16/01/2017

Dear Lisa Radford

Re: Planning Application No. F/16/79698
Our Ref: SOU6416

I refer to your letter dated 23/12/16, received in this office on 23/12/16.

The proposed development has been examined from an aerodrome safeguarding perspective and could conflict with safeguarding criteria unless any planning permission granted is subject to the conditions detailed below:

BH1 **Submission of a Bird Hazard Management Plan**
Development shall not commence until a Bird Hazard Management Plan has been submitted to and approved in writing by the Local Planning Authority. The submitted plan shall include details of:

- *management of any flat/shallow pitched/green roofs on buildings within the site which may be attractive to nesting, roosting and "loafing" birds. The management plan shall comply with Advice Note 8 'Potential Bird Hazards from Building Design' attached* **** See below paragraphs****

The Bird Hazard Management Plan must ensure that flat/shallow pitched roofs be constructed to allow access to all areas by foot using permanent fixed access stairs ladders or similar. The owner/occupier must not allow gulls, to nest, roost or loaf on the building. Checks must be made weekly or sooner if bird activity dictates, during the breeding season. Outside of the breeding season gull activity must be monitored and the roof checked regularly to ensure that gulls do not utilise the roof. Any gulls found nesting, roosting or loafing must be dispersed by the owner/occupier when detected or when requested by Southampton Airport Airside Operations staff. In some instances it may be necessary to contact Southampton Airport Operations staff before bird dispersal takes place. The owner/occupier must remove any nests or eggs found on the roof.

The breeding season for gulls typically runs from March to June. The owner/occupier must obtain the appropriate licences where applicable from Natural England before the removal of nests and eggs

The Bird Hazard Management Plan shall be implemented as approved on completion of the development and shall remain in force for the life of the building. No subsequent alterations to the plan are to take place unless first submitted to and approved in writing by the Local Planning Authority.

Reason: It is necessary to manage the Land at Former Ford Site, West of Wide Lane in order to minimise its attractiveness to birds which could endanger the safe movement of aircraft and the operation of Southampton Airport.

HL1 **Height Limitation on Buildings and Structures**

No building or structure of the development hereby permitted shall exceed 44 m above ground level.

Reason: Development exceeding this height would penetrate the Obstacle Limitation Surface (OLS) surrounding Southampton Airport and endanger aircraft movements and the safe operation of the aerodrome.
See Advice Note 1 'Safeguarding an Overview' for further information (available at *www.aoa.org.uk/publications/safeguarding.asp*).
and/or:
Reason: To avoid the building/structure on the application site endangering the safe movement of aircraft and the operation of Southampton Airport through interference with communication, navigational aids and surveillance equipment.
See Advice Note 1 'Safeguarding an Overview' for further information (available at *www.aoa.org.uk/publications/safeguarding.asp*).

Obstacle Lighting

LT1 **Obstacle Lighting During The Construction Period**

Obstacle lights shall be placed on cranes above 25 metres to be used in the development of Land at Former Ford Site, West of Wide Lane. The obstacle lighting scheme shall be implemented for the duration of the construction period. These obstacle lights must be steady state red lights with a minimum intensity of 200 candelas. Periods of illumination of obstacle lights, obstacle light locations and obstacle light photometric performance must all be in accordance with the requirements of 'CAP168 Licensing of Aerodromes' (available at www.caa.co.uk/srg/aerodrome).

Reason: Permanently illuminated obstacle lighting is required for the duration of construction and on construction equipment to avoid endangering the safe movement of aircraft and the operation of Southampton Airport.
For further information please refer to Advice Note 4 'Cranes and Other Construction Issues' (available at *www.aoa.org.uk/publications/safeguarding.asp*).

LT3 **Control of Lighting on the Proposed Development**

The development is close to the aerodrome and/or aircraft taking off from or landing at the aerodrome. Lighting schemes required during construction and for the completed development shall be of a flat glass, full cut off design, mounted horizontally, and shall ensure that there is no light spill above the horizontal.

Reason: To avoid endangering the safe operation of aircraft through confusion with aeronautical ground lights or glare.
For further information please refer to Advice Note 2 'Lighting Near Aerodromes' (available at *www.aoa.org.uk/publications/safeguarding.asp*).

Your attention is drawn to the Air Navigation Order 2005, Article 135, which states that, "A person shall not exhibit in the United Kingdom any light which: (a) by reason of its glare is liable to endanger aircraft taking off or landing at an aerodrome; or (b) by reason of its liability to be mistaken for an aeronautical ground light is liable to endanger aircraft." The Order also grants the Civil Aviation Authority power to serve notice to extinguish or screen any such light which may endanger aircraft. Further information can be found Advice Note 2 'Lighting Near Aerodromes' (available at www.aoa.org.uk/publications/safeguarding.asp)

We, therefore, have no aerodrome safeguarding objection to this proposal, provided that the above conditions are applied to any planning permission.

It is important that any conditions requested in this response are applied to a planning approval. Where a Planning Authority proposes to grant permission against the advice of Southampton Airport, or not to attach conditions which Southampton Airport has advised, it shall notify Southampton Airport, and the Civil Aviation Authority as specified in the Town & Country Planning (Safeguarded Aerodromes, Technical Sites and Military Explosive Storage Areas) Direction 2002.

Yours sincerely

Connor

Connor Gladwin,
Airside Operations Safety Officer
For and on behalf of Southampton Airport Limited