January 2011

A happy new year, and many a happy safe hour in the sky in 2011 to all our members! Thank you for your continued support through LFA of Daedalus remaining an operational airfield. We are at an all-time high in terms of members. No doubt 2011 will be a pivotal, and hopefully progressive, year.

Weather and Currency

There has not been much flying weather to be had the last couple of months. Even those who snatched the odd opportunity for a quick flight or two will likely not be feeling very current. ‘Early season’ after a lay-off is a classic time to be tripped up or distracted by something that usually presents no problem.

When the weather turns good again it is likely to be very busy initially – it might be worth taking a half day in the week to get current again!

Sunny days will return! A Daedalus summer, 2003
Hampshire Air Search Squadron – Training Day 21st January,

The Hampshire Squadron of Air Search [http://airsearch.co.uk](http://airsearch.co.uk) formed on the 23rd September 2010 at Daedalus Airfield. The squadron has since held two ground training days, at Old Sarum and Draycott Farm. Training flights involving search exercises will commence in December and January, ahead of the first operational season providing free additional air search capability to the emergency services.

The Squadron has established or is establishing working relationships with Hampshire County Council, RNLI, ALSAR, and the MCA/CHC Helicopters. If you are interested in operating as an air search pilot or becoming a qualified observer please contact the co-ordinator Stephen Miles via seas-hants@yahooogroups.co.uk or LFA.

Aircraft participating so far are a PA38 Tomahawk (based at Lee-On-Solent) and elsewhere in Hampshire a Zenair, Jabiru, Cessna 182 and Avsud Mistral. Air Search is growing nationally and becoming more widely recognised by local and national government organisations, including the Olympic Organising Committee.

Daedalus Fly-Out to Vannes-Meucon LFRV, France: 2nd – 4th June 2011

Vannes is a Twin Town of Fareham. (As Daedalus is also in the borough of Gosport we are in discussion with the aero club at Gosport’s twin town Royan in Southern France).

Expected so far are:

<table>
<thead>
<tr>
<th>Aircraft</th>
<th>Model</th>
<th>Operator</th>
</tr>
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<tbody>
<tr>
<td>G-WNTR</td>
<td>PA28</td>
<td>Fleetlands Flying Group</td>
</tr>
<tr>
<td>G-BOHA</td>
<td>PA28</td>
<td>Phoenix Aviation</td>
</tr>
<tr>
<td>G-PTRI</td>
<td>C182</td>
<td>Private</td>
</tr>
<tr>
<td>G-BTLG</td>
<td>PA28R</td>
<td>Private</td>
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Vannes can arrange for customs and suggested that we stay with our hosts there for two nights which will give some time to be at Vannes for their festival of the sea, which is the first week of June. Tony Gladman is gathering the names of all interested in this exchange so if you are interested please let him know directly or via LFA@eghf.co.uk. If you are a Phoenix Aviation member please let Phoenix know – their fleet is reserved for the trip.
AIRCRAFT SHARES AVAILABLE AT DAEDALUS, LEE-ON-SOLENT

RV-6 G-GRIN

Andy Philips is looking to syndicate RV6 G-GRIN. Get in touch with Andy direct or via LFA@eghf.co.uk

Cessna 182 G-PTRI

Cessna 182 G-PTRI is a 2008 model with Garmin G1000 glass cockpit. Owners Roy Seckington and Steve Tyas are expanding the number of people flying the new aircraft, through equity and non-equity routes. Get in touch with Steve or Roy direct, or via LFA.

Sandown Closing? – Aviators Having to Fight Land Developers Again! High Court Injunction Granted!

Aviators at Sandown mounted a legal challenge to the closure of the runway on 1st October 2010. A High Court judge has now granted an injunction preventing the closure (and expected ploughing) of the runway for at least 12 months while a long term solution is found. They encourage all that can to fly in to Sandown and support the airfield. Please do if you can – call Specialist Flying Services 01983 402402 located on the north side of the runway.
Northwest Taxiway (23 Hold to & from 05 Hold) has been Reinstated

NOV ’10: NORTHWEST TAXIWAY IS NOW A VALID AIRFIELD MANUAL ROUTE. IT IS NOT MANDATED DUE TO OBSTRUCTIONS AT “T”. WINGSPAN, TURNING CIRCLE, OR OTHER FACTORS MAY PRECLUDE USE BY SOME AIRCRAFT/PILOTS. BACKTRACKING CONTINUES TO BE A VALID OPTION FOR PILOTS IN COMMAND (PIC) WHO REQUIRE IT. ROUTING IS A PIC DECISION.

DAEDALUS AIRFIELD, NORTHWEST TAXIWAY: ‘T’ GATE “SLALOM”
(Bi-directional)

Maximum demonstrated wingspan through “T” gate is 37 ft 10 in (11.53 m) Beech Baron, and 38 ft 4 in (11.68 m) Cirrus SR22 (castoring nose wheel). If in doubt as to safe clearance from hazards shutdown and push the aircraft through if necessary. PIC is responsible for safety.

Technique:
1) Approach SLOWLY with aircraft wheels on the LEFT hand half of the taxiway. Stay on taxiway and out of the pit. Check starboard wing clear.
2) When safe, hard slow turn right checking port wing clear of gatepost, to pass through the opening at RIGHT ANGLES to the line of the gates.
3) When safe, hard slow turn left, checking starboard wing clear of gatepost, to exit gateway on the RIGHT hand half of the taxiway.
4) Once clear of hazards (including the cable pit if travelling towards the 23 hold) resume taxi as normal. [Pit may have traffic cone as marker]
Hampshire Constabulary - User Licence Paperwork Issued

Hampshire Constabulary has sent out to resident aircraft owners/operators the application paperwork for User Licences (landing cards) for the period Sep 10 – March 11. As described in previous newsletters the charge for the User Licence (landing card) has been reduced by 50%.

If you have not received your paperwork, or are owner/operator of an aircraft which has not been issued a licence previously (e.g. newly resident) please contact Hampshire Constabulary employees Lisa Hunniford or Sue Clayton, (08450454545 ask for Netley Ext 3264 or 2434) who are issuing the user licences. Likewise inform them if they have written to you about an aircraft no longer resident.

A list has been drawn up of aircraft believed to be resident, but it may not be complete. If you wish to fly your Lee-based aircraft from the police-managed runway it needs to be on that list and have a User Licence, nominally by the end of January.

Hampshire Police Air Support Unit

HPASU continue to manage the airfield for the MCA, and will do so until the end of March. Steve Attrill, Chief Pilot, and Chair of the Airfield Safety Committee leaves the employ of Hampshire Constabulary this month. We appreciate the good job Steve did as Chair of the Safety Committee and wish him well.

The Defender aircraft remains in storage at Daedalus. It is reported that the National Police Air Support team (which is leading the rationalisation of UK police air support) has suggested use of a fixed-wing aircraft to Dyfed police, who have/will/may lose their helicopter under the national plan. This is something of a change for the previously “Helicopter only” national police plan, and may be an indication of the next user of the Defender.

Destination West Wales?

Police Aviation News (http://www.policeaviationnews.com) may be of interest to some members as a source of news, information and comment on Police and other emergency service air support operations. Monthly Newsletters are available for free download.
The “Big Picture” Going in to 2011 – Maritime Coastguard Agency

There are two separate and distinct areas of change/uncertainty within UK Maritime Coastguard Agency.

Firstly, there is the widely publicised government proposal to rationalise the UK Coastguard Maritime Rescue Coordination Centres or “Coastguard Stations”.

In order to ‘bring the Coastguard into the 21st Century’, the British Government and the Maritime and Coastguard Agency have published a controversial proposal that includes the closure of ten of the 18 Coastguard stations around the country.

The plans, which are hosted on the Agency’s website (see Consultations under Emergency Response), involve ‘modernising’ the service and linking all the surviving Maritime Rescue Coordination Centres (MRCCs) in a national network. However, it also means that of the 18 MRCCs, who each currently operate a 24 hour service, ten will be closed, causing significant job losses.

Mike Penning, Parliamentary Under-Secretary of State for Transport said they are “proposing a fully integrated network that can be much more resilient and far more capable of managing a major incident…there is huge potential to improve the service and make it more efficient”.

The MRCC/Coastguard Station at Lee-On-Solent (picture above) is located in a large white house on the sea-front, outside the Daedalus Airfield boundary (next to the Hovercraft Museum).
It is not on the airfield and is not the same as the facility by which actual Air Sea Rescue is delivered by CHC Helicopters from the Coastguard hangar on the airfield.

If the proposals, currently mid-way through a 14 week consultation period, go ahead the Lee-On-Solent MRCC/Coastguard station is expected to be closed, and the property sold.

Nonetheless the proposals would also see a large scale reform. The core of the new system takes the form of two 24 hour ‘Maritime Operation Centres’ (MOCs), one in the North and one in the South.

The centre in the north would be set up in Aberdeen and there is the likelihood of the south’s MOC being built on land already owned by the Coastguard Agency at the Lee-on-Solent, next to and east of the Coastguard hangar occupied by CHC Helicopters.

Planning permission for a new response centre at that location was granted by Gosport Borough Council during 2010, however other government properties in the “Portsmouth/Southampton” area are also being considered for the MOC.

The outcome of the consultation and subsequent government announcements will make for interesting news. While airfield land ought to be designated for aviation purposes which utilise the runway, the establishment of an MOC at Daedalus would be a positive strategic development for the area.
The second area of uncertainty in UK Maritime Rescue is the 11th hour cancellation in December 2010 of the government’s announcement that it had decided to proceed with Labour’s selected bidder for the nationwide privatisation of UK Air Sea Rescue (ASR).

While air sea rescue helicopter operations at Lee-On-Solent, Portland, Sumburgh and Stornoway were privatised some years ago, the RAF and RN continue to provide the bulk of UK ASR using military Seaking helicopters. Soteria, consortium including CHC Helicopters, Thales, and Royal Bank of Scotland, had been selected by the Labour government as the preferred bidder in the multi-year PFI bidding process. The incoming government suspended the programme pending its own review.

On completion of the review the government decided to continue with the programme and announce Soteria as the winning consortium. The announcement was cancelled at very short notice, ostensibly as Soteria has informed the government that an issue has been discovered with their bid which required further investigation.

Whatever the issue is with the selected bid is being kept very private. One, somewhat unlikely, rumour doing the rounds is that the bid did not account for ‘attrition losses’ – loss of an airframe and crew per three years. While the assumed loss rate does not sound realistic it may be that attrition had not been built into the bidding process?

The current CHC MCA contracts expire in 2012 and the newly privatised national contract was due to be in place for 2012. That seems unlikely to happen in that timeframe now, giving rise to the prospect of contract extension negotiations to maintain ASR capability in the south, as required by UK and International agreements.

It is not believed that the ASR Helicopter base at Lee is under threat but there are apparently rumours within MCA of all south coast SAR helicopters being re-located to Culdrose and Dover. This seems highly unlikely indeed, but with UK PLC having ended the Harrier force, building a carrier to mothball, who would rule it out?

The UK SAR-H Soteria bid remains a hot-topic on PPRuNEs Rotorcraft forum but little if any light shed to date. Await government announcements, again from Mike Penning, Parliamentary Under-Secretary of State for Transport who visited Daedalus in 2010.
The “Big Picture” Going in to 2011 – SEEDA Daedalus Masterplan

Although SEEDA will cease to exist in March 2012 it continues to retain a focus on Daedalus, with a desire to leave a positive legacy of some kind, having first come to Daedalus with the mission to develop it for Aviation and Marine employment in March 2006. SEEDA is active with the “Masterplan” process and related activities with the Fareham and Gosport borough councils, albeit at reduced staffing levels.

The image above is from the version of the Masterplan published in August 2010, available at the SEEDA website http://www.daedalus-seeda.co.uk/files/SEEDAX0001/Masterplan%20low%20res.pdf

LFA is aware that after publication, the housing on the West side had been increased significantly, deleting at least five of the structures shown on the West side above. More recently Martin Barrow of SEEDA has confirmed that all housing has been deleted and replaced by commercial premises. The only housing expected to be seen in the next public version of the plan is 200 houses on the south (technical) site which Gosport Borough Council accept.

This is good news, however local people and airfield supporters will need to scrutinise upcoming revision of the Masterplan to guard against ‘an Industrial Estate by the back door’.
Not yet formally announced, SEEDA are planning to hold a three-day public exhibition of the latest level of the Daedalus Masterplan at the end of January. There have been a number of significant changes, and more detail, which will be made public at the exhibition.

The various Masterplan and Local Government Development Framework and Daedalus Supplementary Planning Documents across SEEDA, Fareham and Gosport Borough Councils are now, after some years, converging – to the extent that 2011 may actually see a settling of the structural plans enabling actual investments to be planned or even proceed this year. Do have your say!

LFA will promulgate venue and timings when these are known. Every member who can please plan to attend and provide written feedback into that consultation please.

The “Big Picture” Going in to 2011 – Fareham Borough Council Local Development Framework Core Strategy

Fareham Borough Councils draft Core Strategy is a critical framework for future planned uses of Daedalus and is nearing formal adoption. Reflecting the wishes of local people, and the voices of local councillors (visibly to LFA Stubbington Cllr Tim Knight and Lee Cllr John Beavis) It does not provide for housing on the (major) part of Daedalus which is within Fareham borough, and this is likely why SEEDA have finally removed housing from their plans for Daedalus West.

This is the Council's draft planning control strategy for the next 15 - 20 years, and identifies where new housing and businesses will be built in the Borough in the future, as well as highlighting those areas which will be protected from future development.

Major areas for future development include Daedalus, as a working airfield with an Aerospace and Marine business park providing high quality productive jobs, the Coldeast site as residential and parkland with much-needed community facilities including land for a swimming pool, cemetery, allotments, community building and sports pitches, and the ongoing growth of Fareham Town Centre. It also includes the possible development of a new community to the North of the M27.

It is the community north of the M27 that has the lions share of the media coverage, but as highlighted above in bold the draft Core Strategy is very clear about what planning applications for Daedalus Airfield would, and would not, be expected to encompass.

This draft Core Strategy is a very significant and important protection and enabler for Daedalus to remain, and develop, as a working airfield contributing to local economic and social life.

The opportunity for you as a supporter of the airfield to provide your feedback on the Core Strategy Consultation ends 31st January 2011.

You can view the draft Core Strategy and provide your feedback here [http://www.fareham.gov.uk/council/departments/planning/ldf/cssreport.asp](http://www.fareham.gov.uk/council/departments/planning/ldf/cssreport.asp)

PLEASE DO SO!!!!! YOUR INPUT DOES SHAPE CONSULTATION OUTPUTS!
Key Extracts Follow at the End of this Newsletter

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The “Big Picture” Going in to 2011 – Supplementary Planning Documents

Both Fareham and Gosport Borough Councils are close to having their respective Daedalus specific Supplementary Planning Documents ready for publication. These will closely frame the development that is desired and will be permissible at Daedalus for many years.

The SPD’s have been produced with the assistance of SEEDA. It will be interesting to see what of the extensive and pro-aviation feedback SEEDA received from the public since 2006 is reflected in the documents.

The draft GBC SPD will be available on the GBC website from 24 Jan 2011.

The “Big Picture” Going in to 2011 - Airfield Management beyond Hampshire Police

In November Mike Cross met with the MCA and SEEDA at the MCA headquarters in Southampton, ostensibly to discuss the proposal for airfield tenants to manage airfield operations via a management company formed by all airfield tenants.

Whilst MCA had initially encouraged development of the proposal the meeting did not consider it. Rather Mike was informed that a decision had been made as to the selection of another organisation to manage the airfield following the end of Hampshire Police Authority’s six-month notice to quit which ends in March.

Mike is not at liberty to name the selected organisation, but from other sources LFA is aware that MCA, SEEDA, Councils and other stakeholder organisations have a firm expectation that Britten-Norman Group will take over from Hampshire police to operate the airfield, at least under an interim arrangement, for the next two years.

Resident pilots and aircraft owners are known to be concerned about rumours of ‘huge price increases’ that have been heard from third parties; however there has been no indication of this directly from B-N to date.

Britten-Norman Group Chief Executive has invited Jon Butts and Mike Cross to a meeting later in January at which we hope to learn more of B-N’s aspirations for the company and the airfield’s future.

Bembridge Airport Operator Changes

As is evident in local press, UK pilot internet forums and NOTAMS, Britten-Norman and the airport owners at Bembridge did not reach agreement on terms for B-N’s operation of the airfield itself beyond 2010. B-N’s factory operations continue, however the staff employed to operate the airfield on a licenced basis face a period of uncertainty.

The airfield is now operated by the airport owners, as an unlicensed airfield. The ATZ has been deactivated, and the radio frequency used by the Air-Ground Communication Service has reverted to a B-N Company frequency.

It may be some weeks before normal operations for visiting aircraft can resume. If planning to visit you are strongly advised to phone ahead for the very latest operational position.
2010 Highlights: LFA Fly-In 18 Sep - Another Good Day for Daedalus

The weather-gods were very generous for the 2nd LFA fly-in at Daedalus Airfield and the Hovercraft Museum's Open Day. Fly-in aircraft numbers were limited to thirty as this was the first fly-in taking place on a gliding day. A rule of thumb for fly-ins like these is that there will be 30% no-shows on the day for various reasons. The weather was so good twenty-nine of the thirty aircraft made it, with the furthest coming from Coventry.

Terry and Daniella Lawson provided a free vintage bus service between the Museum and Hangar B. Their bus "Ivy" took visiting pilots and passengers to see the world's largest collection of hovercraft, and brought between 250-300 local people to see the visiting aircraft.

This was the first time for at least 14 years that the public have been able to access the airside parts of Daedalus, and the opportunity to do so was very much appreciated judging by comments received and overheard! LFA member John Russell operated his Cessna 182R Amphibian Floatplane from the hovercraft slipway for most of the day, coming back to re-fuel on the airfield as needed.
Floatplane operations were a very unusual and popular spectacle for visitors to the sea-front. If you are interested in future visits contact The Seaplane Club.

Below: A Blackburn Shark is winched up the slipway in the 1930’s. (Floatplane photos by/via Bob Wealthy, Solent Aeromarine Enterprises).

"During the Lee-on-the-Solent Festival the Solent Microlight Group had provided information on microlighting and invited any members of the public interested in experience flights to give some contact details.

Above: As part of the LFA Fly-In these local residents were visited to learn more about the various uses of the airfield and to have an experience flight in either a flex wing or three axis (fixed wing) microlight.
Solent Microlight Group gave a number of guests their first ever flights.

Above: Interestingly most opted for flex-wing flights and the pilots who gave flights were rarely waiting for passengers. Although the principal objective was to support the LFA and flying at Daedalus a number of guests donated to this year’s charity for the Hampshire Microlight Flying Club, the Hampshire and Isle of Wight Air Ambulance. At least one of the visitors said she would go on to take flying lessons!

Quite a few of the visitors to the LFA Fly In also visited SMG at M hangar for a chat about microlights and we were very pleased to see them and discuss our branch of flying with them.” John Hudson, SMG Member. Below: Aerial View of the Fly-In, by Wendy Bentley
Also visiting us over the long weekend were visitors from Oban, Scotland paying a visit to the south coast and the Goodwood Revival. *We know who you are! ;-) [Clue: There are not that many national award winning – multiple times - General Aviation airfield operators are there…]*

**Portsmouth Naval Gliding Club** had a good day too, with soaring conditions and finishing off an instructors course that had been delayed by poor weather earlier in the week. **MCA/CHC Helicopters** appeared to be enjoying a “Families Day” type event, operating flights throughout the day.

All in all it was one of the best days of the year weather wise, and probably the busiest at Daedalus for quite some time while. The Daedalus Air-Ground Radio was manned by **Martin Heneghan** (a.m.) and **Gerry Holden** (p.m.) of PNGC who did a great job - Thank You! *Interested in some part-time at Swanwick NATS ? ;-)*

Thanks also to **Bob Wealthy** and **Pete Stanton** who displayed the LFA posters at the Gosport Aviation Society display at the Hovercraft Museum.

**Congratulations to the LFA Fly-In Team led by Peter Bentley** which made this happen, in particular **Frank Thompson** (below right) who was Peter's right hand man all day and had handled all the PPR requests, **Caroline Rabson** who took care of Booking In, and our **Marshalling Team** who made it work on the day.

Special thanks too for **Ed Holmes** for his pivotal contributions organising the catering (FGF Ltd), putting the clubhouse toilet into service (we needed that!), grass-cutting of the parking areas and helping set-up on the day - before unfortunately having to leave for a funeral and missing the event himself. Thank you Ed, and thanks to Mike Cross for re-filling the water tanks in the hangar.
Above: The "End of Day" Crew. (Photo: Paul Sengupta)

Once again Many Thanks to *everyone* who helped.

*Events like these are good for the airfield and very much a team sport!*

Pages extracted from the Fareham Borough Council LDF Core Strategy for Daedalus follow.

You can provide your feedback to the Council here http://www.fareham.gov.uk/council/departments/planning/ldf/cssreport.asp

**Fly Safe! - LFA Committee**

Membership of the Lee Flying Association is open to all who support the continued use of the airfield (both MCA and SEEDA owned parts of the airfield) for operational aviation.
Core Strategy

Pre-Submission Draft - December 2010

○ Issues and Options
○ Preferred Options
● Pre-submission
○ Adopted
Portchester, Stubbington and Titchfield where it:

- protects the setting of the settlement;
- protects their natural, historic, biodiversity and cultural resources;
- contributes to the provision of green infrastructure, and
- contributes to the following levels of development.

<table>
<thead>
<tr>
<th>Settlement</th>
<th>Residential Development</th>
<th>Employment Development</th>
<th>Retail Development</th>
</tr>
</thead>
<tbody>
<tr>
<td>Portchester</td>
<td>57 dwellings</td>
<td>1,800sqm B1 300sqm B2/B8</td>
<td>Convenience floorspace of up to 1,350sqm gross from 2016</td>
</tr>
<tr>
<td>Stubbington</td>
<td>64 dwellings</td>
<td></td>
<td>Convenience floorspace of up to 1,350sqm gross from 2021</td>
</tr>
<tr>
<td>Titchfield</td>
<td>28 dwellings</td>
<td>650sqm B1</td>
<td>No need identified</td>
</tr>
</tbody>
</table>

The provision of new community, built sports and cultural facilities will be supported in Stubbington and Portchester through the expansion of existing facilities.

**DAEDELUS AIRFIELD STRATEGIC DEVELOPMENT ALLOCATION**

To meet Strategic Objectives SO1, SO2, SO3, SO5, SO9, SO10, SO11 and SO12.

5.46 The former HMS Daedalus site lies in the strategic gap separating Stubbington and Lee on the Solent, straddling the boundary between Fareham and Gosport boroughs, occupying a coastal location. To the south-west of the site lies the Solent to Southampton Water Special Protection Area (SPA) and Ramsar site and the Lee-on-the-Solent Site of Special Scientific Interest (SSSI). Proposals must therefore ensure that there will be no adverse impacts on these designated sites as a result of the proposed development or during the construction phase.

5.47 The site has a significant military history. Up until 1917 the site was open farmland with a few buildings, some of which remain today. Then it was requisitioned by the Admiralty to provide a training school for seaplane pilots and associated hangars and slipways were built.

5.48 After World War 1 the site continued to grow into the 1930s when the base became the Fleet Air Arm Coastal Command Headquarters. 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. During World War 2 the site became a crucial aviation base with an expanded camp and airfield used for air sorties. As a result of its military significance the site suffered two air raids at this time.

5.49 Daedalus continued in military use after 1945 although on a smaller scale focusing on technical training in particular helicopter and hovercraft testing. HMS Daedalus closed in
1996 and in 2004 the MoD declared it surplus to requirements.

5.50 As a result of its eventful military past the site contains historical buildings and possible areas of archaeological interest. Parts of the site may also be contaminated. These issues will need to be addressed as part of any proposals.

5.51 The airfield has been acquired by the Maritime and Coastguard Agency for its operational flying uses. The Council will encourage the continued use of the airfield and ensure that the potential for general operational aviation use is not lost. However, due to the airfield's location and prominence within the countryside and the strategic gap, the Council will expect any associated built infrastructure to be sensitively designed and sited.

5.52 The area surrounding the operational airfield, including the existing buildings, has been acquired by SEEDA who has prepared an informal Visionary Framework\(^{40}\) for the site. This provides a starting point, as far as it was agreed by Fareham and Gosport Borough Councils, for two complementary Supplementary Planning Documents which are being prepared by the two Borough Councils in conjunction with SEEDA and the wider community to cover the whole site. The SPDs for Daedalus will identify the procedure by which phased development proposals can be taken forward and make relevant contributions to the comprehensive re-development of the site.

5.53 Daedalus is a strategic employment allocation. The site within Fareham Borough has two principal development parcels - Hangars East and Hangars West - and employment uses will be provided on both parcels. The land use allocations are identified on the Proposals Map Amendments Inset Map B.

5.54 The key objective for the site is to provide local employment opportunities that take advantage of the unique characteristics of the site by exploiting its coastal location for marine uses and its airfield for aviation uses, whilst respecting the countryside location, maintaining the integrity of the strategic gap and ensuring that development and access arrangements do not cause a significant adverse impact on the settlement of Stubbington.

5.55 PUSH has identified the Daedalus site as a Strategic Employment Site. Daedalus is uniquely placed in South Hampshire to deliver employment floorspace with direct airfield access. The Council will work with SEEDA, or their successor bodies, the MCA and Gosport Borough Council to identify and facilitate the implementation of development proposals that protect the aviation assets on the site and maximise its potential for general aviation uses within the existing environmental constraints. PUSH has also identified a target for Daedalus of some 9,000sqm of additional warehouse or distribution floorspace.

5.56 In order to provide flexibility over the plan period the Council considers a figure of between 10,000sqm and 33,000sqm (gross) of additional employment (additional to the 16,820 sqm of existing floorspace) as general or light industrial uses, and/or warehouse uses associated with aerospace or marine employment, arranged primarily to enable direct access from the airfield, is appropriate at Daedalus as a whole, subject to evidence. The Council considers that subject to the careful design, siting and landscaping of built development, it may be possible for this scale of development to be accommodated.

\(^{40}\) Daedalus Visionary Framework, South East England Development Agency, January 2009
without unduly affecting the character of the landscape or the integrity of the strategic gap. Further work will therefore need to demonstrate the necessity and appropriateness of this scale of employment and aviation development, having regard to the impact upon the countryside, strategic gap, and traffic congestion, and taking account of scheme viability associated with retention and maintenance of the airfield. The Council will pay particular attention to the need to ensure that new employment uses, particularly those such as open storage do not give rise to unacceptable levels of goods vehicle movements through Stubbington Village. The proposals will involve the redevelopment of some of the existing buildings and retention of others, together with the provision of new built floorspace. Phasing and other conditions and or planning obligations will be negotiated to secure the removal of built structures that are not be retained, in tandem with the provision of new floorspace.

5.57 Existing businesses already occupy some of the hangars and other buildings on the site. The Maritime and Coastguard Agency (MCA) and Driving Standard Agency test centre occupy premises which straddle the southern site boundary with Gosport. A mix of employment uses will be encouraged to meet local needs, which will also assist in reducing out-commuting from Gosport and Stubbington/Hill Head. In accordance with PPS4 and the Spatial Strategy for the borough, office development will be limited in scale to that of an ancillary nature. Maintaining the separation of Lee on the Solent/ Gosport and Stubbington is an important strategic objective, which will influence the design, siting, scale and precise balance of uses to be defined in the Supplementary Planning Document.

**Hangars West**

5.58 The area of Hangars West adjoins the existing settlement of Stubbington. It comprises a collection of indents of land to the settlement edge, occupied in part by existing hangars and hardstanding, which currently provide employment uses. In addition, there is an existing unused, non-standard access to Gosport Road and areas of wildlife habitat, together with boundary hedgerows and trees. The development strategy is to allow for additional and/or replacement employment floorspace of up to 20,000sqm gross, or 13,000sqm net, excluding existing floorspace. Development will be required to demonstrate that it does not undermine the integrity of the strategic gap, or the landscape character of the countryside, and responds to the needs of habitat and biodiversity protection and creation. The Council has also identified the need for additional allotment and possible open space provision for Stubbington and land at Hangars West has been identified as a suitable location. Suitable access and parking provision for the allotments will be required.

5.59 Development will also be required to be of a scale, location and use that does not adversely affect the amenity of existing residents to the west and provides adequate screening, noise attenuation and enhanced landscaping where necessary. Any landscaping will also be designed and maintained to contribute towards green infrastructure provision in the area. Primary access to Hangars West will be from Gosport Road. Any secondary access options will need to be considered through the SPD.

**Hangars East**

5.60 Hangars East is an area of land which projects north from the settlement of Lee-on-the-
Solent. It comprises a variety of hangars, buildings and hardstandings randomly arranged within a landscape that is characterised by its openness and flat topography within the countryside. The land sits centrally between the settlement edges of Stubbington to the west and Gosport to the east, and forms an integral part of the strategic gap. In addition, there is an existing unused, non-standard access to Broom Way and significant woodland and hedgerows to the north and east.

5.61 The Council recognises that in order to help ensure the long term operation of the airfield and to provide local employment opportunities, a level of commercial development within the strategic gap and countryside is necessary. Employment development comprising general or light industrial uses, and warehouse uses associated with aerospace or marine employment, will be acceptable and the Council will encourage such uses, particularly where they provide aviation related employment, taking advantage of the airfield location. However, given the sensitivity of the landscape character of the countryside and the integrity of the strategic gap, the intensity, scale and development form will need to be carefully located and designed.

5.62 The development strategy separates Hangars East into three zones; southern, central and northern. The southern area adjacent to the proposed access could accommodate up to 8,000sqm of general aviation floorspace on a single level, including ancillary office accommodation on 2 levels. This accommodation needs to take account of land within Gosport and allow for appropriate planting and parking space. The central area to the north will be redeveloped to allow for the existing hangar structures to be removed to create an undeveloped gap from the countryside to the east through to the open undeveloped airfield, retaining the openness of the strategic gap. As the hangars are demolished and replaced elsewhere on the site, this area will become increasingly open in character and managed for biodiversity and habitat creation. The northern area between the airfield and the woodland copse to the west and including the MARTSU\(^41\) building will be developed for operational general and leisure aviation and supporting or related uses of up to 22,000sqm (gross) of existing and new floorspace within buildings grouped around the existing hardstandings and new accesses.

5.63 To ensure that the buildings do not dominate the open landscape character, of the site as a whole, development will need to be integrated into the landscape and be appropriately sited and scaled. Copse planting will be required to help diffuse views and lessen the visual impact of areas of hardstanding, access and lighting. Access to Hangars East will be via an upgraded junction from Broom Way. The site has underlying deposits of sand and gravel and consideration must therefore be given to the potential for prior extraction to avoid sterilising these important minerals. Beyond the northern area up to Gosport road, the land will be managed and planted to enhance biodiversity and habitat creation.

The airfield, MCA and land to the north of Hangars East

5.64 Outside of Hangars East and West, the site comprises the airfield, the MCA and driving school operations, scrub and farming land. With the exception of land identified on the Proposals Map, this area will remain free of development. Development will be required to contribute towards biodiversity and habitat creation on existing scrub and farmland to the north of the airfield operation. The MCA or any successor will be encouraged to manage

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\(^{41}\) MARTSU - Mobile Aircraft Repair Transport and Salvage Unit

For further information please contact planningpolicy@fareham.gov.uk
their land to benefit biodiversity and habitat creation, subject to the safe operation of the airfield.

CS12 Daedalus Airfield Strategic Development Allocation

The former HMS Daedalus Airfield is allocated for strategic employment development. Development will be permitted where:

- it is demonstrated that it does not adversely affect the existing or future potential general aviation operation of the airfield;
- it does not unacceptably diminish the integrity and function of the strategic gap between Stubbington/ Lee-on-the-Solent and Fareham/ Gosport;
- it does not adversely affect the integrity of the landscape character of the countryside;
- it can demonstrate that there will be no adverse impacts on European designated sites;
- primary access is from Broom Way (Hangars East) and Gosport Road (Hangars West);
- it does not have an adverse impact on air quality;
- prior consideration is given to the potential extraction of mineral deposits;
- it incorporates the site’s heritage where feasible;
- both archaeological and contamination assessments and evaluations are carried out prior to the commencement of development;
- it delivers, or facilitates the delivery of high quality development including:
  a. employment development that retains and strengthens the marine and aviation employment clusters, particularly those that require direct access to an operational airfield;
  b. between 10,000sqm and 33,000sqm of net additional general, or light industrial or warehousing (associated with aerospace or marine) employment floorspace with only ancillary office accommodation, to contribute towards the overall provision set out in Policy CS1;
  c. the creation of local employment opportunities that take advantage of and develop local skills, including during construction;
  d. open space accessible to residents particularly those of Stubbington and Hill Head;
  e. landscaping and green infrastructure including allotments together with linkages to the existing footpath network and the Alver Valley;
  f. environmental and biodiversity protection and enhancement;
  g. minimising increases in traffic levels and congestion, through sustainable transport arrangements;
  h. a reorganisation and consolidation of existing and new floorspace, including the phased removal of some existing built structures to create an efficient arrangement of buildings and associated activities sympathetic to the landscape and strategic gap, whilst having regard to the specific space

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and operational requirements of aviation related employment uses;

i. appropriate utility service provision.

Replacement and new buildings will be energy efficient and be designed to reflect existing building heights and mass and take advantage of site topographical and built features that help to reduce adverse impacts upon residential amenity, landscape character and the integrity of the strategic gap.

Development must take account of the odour contour on the north of the site from the Peel Common waste treatment works.

NORTH OF FAREHAM STRATEGIC DEVELOPMENT LOCATION

To meet Strategic Objectives SO1 SO5 and SO8

Policy Context and Background

5.65 In December 2005 the Partnership for Urban South Hampshire (PUSH) submitted its advice to the South East of England Regional Assembly (SEERA) on the appropriate distribution of new housing across the South Hampshire sub-region\(^{42}\). The South Hampshire strategy was focused on the urban regeneration of the two cities (Portsmouth and Southampton), and the priority for delivering housing land was centred on bringing forward brown-field sites in the older urban areas. However it was recognised that some green-field land would be required particularly in the later part of the plan period. The strategy therefore proposed two Strategic Development Areas (SDAs), including one within Fareham Borough to the north of the M27 motorway, comprising up to 10,000 new homes, and 121,000 sq m of employment floorspace, supporting facilities and quality public transport links to further job opportunities in the city and town centres. The strategy (policy SH2) recommended that the precise form and location of the SDA should be established in the Council’s Local Development Documents, and that the Council should develop a masterplan for the area in partnership with developers.

5.66 This advice was subsequently taken up and included in the recently revoked South East Plan with the precise form and location of the SDA to be defined in a Development Plan Document (DPD). The DPD would also include areas of open land, defining the precise boundaries of land necessary to prevent the coalescence of the SDA with adjoining settlements.

5.67 The Core Strategy will therefore establish the overarching policy and high level development principles for the SDA, which will guide the preparation of an Area Action Plan (AAP) and masterplan to bring forward the development. The Core Strategy gives a broad indication of where the SDA will be located and an assessment of the development potential within that area. But the precise boundary and details of the development will be contained in the AAP.

5.68 The Council will develop the masterplan in partnership with the development interests at an early stage of the development process to provide further detail on the spatial

\(^{42}\) South Hampshire Sub-regional Strategy- Final Advice to SEERA; PUSH 2005

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