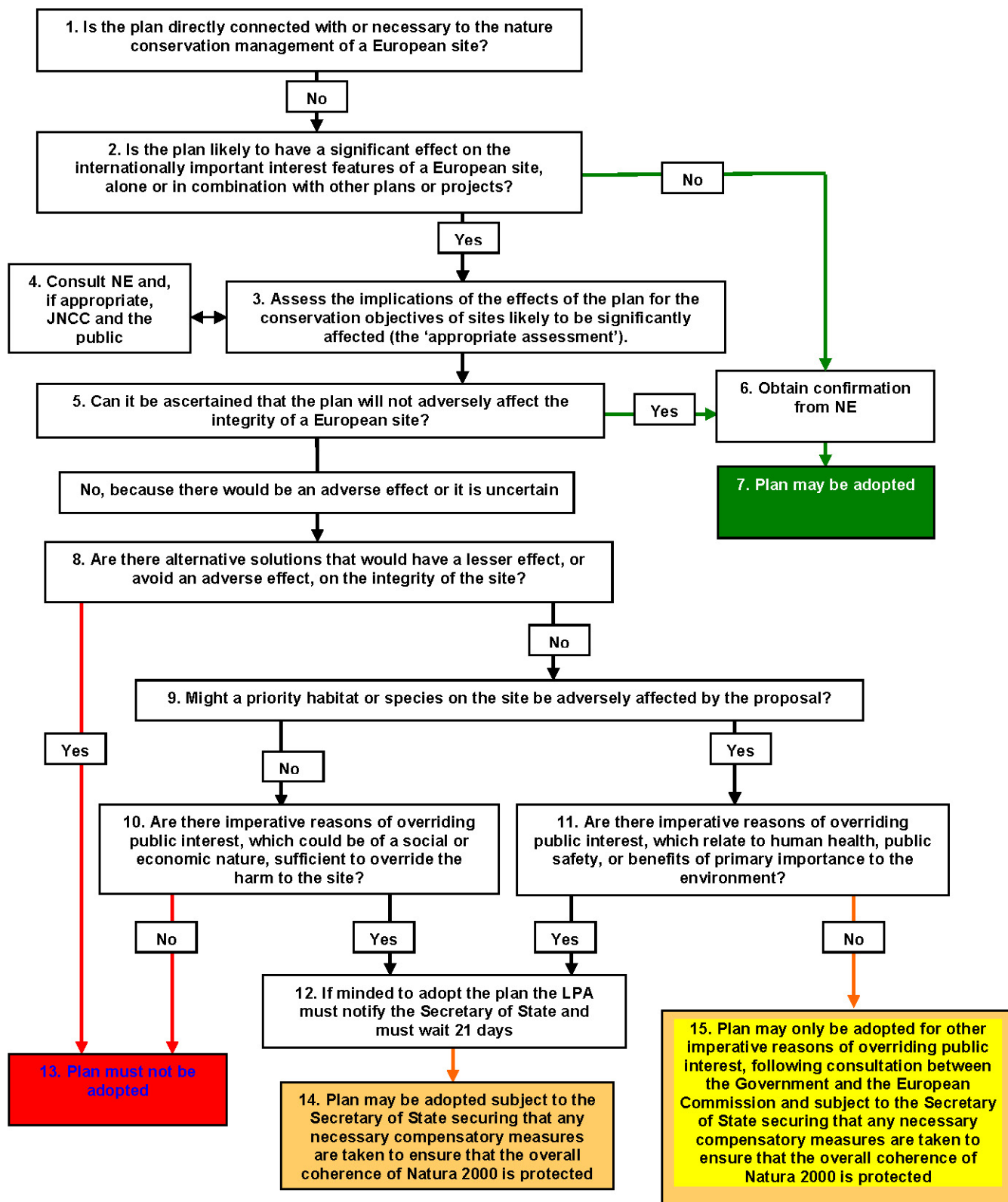
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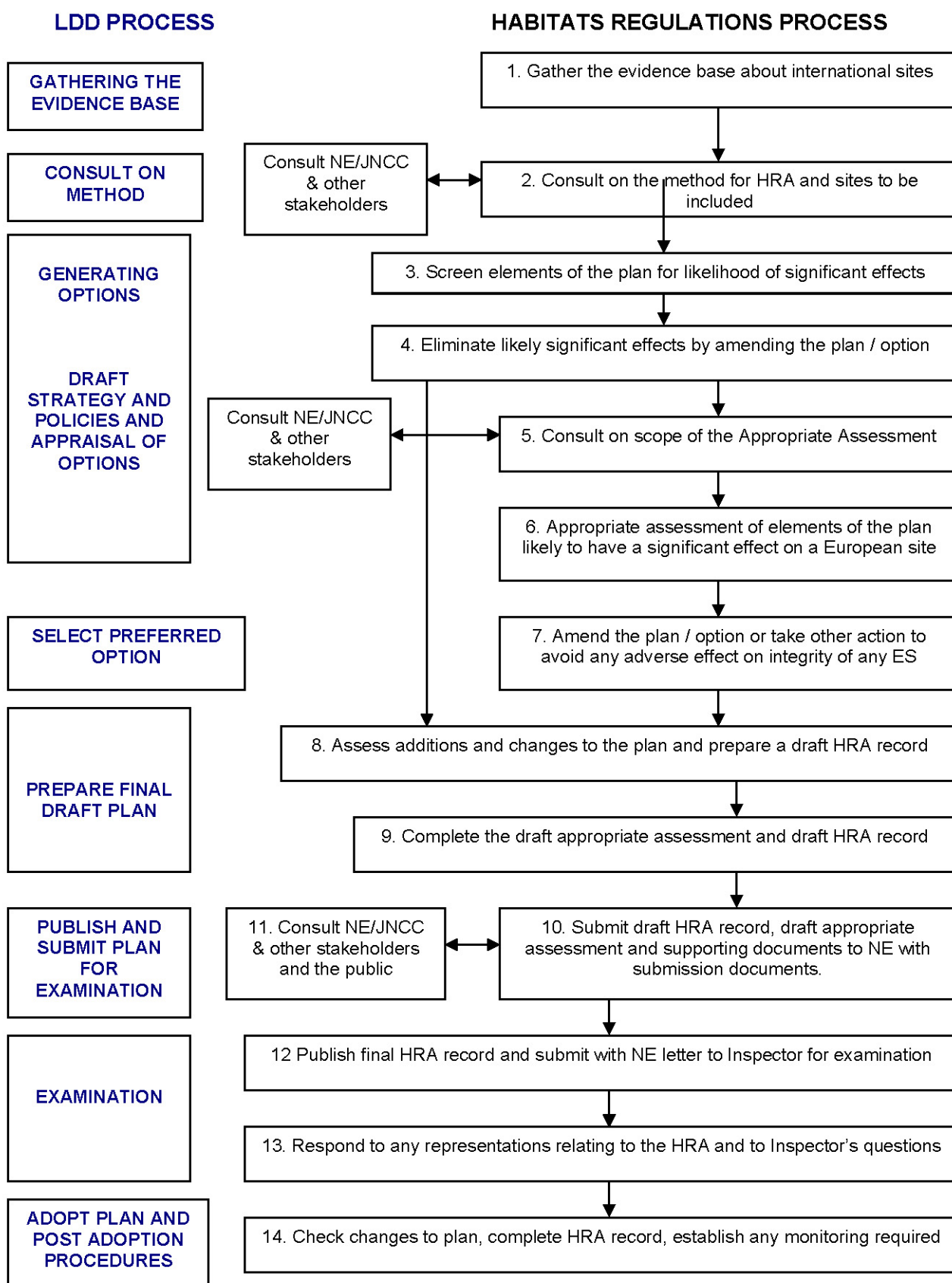
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**Appendix 1: Flow chart outline Habitats Regulations procedure**

## **Appendix 2: Outline of the Habitats Regulations Assessment Process for LDD's where an Appropriate Assessment is required**



**Appendix 3: List of plans and major projects which are relevant for in-combination purposes**

- ☐ East Hampshire CAMS (2008);
- ☐ East Solent Shoreline Management Plan (1997);
- ☐ Eastern Yar River and Coastal Strategy (2006);
- ☐ Eastleigh Core Strategy (not yet adopted);
- ☐ Fareham Borough Local Plan (2000);
- ☐ Fareham Core Strategy (not yet adopted);
- ☐ Hampshire Local Transport Plan 2 (2006);
- ☐ Hampshire Minerals and Waste Core Strategy (2007);
- ☐ Hampshire Water Strategy (2003);
- ☐ Havant Borough District-Wide Local Plan (2005);
- ☐ Island Plan Core Strategy (not yet adopted);
- ☐ Isle of Wight AONB Management Plan (2004);
- ☐ Isle of Wight Strategic Flood Risk Assessment (2007);
- ☐ Medina Estuary Management Plan (2000);
- ☐ Portchester Castle to Emsworth Coastal Defence Strategy (2006);
- ☐ Portsea Island Coastal Strategy Study (2004, under review);
- ☐ Portsmouth City Local Plan (2006);
- ☐ Portsmouth Core Strategy (not yet adopted);
- ☐ Portsmouth Harbour Plan Review (2000);
- ☐ Second Local Transport Plan for Portsmouth (2006);
- ☐ Southampton Core Strategy (not yet adopted);
- ☐ Southampton to Hamble Coastal Defence Strategy (2006);
- ☐ The South East Plan (2009);
- ☐ Test and Itchen CAMS (2006);
- ☐ Test Valley Core Strategy (not yet adopted);
- ☐ Western Solent and Southampton Water Shoreline Management Plan (1998);
- ☐ Winchester Local Plan (2006); and
- ☐ Winchester Core Strategy (not yet adopted).

Major projects that may become relevant as they progress are listed below. These will be examined further during the appropriate assessment stage, and as more design detail becomes available.

- ☐ Havant Thicket Reservoir;
- ☐ North of Fareham Strategic Development Area;
- ☐ Portsmouth Harbour and Solent dredging operations;
- ☐ Woolston Pipeline; and
- ☐ Whiteley Strategic Growth Option (Winchester).