

# FAREHAM

BOROUGH COUNCIL

## AGENDA PLANNING COMMITTEE

**Date:** Monday, 23 January 2017

**Time:** 10.00 am

**Venue:** Solent Room, Ferneham Hall

**Members:**

Councillor N J Walker (Chairman)

Councillor A Mandry (Vice-Chairman)

Councillors B Bayford  
J E Butts  
T M Cartwright, MBE  
P J Davies  
K D Evans  
M J Ford, JP  
R H Price, JP

**Deputies:** F Birkett  
S Cunningham  
L Keeble  
Mrs K K Trott



**1. Apologies for Absence**

**2. Chairman's Announcements**

**3. Declarations of Interest**

To receive any declarations of interest from members in accordance with Standing Orders and the Council's Code of Conduct.

**4. Deputations**

To receive any deputations of which notice has been lodged.

**5. Development Management (Pages 1 - 90)**

PLANNING APPLICATION P/16/0557/OA – LAND AT DAEDALUS AIRFIELD AND MONKS HILL BEACH (TO MEAN LOW WATER SPRINGS (MLWS)); AND LAND BETWEEN NATIONAL GRID SUBSTATION AT CHILLING AND BROWNWICH, NEAR CHILLING (TO MLWS)

Hybrid Planning Permission (Part Outline, Part Full Permission) Comprising:

- (1) Outline Planning Permission for the Erection of Converter Station Building at Daedalus (to a maximum height of 22 metres) with associated vehicular accesses and roads off Broom Way and Faraday Business Park, Security Fencing, Landscaping and Temporary Construction Compounds and any Ancillary Works and External Plant;
- (2) Outline Planning Permission for the creation of Public Open Space and Associated Facilities, Grassland Planting and Tree Planting at Daedalus with Associated Vehicular Accesses and Roads off Broom Way.
- (3) Detailed Planning Permission for the Installation of Cables between mean Low Water Springs and the Converter Station in the North Eastern Corner of Daedalus Airfield at Hill Head and Stubbington;
- (4) Detailed Planning Permission for the Installation of Cables between the Mean Low Water Springs and a New substation within the Existing Cable Sealing End Compound at Chilling Lane.

With all Matters Reserved for (1) and (2) above.

P GRIMWOOD  
Chief Executive Officer

Civic Offices  
[www.fareham.gov.uk](http://www.fareham.gov.uk)  
13 January 2017

**For further information please contact:**  
**Democratic Services, Civic Offices, Fareham, PO16 7AZ**  
**Tel:01329 236100**  
[democraticservices@fareham.gov.uk](mailto:democraticservices@fareham.gov.uk)

# Agenda Item 5

P/16/0557/OA

STUBBINGTON, HILL HEAD,  
WARSASH

APPLICANT: NATIONAL GRID IFA2 LTD

AGENT: TEP

**SITE:** LAND AT DAEDALUS AIRFIELD AND MONKS HILL BEACH (TO MEAN LOW WATER SPRINGS (MLWS)); AND LAND BETWEEN NATIONAL GRID SUBSTATION AT CHILLING AND BROWNWICH, NEAR CHILLING (TO MLWS)

**PROPOSAL:** HYBRID PLANNING PERMISSION (PART OUTLINE, PART FULL PERMISSION) COMPRISING:

- (1) OUTLINE PLANNING PERMISSION FOR THE ERECTION OF CONVERTER STATION BUILDINGS AT DAEDALUS (TO A MAXIMUM HEIGHT OF 22 METRES) WITH ASSOCIATED VEHICULAR ACCESSES AND ROADS OFF BROOM WAY AND FARADAY BUSINESS PARK, SECURITY FENCING, LANDSCAPING AND TEMPORARY CONSTRUCTION COMPOUNDS AND ANY ANCILLARY WORKS AND EXTERNAL PLANT;
- (2) OUTLINE PLANNING PERMISSION FOR THE CREATION OF PUBLIC OPEN SPACE AND ASSOCIATED FACILITIES, GRASSLAND PLANTING AND TREE PLANTING AT DAEDALUS WITH ASSOCIATED VEHICULAR ACCESSES AND ROADS OFF BROOM WAY.
- (3) DETAILED PLANNING PERMISSION FOR THE INSTALLATION OF CABLES BETWEEN MEAN LOW WATER SPRINGS AND THE CONVERTER STATION IN THE NORTH EASTERN CORNER OF DAEDALUS AIRFIELD AT HILL HEAD AND STUBBINGTON;
- (4) DETAILED PLANNING PERMISSION FOR THE INSTALLATION OF CABLES BETWEEN THE MEAN LOW WATER SPRINGS AND A NEW SUBSTATION WITHIN THE EXISTING CABLE SEALING END COMPOUND AT CHILLING LANE

WITH ALL MATTERS RESERVED FOR (1) AND (2) ABOVE.

## **OFFICER REPORT**

**CASE OFFICER: MARK WYATT (01329)824704**

### **INTRODUCTION:**

This planning application seeks planning permission for part of a new interconnector facility (known as IFA2) between England and France. Put simply IFA2 would comprise High Voltage Direct Current (HVDC) sub-sea cables passing through UK and French waters. Infrastructure at each end of the sub-sea link would convert any power transmitted from HVDC to High Voltage Alternating Current (HVAC) in a converter station before being fed into the respective country's power network.

For the UK end of the project, and therefore Fareham, the HVDC cable will make landfall at Monks Hill Beach in Hill Head. The cables will come ashore and go under Stubbington Lane. The cables will run parallel to the north west side of the main runway in Daedalus before reaching the converter station in the north east of Daedalus. The HVDC power is converted to HVAC power. The HVAC power then follows the same cable route through Daedalus and back out to sea at Monks Hill beach before travelling along the coast and making landfall at Chilling. The HVAC cables connect to the existing National Grid compound at Chilling Lane which feeds into the wider electricity transmission network.

In addition to constructing the converter station buildings at Daedalus, the application proposes the comprehensive delivery of an extensive area of public open space running from Southways to the Peel Common roundabout.

This planning application is described as a hybrid application. A hybrid application is where an application is made with some matters fully detailed (so tantamount to an application for full planning permission) whilst other parts of the proposal have all matters reserved for future approval (thereby only the principle is established at this stage).

### **SITE DESCRIPTION:**

The application site can effectively be divided into areas:

- 1) Landfall at Hill Head;
- 2) Cable route through Daedalus
- 3) The Converter Station at Daedalus
- 4) Works at Chilling.

#### **Landfall at Hill Head:**

Fareham Borough Council's planning jurisdiction takes effect at Mean Low Water Springs (MLWS) where the maximum site width is 235m. From this MLWS mark the site narrows across the sand to the shingle beach. From the eastern end of the Monks Hill car park, adjacent to The Shack, westwards the application site includes approximately 30 beach huts and the car park to the rear of the beach huts. The application site then includes the bank from the beach car park up to Stubbington Lane where the site continues to narrow further still. The application site then crosses Stubbington Lane and enters the Daedalus airfield at the south western corner of the main runway.

#### Cable route through Daedalus:

The application site runs parallel to the main runway, along its north western edge for the full length of the runway. The application site remains clear of the runway but does cross the taxiway serving each end of the runway before opening up to the north of the runway and extending west parallel to Gosport Road to the rear boundaries of the properties in Southways. To the east, the application site follows Gosport Road along to Peel Common roundabout. It then extends southwards towards the eastern site access from Broom Way and to the northern edge of the new spine road known now as Vulcan Way.

#### The Converter Station at Daedalus

The land immediately north of Vulcan Way is an agricultural field extending up to Peel Common Roundabout and adjacent to this is short mown grass of the airfield. The land in this part of the airfield is generally flat although there is a slight fall and undulating topography to the west. Beyond the hedged field boundary to the agricultural land is the north eastern corner of the airfield. This currently accommodates a large spoil bund and the arisings from the construction of the spine road in Hangars East (Vulcan Way and Spitfire Way).

#### Works at Chilling:

The application site begins at the MLWS mark on the sand off-shore from the beach at Chilling. The maximum site width in this location is 142m. The site then narrows as it reaches the land at the southern end of Brownwich stream. The application site narrows after crossing the beach to follow the field boundary on the cliff top adjacent to the beach along the eastern and northern field boundaries. The land here is generally open with a slight incline up from the beach from the south east to the northwest with the route extending round to Chilling Barn. At this point the application site continues west on the south side of Chilling Lane before crossing the Lane just prior to the entrance to the Solent Breezes Holiday Park. The application site then loops round to the existing National Grid Cable Sealing End Compound substation site.

### **DESCRIPTION OF PROPOSAL:**

This planning application seeks planning permission for the onshore elements of the project from MLWS. The sub-sea works up to Mean High Water Spring (MHWS) are considered by the Marine Management Organisation (MMO) in as far they relate to Ecology and matters relating to European sites. The MMO and Fareham Borough Council's Planning Officers have had regular contact throughout the application process to ensure that assessments in this area of overlap are consistent. The MMO has agreed to lead with regard to the Habitat Regulations Assessment for this intertidal area.

The planning application can be broken down into a number of geographic component parts which when taken as a whole make up the proposal. These elements are:

- Hill Head landfall at Monks Hill Beach;
- Cable corridor at Daedalus (for both HVDC and HVAC);
- Converter Station at Daedalus;
- Public Open Space
- Chilling Landfall; and

- Cable corridor at Chilling.

### **Hill Head Landfall at Monks Hill Beach.**

The means of cable installation and the route of the cables are fully detailed and no matters are reserved for this part of the proposal. Whilst in effect a full permission is sought for the cable laying the submission seeks to secure a permission for three different cable laying techniques with any one of the three then being used when the proposed development is implemented and the final contractor is appointed. The three techniques are:

- Open Cut and Pipe Jacking;
- Horizontal Directional Drilling (HDD) and pipe jacking; and
- HDD only.

The open cut method is the laying of the pipes through dug trenches in the ground. Pipe Jacking is a technique where a pre-fabricated pipe of equal diameter to the cable duct is pushed through the soil to allow the duct to be installed. Surplus soil (equal to the volume of the pipe) is then removed. HDD is a technique that uses a drilling machine set in a drilling pit and has a drill head which can be steered to control the depth and direction to emerge in a receptor pit at the other end of the section to be drilled.

At landfall, in the intertidal area, the application proposes either an open cut technique or the use of HDD. For open cut installation a 25-30m wide corridor is needed to lay the DC cable and 80 metres for the AC cable with each corridor narrowing up to the point of the beach car park. The base of each trench will be approximately 1m in width and 2m deep. The width at ground level would be approximately 5m. The application submits that the total period of works for this intertidal area is expected to be 16 weeks. The land will be restored once the cables are laid.

A "Transition Joint Bay" (TJB) would be provided in the Monks Hill beach car park (40m back from the beach). The TJB is excavated down from ground level. In this bay the subsea cables are joined to the on shore cable. This TJB would also be restored after the cables are joined. From this location the cables could be pipejacked under Stubbington Lane into the Daedalus Airfield.

Should HDD and pipe jacking be used the cables would pass under the intertidal zone, the beach and the car park to reach the TJB referred to above. The cables could then be pipejacked as per the above method into Daedalus.

If only HDD is used the drill would arrive in a TJB location within Daedalus passing under the intertidal area, under the beach, under the car park, under the sea wall and under Stubbington Lane.

### **Cable Corridor at Daedalus.**

From the southern end of the runway the application sets out that cables would be installed using an open cut or ducted technique immediately to the west side of the main runway. The corridor for the cable installation is 28m in width. It is 75m from the runway and 60m clear of the end of the runway. The cable length through Daedalus is 1.7km.

During construction a 28m working corridor is required. The cables are laid in three trenches. The DC cables are laid in one trench and the AC cables are laid in two trenches. The HVDC cable trench would be approximately 1.5m deep and 1.5m wide and have two cables laid side by side. The HVAC cables would be laid in two trenches each 3m wide and 1.5m deep with 3m separating each AC trench. Three cables would be laid in each trench.

Along the cable length the proposal would cross taxiways to the runway. The southern taxiway could be crossed by either open cut trenching or pipe-jacking. The northern of the two would be crossed by pipe jacking. This allows the taxiway to remain open during construction.

Once north of the runway the cable run turns east and connects to the converter station.

### **Converter Station at Daedalus:**

Only outline planning permission is sought for the Converter Station with all matters reserved. The application sets out that the converter station includes equipment similar to a typical substation as well as converter transformers, a valve hall (which converts AC to DC and vice-versa) and a control room. For this proposal, the proposed development would be housed inside buildings to protect equipment, and to reduce noise and visual impact.

The detailed design stage of the process will finalise the finished height and appearance of the converter station. This will be addressed through the submission of a reserved matter application.

The site for the converter station is broadly rectangular in shape and approximately 3.5 hectares (8.65 acres) in size. The built form would be a collection of buildings up to a maximum height of 22m. The valve hall would be the largest of the buildings at 120m x 40m in area and is adjoined by other buildings of 60m x 50m in area which are the AC Filters Hall. Other smaller structures are proposed at 40m x 15m in area.

An additional 3 hectares would be needed during construction for a lay down area. This would be restored post construction.

### **Public Open Space:**

The land along the northern edge of Daedalus from Peel Common roundabout along Gosport Road to the rear of the properties in Southways is an integral part of this application. This land is to be provided as public open space and measures approximately 15.6 hectares (38 ½ acres) in area. Mitigation planting is proposed around the eastern area of public open space and occupies land in addition to the 15.6 hectares.

### **Chilling Landfall:**

The subsea HVAC cables would come ashore to the west of Brownwich Stream. Due to the vulnerable nature of the cliff structure at Chilling a HDD technique will be used for the cable to drill under the beach and cliff face and a TJB will be located on the cliff top where the subsea and onshore cables will join.

**Cable corridor at Chilling:**

The route of the cable run then follows the eastern and northern field boundaries of the cliff top field. The cables are to be laid using the open trench method. The plans detail a preferred pipejacking solution to be implemented when the cable run crosses from the south side to the north side of Chilling Lane. The AC cables would be laid in the same fashion as that described above for the Daedalus cable length.

The Chilling cable ends at the National Grid's existing Cable Sealing End (CSE) compound. Some works are to be undertaken at this location to provide the necessary infrastructure to connect IFA2 to the transmission network. This upgrade to the CSE Compound is work that the National Grid can undertake as an Electricity Provider without the need for an express planning permission through the provisions of their permitted development rights.

Should permission be granted, construction activities are expected to begin in late 2017 and conclude in time for IFA2 to be operational in 2020.

The application is supported with the following:

- Environmental Statement (ES)
- ES Non – Technical Summary
- Design & Access Statement
- Planning Statement
- Consultation Report
- Arboricultural Impact Assessment Report
- Flood Risk Assessment
- IFA2 EIA Summary Report
- A report to inform the Habitats Regulations Assessment.

Additional documents submitted to support the proposal include:

- Technical Clarification Note: Lee-on-the-Solent to Itchen Estuary SSSI
- EMF Technical Note: Clarification on Horizontal Directional Drilling Magnetic Field Values.
- Noise Technical Note – Noise in the Open Space and the Enterprise Zone
- TV and Radio Reception Study
- Dormouse Mitigation Method Statement
- Arcadis Report
- QinetiQ Report on magnetic effects impact on UK MoD Islander and Defender Aircraft
- Aviation Requirements. Islander and Defender Magnetic Field Susceptibility Assessment report

**REPRESENTATIONS:**

Following extensive publicity of the planning application, 1,144 representations have been received. Those representations can be summarised as follows:

Ten representations in support:

- This is a good idea



- The efforts being taken to mitigate successive government's inability to ensure that the UK is self-sufficient in electrical generation capacity are fully supported
- Presumably it is possible to put in place a prerequisite for the bypass to be in operation before construction starts on the Daedalus site. This would pre-empt objections on the basis of prolonged rush hour misery currently enjoyed by Gosport/Fareham residents.
- With the Daedalus site being ear-marked for commercial development within the Borough, it is the ideal site for what, from the outside, looks like just another warehouse complex on the Daedalus commercial park
- Whilst the nation continues to increase its need and reliance upon electricity, solutions like this are a necessary evil.
- The planned cable installation at Brownwich & Chilling, looks to minimise the impact upon this sensitive area.
- In order to turn away from the polluting technologies of coal, oil and gas we need an infrastructure of interconnectors
- There won't be any noise to speak of, in fact the passing traffic will probably make more noise.
- Part of the plans state there will be creation of public open space and associated facilities. The locals should be happy with this.
- This building will not affect the existing airfield.
- This is a great opportunity for Fareham Borough to take a lead in developing realistic new technology solutions to our increasing demand for energy

A total of 1,134 representations in objection have been received to the proposals. The catchment area for these responses can be broken down as follows:

Of these 1,134 representations, 155 (14%) have come from within the Borough of Fareham:

- Stubbington - 57
- Hill Head – 67
- Titchfield – 6
- Fareham East - 6
- Warsash – 4
- Fareham West – 4
- Fareham North - 2
- Fareham North West - 2
- Locks Heath - 3
- Portchester East - 1
- Portchester West - 1
- Sarisbury - 1
- Titchfield Common - 1

Outside of the Borough of Fareham a total of 979 (86%) representations have come from:

- Gosport Borough - 839
- Further afield (ie not in Fareham or Gosport Borough) - 10
- Address unknown - 130

The issues raised can be summarised as set out below:

Principle/Policy:

- The proposal is contrary to policy CS12.
- Only an overwhelming National Interest, with no viable alternative, could begin to justify such a project and, to date, no such unanswerable case has been made. The mere fact that IFA2 is to fulfil a special need cannot suddenly make it acceptable in planning terms. If it should be eventually judged vital by Central Government, stringent criteria would need to be met, supported by strong evidence before planning permission could be granted.
- Policy DSP9 requires a sequential test to be undertaken. This has not been done.
- The community were told that any building on the Daedalus site would be associated with Aviation, Defence or Engineering; not used as simply a money generator for the local authority
- Contrary to the National Planning Policy Framework.

Location:

- All other interconnectors are on power station sites or open farmland away from homes
- This is the wrong place. It should be at either Chilling or Fawley
- The Esso Refinery also has lots of vacant land that could be used
- Object to the field being dug up at Chilling when there are other fields nearby that are empty.
- This will be the 'welcome' to Lee-on-the-Solent
- In Hampshire there is a 400Kv substation at Lovedean with what looks to be plenty of adjacent land for a converter without being too close to residential properties.
- Why site this interconnector so far from the original landfall from France at Chilling? The electrical losses over the few kilometres between the two sites will be considerable.
- The applicant has not demonstrated that there are compelling operational reasons which mean that this is the only site where the converter can be built or indeed the only part of the airfield where it could be situated. It would be more logical to find a site within an existing group of buildings elsewhere within the airfield thereby reducing the development's impact on the gap and countryside. As a result there are no exceptional circumstances that would justify granting permission contrary to the policies of the adopted Local Plan and the proposal must be refused.
- Noting that an existing plant already exists in Fawley which has the relevant pipelines and infrastructure, why is this not being utilised rather than the expense of new plant in Lee?
- The site is within a strategic gap

Impact on aviation and airfield operations:

- It will adversely affect the Daedalus airfield operations
- The proposal will adversely affect the existing and future potential general aviation operation of the airfield, especially given that future technological

developments could be at variance with the EMF. The proposal is therefore contrary to policy CS12.

- Adverse impact upon compasses and flight navigation equipment
- A building of this size will affect wind flow through the site which will affect aircraft due to wind shear
- Daedalus does not have long approach radar, it is see and be seen, listen and be heard. The radio interference could affect a crucial part of a flight as it approaches the airport
- Cables will prevent the use of the grass to the right of the runway
- The cables will pass adjacent to the runway which means taxi-ing aircraft will pass over them. The construction methodology and cable arrangements, including shielding, have not been specified, as such it is not possible to accurately ascertain the likely extent and nature of emission. It will pose a risk to life in terms of the impact upon the calibration of navigational aids and performance of equipment by some MoD personnel working on the airfield.
- The cable run should be shielded so that no EMF is evident at ground level that is greater than the background levels
- The cable routes will affect the existing compass base. This will need to be relocated otherwise the cable runs are unacceptable.
- Use of radio on the ground should be free from interference.
- The landscape strategy should not provide an improved habitat for birds that will increase a risk to aviation safety.
- Britten Norman Defence provide maintenance for military aircraft from the Daedalus facility. Electromagnetic fields at ground level could result in an unbounded risk to airworthiness. An unbounded airworthiness risk could arise that will incur intolerable operational and cost impacts on the continued operation of military aircraft from the Britten Norman facility at Daedalus.
- Has the CAA been consulted?
- There are cases where magnetic fields can, alone, cause damp ground to conduct electricity, thus endangering users (Wolf, 2005)
- A glider's landing circuit is different to that of a power aircraft as it is lower and closer. The proposed structure will therefore create a significant hazard for gliding.

#### Economic impact:

- This will affect the attractiveness of the enterprise zone and stop attracting new businesses
- This does not create jobs which is what the enterprise zone is all about
- The construction should not interfere with the businesses on Hangars West who need constant access to the taxi-way and runway as well as emergency service access.
- The development will affect Gosport Borough's viability to develop the waterfront into housing and will make it difficult to secure a developer.
- The proposal is contrary to Policy CS12 which states that "Development will be permitted where it delivers, or facilitates the delivery of high quality development including: employment development that retains and strengthens the marine and aviation employment clusters, particularly those that require direct access to an operational airfield;...and the creation of local employment opportunities that take advantage of and develop local skills,

- Disturbance to CEMAST and the Daedalus Business Centre development.

#### Visual impact / Impact on landscape and the strategic gap:

- This is development in the narrowest part of the strategic gap. This affects the integrity of the gap and is therefore contrary to Policy CS22.
- No amount of bunding or tree planting will hide this building; it will be insulting to the eye and a blot on the landscape.
- The building should be dug into the ground to help reduce its impact
- The applicant has consulted on colour choices, but this bypasses the fundamental objections on the principle of building it here
- This is out of proportion with anything else on the airfield and fails to comply with the policy requirement 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.
- This will be the welcome to Lee-on-the-Solent
- The converter building, with its austere and industrial appearance, would be an alien and intrusive form of development which would cause major visual harm to the landscape especially when seen from Broom Way, the Peel Common roundabout and Gosport Road.
- The need to include screening and tree planting to offset the impact of the building is symptomatic of the fact that the proposed building height is inappropriate.
- The proposal is contrary to Policy CS12 which states that "Development will be permitted where: it does not adversely affect the integrity of the landscape character of the countryside"
- A high quality, stylish design is crucial to ensuring the building has a positive impact on the area.
- The proposed development would contravene Policy CS21 which aims to safeguard and enhance open space and safeguard networks of green infrastructure that separate settlements. The strip of open space that would remain would not fulfil the aim of Policy CS21

#### Impact on health:

- What are the health implications for EMF's given off by this proposal? There are lots of houses and schools close to the site.
- The cable run should be shielded so that no EMF is evident at ground level.
- International research continues to examine whether there are links between cancer and EMFs, therefore to knowingly expose the local residents to this risk is irresponsible.
- Impact on health of nearby school
- British and EU standards for exposure to EMC and magnetic fields are for occasional exposure. Where there would be public access to cable runs the exposure should be below British and EU standards as the exposure could be more prolonged.
- Section 3 of the Health and Safety at Work Act 1974 states: "It shall be the duty of every employer to conduct his undertaking in such a way as to ensure, so far as in reasonably practicable, that persons not in his employment who

may be affected thereby are not thereby exposed to risks to their health and safety.” The applicant has failed to ensure that a proper survey was carried out to assess the impact of EMF on residents. The applicant states in section 5 Appendix 17, that there is no hazard, however in section 4 he states that no readings, to set a base line were taken at Daedalus because it was raining. The applicant then states that further readings were taken with an uncalibrated magnetometer. The information provided is therefore meaningless.

- For high-level, short-term exposures to EMF, adverse health effects have been scientifically established (ICNIRP 2003).

#### Noise and vibration:

- This will create 95dB at source according to the applicant. This is an unacceptable noise level and especially at night residents will hear it as a dull hum
- National Grid has given no assurance on the noise level. This area is very quiet at night and a constant hum will be detrimental to amenity
- The applicant should set up a noise source on the site at the level predicted at the frequency proposed and then monitor that rather than anticipated levels. Similar exercises should be undertaken for the EMF emissions.
- Noise will be audible – contrary to what we have been told. The cooling system for a plant of this size is enormous and no amount of cladding will eliminate the pump and flow noises.
- During certain weather conditions the constant hum will increasingly annoy residents.
- There is no detail in chapter 15 of the EIA summary to back up the assertion that the converter station will not have operational vibration effects.
- The converters are DC to AC static rectifier banks and should be installed inside a sound proofed building, however there is no mention of the building being sound proofed within the plan documents.
- AC is converted to DC using either half wave, full wave or bridge rectifiers. These electronic devices would (I believe) be located in the valve hall referred to in section 2.3.2 and produce lots of heat, and make a hissing sound. To get rid of the heat, they need an air handling system, taking cooling air in (or water), plus they will be running air conditioners. These systems can be noisy. The noisiest items are the AC power transformers, connecting the converter banks and the UK 50Hz HV grid. These have a steady 100Hz hum, but they need to be cooled, and have banks of fans to blow air over radiators (or else they are water cooled). What will they be using for site power back-up? Diesel generators? These can be noisy and require testing regularly, perhaps weekly.
- The acoustic impact should be considered against the nearest public space eg footpath rather than the nearest residential property.
- The proposal does not state that the current lowest night time noise levels at the site would not be exceeded by the IFA installation.
- Lack of confidence that the Council will react to future complaints about noise if Permission is granted

- Electrical and mechanical equipment degrades over time therefore if Planning Permission is granted, regular independent noise impact assessments would subsequently be required.
- The generally prevailing south westerly wind will carry the noise to residential properties nearby
- The transformer noise 100Hz and 200Hz harmonics of the 50Hz supply frequency is likely to be dominant. These low frequency harmonics suffer less acoustic absorption than higher frequencies and are likely to be affected by velocity and temperature gradients that will be propagated further at night.
- If the application is approved what action could the council take if the noise levels are greater than expected?

#### Impact on residents and neighbours:

- Impact on television signal and telephone reception
- This is in essence an experiment as no others are near to residential areas and the mitigation is untested. The building is bespoke to mitigate the impacts but has not been tested. What if it doesn't work?
- The plant will generate smoke and pollution
- Psychological impact on residents
- More information is required regarding the safeguarding of local housing and residents.
- The proposed building is so large that it would obscure winter sunlight from nearby residents to the north and would cast a shadow over the area during the autumn, winter and spring months.
- HMS Collingwood uses significantly more of the RF spectrum across a range of operational and training systems and as such may have a more significant RFI risk. It is requested that a further RFI study is conducted to identify the proposal for interference to HMS Collingwood's infrastructure to ensure that there will be no effect on operational and training systems.

#### Impact on beach / beach users:

- How will this affect swimmers when the cables come ashore?
- What are the impacts for beach users during and after the installation. Would we be able to sit and sun bathe over the cable route?
- Impact upon the open water swimming group that uses the beach and Shack area daily.

#### Flooding:

- The site has a high water table and floods regularly.

#### Ecology:

- The site is open space and an area designated for bio-diversity and habitat creation. The proposal would result in a sanitisation of the site which would not accord with the biodiversity objectives for the area.
- Adverse impact of cables under sea on marine wildlife.

- Adverse impact on protected species.
- The site is designated as being 'uncertain for wading birds'. The interconnector would result in the loss of the site as habitat and is therefore contrary to policy CS12.
- Adverse impact on the SPA.

#### Highways/traffic implications

- Disruption during construction – the road network cannot cope as it is, without additional large delivery vehicles. If approved the construction should be delayed until the Stubbington bypass has been completed.
- Increase in HGV traffic along Newgate Lane and traffic noise from large vehicles on the lane.
- If the Esso Refinery land were used then there is a direct rail link to bring in materials and workers.
- The likely construction period has been advised as coinciding with that of the Newgate Lane South works. Movement of IFA construction materials and equipment will add to the traffic misery. The outline planning should be refused and National Grid (IFA2) should be required to resubmit specifying transport by sea. This is particularly relevant for the four massive transformers (three operational and one standby) that will otherwise likely require a closure of Newgate Lane.
- The building would be a visual distraction to drivers using the Peel Common roundabout.

#### Other issues:

- Gulls see tall buildings as vertical cliffs which are ideal for nesting and, once occupied, they and their offspring will return year after year and their populations will rise rapidly, creating a rising maintenance cost.
- Possible terrorist threat despite the National Grid security assurances
- To bring the cable ashore at Stubbington and then again at Chilling is inefficient, messy and madness.
- The National Grid is a profit making company and not a public enterprise.
- Precedent- I'm sure if, at any point up to now, Amazon had applied to build an eight storey distribution centre on the land opposite this site (on the corner of Brune Lane) that it would be rejected. If the IFA2 building is approved I am concerned that it will signal the creation of even more, large scale industrial units in the area.
- The installation of cables on the sea bed will cause a risk to pleasure craft, particularly the risk of anchors fouling on the electrical cable. Similar cables have made Haslar Lake virtually un-navigable.
- No reassurances from National Grid Ltd re safety aspects.
- The planning statement is economical with the truth and full of inaccuracies and errors of fact which can readily confuse.
- Somewhere between the OFGEM press statement and 2015, Daedalus comes into the picture, but contrary to EU regulations the applicant doesn't explain within the Planning Statement why this is the case.
- The planning statement describes the proposal in 4.3.5 as being a 'Marine Project'.

- The applicant has not demonstrated compliance with EU Regulation 347/2013 (Guidelines for Trans-European Energy Infrastructure) and neither has FBC. The regulation states: “Stakeholders affected by a Projects of Common Interest (PCI) shall be extensively informed and consulted at an early stage, when potential concerns by the public can still be taken into account, and in an open and transparent manner”. The applicant/FBC have not provided full details of the public meetings and are therefore not in compliance with this regulation.
- Should the committee approve the application for IFA2 despite being in a strategic gap, but subsequently refuse the Newlands application (also in a strategic gap) using the justification of Policy CS22, it will stand no chance at appeal.
- Disruption.
- Fareham Borough Council has a conflict of interest being the land owner and planning authority. An Inspector should therefore assess this application.
- The most affected residents live in Gosport, therefore Gosport should make the decision, not Fareham.
- This should all be put on hold now that we have voted to leave the EU. We don’t need French Energy.
- Detrimental impacts upon property values.
- Gosport residents will suffer, while Fareham Borough Council profits.

Gosport Borough Council:

Gosport Borough Council raises objection to the scale, height and massing of the proposal and its overall footprint which it considers would have a significant visual impact on the surrounding area and would erode the purpose and function of the strategic gap. The proposal is considered contrary to policy CS22.

The Borough Council also raises concerns on the following grounds:

- Employment. Fareham Borough Council (FBC) must be fully satisfied that the proposals satisfy the requirement of the employment strategy for Daedalus.
- Noise. FBC must be satisfied that the noise generation will not cause harm to the amenity of local residents or the attractiveness of the open space to the degree that it is no longer suitable as alternative natural greenspace.
- Visual Impact on Open Space. FBC must be satisfied that the visual impact will not result in a reduction in quality or attractiveness of the open space
- EMFS. FBC must ensure that the development will not have a detrimental impact on the safety operations at the airfield, on employers or deter future specialist employers from locating to Daedalus.
- Alternative Sites. FBC must be fully satisfied that there are no suitable alternative sites.

**CONSULTATIONS:**

INTERNAL CONSULTEES:

Eastern Solent Coastal Partnership: No objection subject to conditions.

Trees: No objection subject to conditions to secure replacement planting and tree protection.



Transport: Comment.

- Traffic management measures are needed during construction.

Environmental Health (Contamination): No objection subject to conditions:

- Investigation will be required for all contaminants of concern including radiation and UXO.

Environmental Health (Pollution): No objection subject to conditions:

- No concerns over air quality.
- Broadly agree with conclusions on noise and have no objection subject to conditions.
- Disturbance from construction can be managed by condition as can lighting.

Ecology: No objection subject to conditions:

- The amended dormouse statement is welcomed.
- The LPA is in a position of confidence that mitigation and compensation can be secured in the interest of ecology.
- No cumulative impacts are arising from the project.

Airport Manager (Regional City Airports): Comment:

- Response has evaluated the aerodrome safeguarding of the IFA2 building based on various regulatory requirements and has placed reliance on the various reports and reviews undertaken by the consultants employed by the applicant and the Borough Council.
- Based on the current location of the converter station, wind flow around it and the current and likely aerodrome operating code the building will not compromise the physical safeguarding of the airfield.
- With regards EMC, we note issues of RFI and compass deviation are identified. We understand the application will install the cable deeper into the ground at locations where it crosses the taxiway to mitigate and reduce interference with magnetic compasses.
- Taxiway crossings where pre-flight checks are undertaken, should be free from magnetic and EMC distortions. If there is no technical solution to this the landowner is aware that a new location, for pre-flight checks clear of interference, will be required.
- Overall the proposal will not have an adverse impact on the operations of Solent Airport if these measures are secured.
- The construction of the proposal (the cable route and the converter station) will require careful integration with the operation of the airport to ensure that movements and traffic are not adversely affected during the works.

#### EXTERNAL CONSULTEES:

Hampshire County Council (Economy, Transport and Environment): Comments:

- Concerned at the proposal resulting in the loss of an opportunity to create jobs at the Enterprise Zone.
- The use of part of the Hangars East area would conflict with policy.
- This appears to conflict with the Council's Vision for Daedalus also.

- Permission should only be given if the Borough is satisfied that the proposal is of strategic importance and sufficient to justify an exception to the prevailing planning policy and the purpose of the enterprise zone.

Hampshire County Council (Highways): No objection subject to conditions.

Hampshire County Council (Archaeology): No objection subject to conditions.

Hampshire County Council (Flood and Water Management): No objection subject to condition.

Historic England: Comment:

- The application should be determined in accordance with national and local policy guidance and on the basis of your specialist conversation advice

Public Health England: No objection subject to the applicant's mitigation measures being implemented.

Environment Agency: No objection subject to conditions.

Hampshire and Isle of Wight Wildlife Trust: Comment:

- We welcome the embedded mitigation measures in the application but would like to see enhancements also.
- We have some concern at the interpretation of the bat survey results and consider that further mitigation measures could be introduced
- Further seagrass surveys will be required and secured by condition

Natural England: No objection subject to conditions.

#### **PLANNING HISTORY:**

P/11/0436/OA – Use of airfield for employment based development (up to 50,202 sq.m of floor space) in new and existing buildings (use classes B1, B2 & B8) with incremental demolition together with clubhouse (Class D2) vehicle access, allotments, open space and landscaping – Outline planning permission granted 20/12/2013.

P/15/1166/EA - scoping opinion under the Town & Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 2011 for the development of a new converter station in the north east of Daedalus airfield with associated cables from the landfall location at Chilling to the existing National Grid Sub Station – Scoping Opinion Issued 05/02/2016.

#### **PLANNING CONSIDERATIONS:**

This planning application raises a wide range of planning considerations. The order in which the issues relating to this set of proposals will be considered is as follows:

- Overview of the Development and its Context
- Planning Policy and the Principle of Development

- The Need for the Facility and Site Selection by the Applicant
- Landscape and Visual Impact
- Strategic Gap
- Public Open Space
- Effects upon the Airport
- Converter Station Design
- Transport and Traffic
- Health Implications
- Disruption during Construction
- Noise
- The Solent Enterprise Zone
- Flood risk and Drainage
- Ecology
- Habitat Regulations Assessment
- Radio and Television Signals
- 'Brexit' Implications
- Implications for the existing Section 106 Legal Agreement
- Referral to the Secretary of State
- Tourism
- Other Matters
- Other Material Planning Considerations and the Planning Balance

## OVERVIEW OF THE DEVELOPMENT AND ITS CONTEXT

Both the AC and DC cables associated with this development are for all intents and purposes below ground level. Whilst tracts of land will be disturbed during their installation, in the longer term the routes of the cables would blend back into the landscape.

The converter station buildings are located within the broader Daedalus Airfield Strategic Development Area. The site of the converter buildings is immediately adjacent the Hangars East Employment Allocation. Within the Hangars East Employment Allocation planning permission presently exists in outline for substantial buildings.

The open space proposed along the northern edge of Daedalus between Southways and the Peel Common Roundabout broadly represents the area shown for open space within the Council's 'Daedalus: A Vision and Outline Strategy'. The application would bring forward development along the northern edge of Daedalus on a comprehensive basis.

## PLANNING POLICY AND THE PRINCIPLE OF DEVELOPMENT:

Members will be aware that Section 38(6) of The Planning and Compulsory Purchase Act 2004 requires that 'if regard is to be had to the development plan for the determination to be made under the Planning Acts the determination must be made in accordance with the Plan unless material considerations indicate otherwise.'

A number of overlapping land use policies apply to the application site, which amongst other considerations fall to be considered when assessing the principle of development.

All the elements of the proposal as detailed under the 'Description of Proposal', are for the purposes of planning policy within the countryside; policy CS14 of this Council's adopted Core Strategy therefore applies.

Core Strategy policy CS14 states that "built development on land outside the defined settlements will be strictly controlled to protect the countryside and coastline from development which would adversely affect its landscape character, appearance and function. Acceptable forms of development will include that essential for agriculture, forestry, horticulture and required infrastructure.... In coastal locations, development should not have an adverse impact on the special character of the coast when viewed from the land or water".

The converter station and cable corridor through Daedalus fall within the Core Strategy policy CS12, Daedalus Airfield Strategic Development Allocation. Part of the converter station is also within a public open space allocation which is subject to policy DSP12 of the adopted Local Plan Part 2.

Core Strategy policy CS12 Daedalus Airfield Strategic Development Allocation states that "the Daedalus Airfield is allocated for strategic employment development. Development will be permitted where: [inter alia]

- 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;
- It does not have an adverse impact on air quality;
- 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 10,000 sq.m and 33,000 sq.m of net additional general, or light industrial or warehousing (associated with aerospace or marine) employment floorspace with only ancillary office accommodation,
  - 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 and operational requirements of aviation related employment uses;
- i). appropriate utility service provision (water, waste water, energy and communications).

As the converter station site falls outside both Hangars East and Hangars West and is located upon land subject to an open space allocation, policies CS14, CS22 and DSP12 must be considered in their own right and given appropriate weight. Policy CS12 is still important to the consideration of the application as a whole as the converter station falls within the strategic site allocation.

The Local Plan Part 2: Development Sites and Policies policy DSP 12 allocates “allotments, community orchard, natural green space and extension to East House Avenue public open space at Daedalus” and states that it “will be safeguarded from development in order that it can be implemented during the plan period”. The converter station is located upon part of the open space allocation and so this policy is also of relevance. Furthermore, the area of open space now proposed, occupies land previously consented for the provision of allotments.

Third party comments have suggested that the proposal is also in conflict with policies CS7 and CS11 of the adopted Core Strategy.

Policy CS7 addresses development specific to areas within the settlement boundary and is not therefore relevant to the proposal. Policy CS11 facilitates small scale development in Portchester, Stubbington & Hill Head and Titchfield. This small scale development is permissible within the settlement boundaries. It is clear that the proposal is outside of the settlement boundary and is not a small scale development; as such policy CS11 does not apply to this type of development.

Policy DSP9 provides for economic development outside of the defined settlement boundaries and third party comments suggest that the proposal is in conflict with this policy. The Glossary of Terms within the DSP Plan reflects the definition in the NPPF that “Economic Development” is “Development, including those within the B Use Classes, public and community uses and main town centre uses (but excluding housing development)”. It is clear that the proposal is not a form of “economic development” as defined within the Development Plan. As such the criteria of Policy DSP9 are not relevant to the proposal.

The broader planning strategy in this Borough has been to focus development within the existing urban areas and on strategic allocated sites. As set out above, policy CS14 seeks to resist built development on land outside of the defined urban settlement boundaries which would adversely affect landscape character, appearance or function. Acceptable forms of development described within the policy include agriculture, forestry and required infrastructure.

In the view of Officers the principle of providing open space at Daedalus is acceptable and would not conflict with policy CS14.

Whilst the installation of the underground cables would give rise to some short term visual impact, over time the works would be blend back into the landscape. Officers therefore consider that in principle, the cables would not conflict with policy CS14.

Officers acknowledge that the applicant is seeking to provide an important piece of energy infrastructure for the UK. The term “required infrastructure” within policy CS14 appears to be aimed at infrastructure related to acceptable uses outside the settlement boundary or for infrastructure required for the Borough, such as that planned for elsewhere in the development plan. Whilst Officers acknowledge that the converter station buildings comprise part of a national infrastructure project, the proposal is not considered to be “required infrastructure” as anticipated by the development plan.

Should Members concur with Officers that the converter station buildings are not ‘required infrastructure’ under the terms envisaged in policy CS14, this aspect of the proposal would be in conflict with policy CS14 of the Council’s adopted Core Strategy.

Policy CS12 of the adopted Core strategy allocates the Daedalus Airfield for strategic employment development. The policy states that development will be permitted where it delivers.....employment development that retains and strengthens the marine and aviation clusters, particularly those that require direct access to an operational airfield.

The converter station buildings would not deliver employment development that retains and strengthens the marine and aviation employment clusters. On this basis the proposals would conflict with this element of Policy CS12.

The converter station buildings would be located, in part, on land allocated as public open space under Policy DSP12 of the Local Plan Part 2. In addition the area of open space now proposed (discussed in greater detail later in this report) would occupy part of the Daedalus site previously consented for allotments. These two aspects would be in conflict with Policy DSP12.

The following report considers all the material planning considerations relevant to these planning proposals. The report also considers whether other material planning considerations outweigh the conflict with adopted planning policies described above.

#### **THE NEED FOR THE FACILITY AND SITE SELECTION BY THE APPLICANT:**

The application sets out that there are three main benefits arising from the interconnector proposals:

- 1) Affordability. Interconnection can reduce wholesale prices by up to 2%;
- 2) Security of Supply. Interconnection gives access to a wide range of electricity generation sources and provides a means to bring in additional supplies to meet demand; and
- 3) Sustainability. Not all electricity sources can efficiently store power on a large scale. Being able to pass on surplus energy will make a significant contribution to a lower carbon economy.

The site for the Converter Station requires a coastal location due to the subsea cable element of the project coming ashore. The Converter Station needs a site of at least three and a half hectares plus land for a construction laydown area and construction compound.

An interconnector is not a typical planning land use or type of development. As such Fareham Borough Council has not planned for this type of development along the coast through a criteria based planning policy or site allocation.

The application submits that because specific sites for interconnectors are not generally allocated in development plans, site searches for infrastructure of this sort are guided by the availability of large parcels of land and that this tends to lead to land allocated for employment development given the nature and size of the converter station buildings.

There is no development plan requirement for the consideration of alternative sites or a 'sequential approach' to identifying sites. The application does set out the need for the project and the site selection process the applicant has undertaken. Determining factors for the site include the proximity to landfall locations, suitability of the land to accommodate the proposals, land availability, planning policies and environmental constraints.

The National Grid (NG) first undertook studies to establish where landfall should take place. These studies concluded that the existing infrastructure in Hampshire or West Sussex offered the greatest opportunity for a connection to the existing transmission network from IFA2. This work by NG concluded that on balance the Chilling substation was the best location to connect to the transmission system.

In 2012 the applicant entered into discussions with the Homes and Communities Agency (HCA) and Gosport Borough Council (GBC) in relation to a converter station site at Daedalus Waterfront. This site was, however, found to be unsuitable due to site capacity. In 2014 further discussions were held with the HCA about alternative sites within the airfield however these discussions did not progress and the applicant considered it appropriate to consider other alternatives.

The Chilling Cable Sealing End Compound and substation exists to the north of the Solent Breezes Holiday Park. Given that the applicant considered this the most suitable connection point to the transmission system, the applicant considered the surrounding land at Chilling as a possible opportunity for the siting of the Converter Station.

The principal land owner in this part of the Borough is Hampshire County Council (HCC). The County Council noted concerns about the likely environmental impacts and effects on the countryside from the converter station. In April 2015 HCC made its position public that whilst it supported the matter of interconnection in principle, it was not willing to sell any of its land to accommodate the converter station at Chilling.

Many third party letters suggest that the land around Chilling continues to be suitable for the converter station, however this land is not commercially available and the landscape impacts would be significant. The visual impact of the converter station on the land at Daedalus is considered later in this report, however at Chilling the land is generally used for arable agriculture. It is remote from the edge of the defined urban settlement boundary and provides for an open and tranquil part of the borough with a network of rights of way.

It is considered that to site a cluster of buildings on land at Chilling in the form of the proposed converter station would be inappropriate and would result in a substantial harmful landscape impact to the detriment of the landscape character along the coast in this location.

Opposite Chilling on the west side of Southampton Water is the decommissioned Fawley Power Station. A converter station site within the existing power station site or the adjacent oil refinery site were identified as a possible option by National Grid given the presence of the existing, substantial, power station buildings. However the land owner for the power station at the time (RWE nPower) advised that the land was not for sale. The site is also adjacent to the New Forest National Park and the ecological designations along the coast were further constraints.

The Southampton Harbour Master also expressed concern in relation to routing the cables through shipping lanes in the Solent. A route around the west side of the Isle of Wight avoiding these lanes was considered to avoid the main shipping channel to the east but this itself is constrained by the Needles and Hurst Point and further ecological designations.

Given that Chilling had been identified as the connection point to the transmission network, any converter station building at Fawley would still need to get back to Chilling for its connection point to the wider grid.

Crossing Southampton Water would mean crossing three main dredged shipping lanes. These are regularly cleaned and dredged for maintenance which would affect any buried cables. There are also a number of anchor points along Southampton Water which would also present a risk to any buried cable. To place these cables in a tunnel would add significant additional cost and complexity to the project. This would also have a bearing on the use of any land at the Fawley Refinery were it commercially available. The applicant concluded that a cable route to the east of the Isle of Wight is the most direct and generally presents fewer environmental constraints.

Media coverage in the recent months has included detail of a small power plant facility being provided at Fawley. This proposal by Centrica, was for a small power station facility, much smaller than the proposed IFA project, needing a lot less land and generating far less electricity. It remains the case that the large majority of the Fawley Power Station site is not commercially available land.

This Council's consultation on the Daedalus Vision (Daedalus: A Vision and Outline Strategy) was undertaken in early 2015 and proposed (among other things) a large parcel of land extending east to west from Peel Common Roundabout along to the



properties in Southways that back onto Daedalus referred as “Community Green Space” within the area labelled as Daedalus North. The Vision also included an expanded area for development beyond the areas identified at Hangars East on the CS12 Proposals Map on the east side of the airfield.

In the summer of 2015, after Hampshire County Council adopted the position that land at Chilling was not available for purchase, the applicant held discussions with Fareham Borough Council as the new owner of the Daedalus airfield. The Borough Council in its capacity as a landowner was willing to enter into discussions for development on the area to the north of Hangars East.

As identified in the preceding section of this report, the construction of the converter station buildings in this location on Daedalus is in principle contrary to policy CS14 and in part policy CS12.

The applicant has set out the constraints which they are working within and the site size and location they require. The applicant has been searching for a suitable site for the facility for a number of years. The converter station buildings will comprise an important piece of national infrastructure in the context of securing electricity supply.

In the opinion of Officers the importance of the facility as a piece of national infrastructure along with the size and locational requirements of the proposal and the applicants endeavours to date, are significant material planning considerations which weigh heavily in favour of the proposal notwithstanding the conflict with Policies CS12 and CS14 of the adopted Core Strategy.

#### LANDSCAPE AND VISUAL IMPACT:

One of the key issues raised in representations received by the Council is the impact of the proposed converter station on the surrounding landscape and that the size of the buildings, both in height and footprint, would cause considerable harm to the character of the area.

Given the considerable concern raised by residents and Gosport Borough Council about constructing a large family of buildings here, specialist advice was commissioned from an external landscape consultant in addition to the assessment undertaken by Fareham’s own Officers.

In assessing visual impact, the planning application firstly establishes a ‘landscape baseline’, for Daedalus and the surrounding area before considering the value of the landscape and its susceptibility and sensitivity to change.

The Environmental Statement submitted with the application considers landscape value at the level of the Hampshire Landscape Character Areas in the Hampshire County Integrated Landscape Character Assessment (2010). The application site for the converter station places the Daedalus site within the “Gosport and Fareham Coastal Plain” landscape character area (LCA9f). The key characteristics of this landscape character area include:

- A low lying landscape isolated from the coast by existing development.

- The area is strongly influenced by adjoining urban areas of Gosport, Stubbington, Fareham and defence infrastructure.
- In the south grassland pasture dominates whilst to the north there are large arable fields with no significant boundary vegetation.
- Strong draw of visitors to the coast.
- Numerous small parks and allotments.

Locally, the Fareham Borough Landscape Character Assessment dates from 1996. Whilst the character areas are much more defined to smaller areas the general features of the coastal plain landscape are reflected in this Assessment for the Daedalus part of the site which is within Landscape Character Area (8).

The Environmental Statement (ES) concludes that the landscape in the vicinity of the application site is generally of community value and of local value along the coastline. Guidance on Landscape and Visual Impact Assessments sets out a hierarchy of undesignated landscapes and landscape features which may be valued at the community, local, national or international level. It is within these terms that this conclusion is drawn. The Council's landscape consultant concurs with the view expressed in the ES.

The implications relating to the changes brought about by the landfall and cables would not substantially alter (or have 'detrimental effects' upon) the overall character and integrity of the application site because the coastline at the Daedalus landfall is already developed and the grassland areas of the airfield are already interrupted by hardstanding. Furthermore the magnitude of effect of the landfall and cable installation would be low, given the very localised and short-term nature of the effects and the restoration of the land proposed.

Looking specifically at the site for the converter station; although the airfield has a distinctive sense of place, it has eroded the quality and condition of the landscape. It is not truly representative of the wider coastal plain landscape within the Borough, and there is currently no recreational access to the airfield.

It is clear that both the converter station and the mounding within the open space that forms part of the mitigation for the converter station would be more than minor alterations to the key features and characteristics of the existing landscape, at least in the short to medium term. Whilst the mounding and associated planting would help to integrate the proposed converter station into the landscape in the longer term, the built form of the converter station would be larger than other existing built form in the surrounding area and would introduce a prominent new element into its immediate context. The mounding within the open space would also be a relatively uncharacteristic feature, although not entirely alien given the mounding around the sewage works to the north of the site. Again, this would result in a localised effect on the surrounding landscape character that would introduce a prominent new element.

The applicant's ES assesses the impact of the converter station during construction, at year zero (on opening) with no mitigation, year zero with mitigating planting and then at year 15 with established planting.

Whilst the proposal will introduce new prominent elements into the landscape the Council's Landscape Advisors agree with the application submission that effects from the converter station on the wider landscape character and in the longer-term (by year 15 with mitigating planting established) would not be significant.

In addition to the impacts of the development upon landscape character, Officers have also sought advice on the assessment that looks at the effects of the proposals on the views available to people and their visual amenity. The advice provided is that views of the site for the converter station in the wider area are generally curtailed by the built form of the surrounding settlements. From the Woodcot /Alver Valley to the east the greater presence of vegetation also interrupts views. Additionally views between the coast and the airfield are largely interrupted by existing development. Views from the north and north east of the Application Site are generally the most open, with views from the east, south and west interrupted by existing buildings within the airfield.

The Council's landscape advisors are of the view that the photomontages for the site at year 15 may slightly overestimate the maturity of the planting however not to the extent that the conclusions drawn in the application would differ. The landscape is considered to be capable of accommodating the proposal and the proposed change in landscape character can be mitigated through suitable mitigating planting being secured, and based on the fact that the site is heavily influenced by the airfield buildings and the surrounding urban environment.

It is clear that whilst within the countryside, the landscape character of the Gosport and Fareham Coastal Plan (LCA9f) is quite different to the landscape character for the land at Chilling. Officers have concluded that the landscape impact is one that, with appropriate mitigation, would be acceptable in the longer term and would not result in unacceptable visual harm.

#### STRATEGIC GAP:

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

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

The gap designation is not a countryside protection or landscape designation, its primary purpose is to maintain the 'separate identity' of settlements and to prevent their individual character and sense of place being eroded through the coalescence of settlements.

In all respects, the gap between Fareham, Stubbington and Lee-on-the-Solent is currently effective in maintaining the separate identity between the settlements, despite the physical separation between Stubbington and Lee-on-the-Solent being relatively minimal at just over 100m at its narrowest point.

Daedalus Airfield currently falls within the Strategic Gap, and helps to retain the sense of leaving one settlement and then entering another between Stubbington and Lee-on-the-Solent, despite the presence of perimeter security fencing and built form

within the airfield. On the airfield side of the road between Stubbington and Lee-on-the-Solent, the separation is close to 300m and the airfield contributes to both the physical and visual separation between settlements.

However, the airfield does not form a tract of undeveloped countryside in the same way that other parts of the Strategic Gap do. It already contains sporadic built development and has a distinct character of its own. Existing development within the airfield to an extent blurs the settlement edges of Stubbington and Lee-on-the-Solent, meaning that there is not a strong boundary between the settlement and the Strategic Gap in most instances. The open areas around the runways are the greatest contributors to the Strategic Gap.

In terms of physical separation, the proposed converter station buildings would have a minimal encroachment into the gap, being within an area where there is already built development, and there would be no actual physical coalescence of built form.

In terms of visual separation, whilst the proposed converter station buildings would be visible from some locations on the edges of existing settlements, the overall visual separation between settlements would remain unaffected. The proposed converter station would be located away from the narrowest point between Stubbington and Lee-on-the-Solent, at Stubbington Lane, and would not affect this perceived gap. Similarly, in terms of the 'sense of separation', the experience of travelling from one settlement to the other would remain unchanged.

The proposed converter station buildings would be located away from the edges of the settlements and would not contribute to any further blurring of settlement boundaries. Additionally the scale and the character of the area between Stubbington and Lee-on-the-Solent would remain largely unchanged by the proposed buildings. Given the character of the landscape, the gap is already heavily influenced by the airfield and associated built development. The addition of the converter station buildings would have a limited effect on the character and setting of Stubbington and Lee-on-the-Solent. The proposal would not, as a consequence, result in the coalescence of settlements or the perception of coalescence.

Officers believe the proposals accord with the aims of policy CS22 in that it would not materially affect the separation of settlements and would not physically and visually affect the integrity of the gap.

#### PUBLIC OPEN SPACE & ALLOTMENT PROVISION:

The converter station would be located on part of a public open space allocation, safeguarded from other development by local plan policy DSP12 (Public Open Space Allocations). The policy intends that "*allotments, community orchard, natural green space and extension to East House Avenue public open space*" are provided at Daedalus.

Additionally Policy CS12 (Daedalus Airfield Strategic Development Allocation) encourages development where, among other things it would deliver, or facilitate the delivery of high quality development including "*open space accessible to residents particularly those of Stubbington and Hill Head...landscaping and green infrastructure including allotments together with linkages to the existing footpath*"

*network and the Alver Valley; and environmental and biodiversity protection and enhancement”.*

The open space allocation in the development plan extends to the north eastern corner of the Daedalus site and the adjacent agricultural field adjacent to the Peel Common Roundabout, Broom Way and Gosport Road.

The use of this land as public open space was granted through the outline planning permission for Daedalus pursuant to P/11/0436/OA. The delivery of the public open space is secured through a legal agreement. This permission is now implemented and the obligation for the delivery of the open space has taken effect. The Section 106 agreement for the outline planning permission sets out that the area of land to be provided as open space totals fourteen hectares (34.6 acres).

In addition to the outline planning permission and the area identified for open space on the proposals map of the local plan, the Council's Daedalus: A Vision and Outline Strategy (hereinafter referred to as 'The Vision') proposes that part of the existing open space allocation be developed as part of the Daedalus East employment area.

The provision of a different, larger parcel of land extending east to west from Peel Common Roundabout along to the properties in Southways that back onto Daedalus is envisaged within the Vision. The Vision referred to this space as “Community Green Space” within the area labelled as Daedalus North.

This Community Green Space includes the remainder of the agricultural land within the north eastern corner of the Daedalus site and land currently within the airfield along Gosport Road and designated currently as ‘airside’. The area proposed for community green space is not currently publically accessible.

The area for the proposed Community Green Space within the Vision is 18 hectares (44 ½ acres) of which ten hectares (24.7 acres) is within the existing DSP12 open space allocation and a further eight hectares (19.75 acres) is extended to the west.

The Vision is not an adopted part of the development plan and neither is it adopted as a supplementary planning document or guidance. Put simply, it is not a planning document and, as a result, is afforded limited weight.

The proposed converter station site (comprising 3.5 hectares/ 8.65 acres) would be located on approximately 3.2 hectares (7.9 acres) of the DSP12 public open space allocation but would be adjacent to (i.e. outside of) the reconfigured Daedalus North Community Green Space proposed in the adopted Vision.

The applicant acknowledges that the proposed converter station site, by occupying part of the land safeguarded for public open space, conflicts with the requirements of policy DSP12 and as such accepts that compensatory provision of public open space is necessary.

The red edge for the application site includes the area identified as Community Green Space in the Daedalus Vision and this planning application seeks planning permission to change the use of all of this land to public open space.

To address the conflict with DSP12 resulting from the converter station building being built upon an area allocated for open space, Officers believe that it is essential that the compensatory provision of open space should be provided. The application proposal broadly comprises all of the community greenspace included in the Vision.

The presence of the converter station is likely to have some affect upon the quality of the open space provided such that the straight provision of the displaced footprint is not considered adequate by Officers.

The space immediately to the north of the converter station buildings will no doubt have a bearing on the attractiveness and likely use of the space immediately adjacent to it. The provision of the compensatory open space extending westwards adjacent to Gosport Road will ensure that large parts of the open space provision will be located some distance from the converter station buildings.

In addition to this qualitative impact, the proposal presents a positive community benefit by providing an area of public open space linking the village of Stubbington through to Broom Way and the wider Alver Valley.

The applicant has offered to formally provide and lay out the eastern half of the public open space being the land immediately to the north of the converter station buildings. The applicant has furthermore offered a commuted maintenance sum for this land.

For the western half of the public open space, the applicant has offered to provide to the Council a financial contribution to enable the space to be designed and laid out. A commuted maintenance sum for the western part of the public open space has also been offered by the applicant.

The detailed laying out of the public open space will be secured through the reserved matter submissions in the future. Ecological enhancements will be provided within the space, which balance the need to provide an attractive and useable area of open space whilst ensuring compatibility with the adjacent operational airport.

As part of the public open space works the applicant has also offered a financial contribution to enhance linkages between this public open space and the Alver Valley and the existing rights of way network. This provision ties across to the requirements of policy CS12 which, as part of the open space provision at Daedalus, seeks to facilitate the delivery of linkages to Alver Valley.

In the opinion of Officers the provision of an alternative larger area of public open space, would address any conflict with policy DSP12 as a result of the converter station buildings occupying part of the land presently safeguarded for public open space.

Policy DSP12 also seeks to provide new allotments at Daedalus. The inset map of the Local Plan Part 2 defines the area at Daedalus for the open space provision which includes allotments. The land adjacent to Gosport Road and to the east of the dwellings in Southways was secured for the allotments within the Section 106 legal

agreement signed in association with the outline planning permission (P/11/0436/OA refers). The site comprises a triangular piece of land measuring 1.0 hectare (2.5 acres) in area and would be accessed from Gosport Road via the Daedalus West gate.

The Daedalus Vision sets out that the allotment provision here would be better addressed separate from Daedalus and the land owner committed through the Vision, to an off-site location, for the delivery of allotments for residents.

This Council's Executive resolved, at its meeting of 7<sup>th</sup> December 2015, to support the principle of re-locating the allotments off Daedalus on land to the northern side of Gosport Road and to negotiate the terms for a lease from the land owner. The off-site land is larger than that identified on Daedalus, being some 1.6 hectares or 4 acres (so 0.6 hectares larger or 1.5 acres larger). The report to Executive set out that the land is currently in agricultural production with a small proportion managed as set aside. The land is essentially flat with an existing field gate from Gosport Road.

The terms of this lease are now agreed and the Council is in a position to agree to the location of the allotments off site. The benefits arising from siting the allotments at a location away from Daedalus are that the proposed area for the allotments is larger than on the application site, it will enable the Community Green Space to be laid out in full and create an attractive entrance point to the Daedalus West Gate and the recently named Swordfish Business Park.

Having carefully balanced the issues of having the allotments on site or off site, Officers consider that the benefits of siting the allotments off site outweigh any harm which may be caused by the conflict with the specific parts of policies CS12 and DSP12 relevant to allotment provision.

#### EFFECTS UPON THE AIRPORT:

The first criterion within policy CS12 is that employment development will only be permitted within the strategic policy boundary where it is demonstrated that it does not adversely affect the existing or future potential general aviation operation of the airfield.

The Environmental Statement submitted with the planning application includes a chapter on Electromagnetic Compatibility (Chapter 18) and the impacts of wind flow around the airport as a result of the converter station are identified in chapter 19.

The applicant subsequently commissioned an additional technical review of the airport impacts (prepared by Arcadis).

The Local Planning Authority, separate from the Landowner and applicant, has sought specialist advice from two consultancies (being TUV-SUD and Arup) in the form of a peer review of the Environmental Statement documents and the Arcadis report. This consultant advice and the comments from the Airport Manager have informed the conclusions in this chapter.

The potential impacts upon the airport which have been given particular attention are:

- Electromagnetic effects from the proposed AC and DC cables on aircraft, specifically magnetic compasses and onboard electronic equipment.
- Radio Frequency Interference (RFI) between aircraft and the control tower
- The effect upon wind flow around the airport as a result of the converter station buildings; and
- The hazard identification and risk assessment.

The TUV-SUD review commissioned by the Local Planning Authority focused specifically on Electromagnetic Fields (EMF) and Electromagnetic compatibility (EMC). The Arup peer review covered EMC, airport safeguarding, assessment of wind effects and a Hazard Identification Risk Assessment.

Broadly, the TUV-SUD report found no significant EMF safety hazards with the proposal and no EMC issues have been identified in the documents reviewed that would result in an adverse impact on airfield operations or other commercial areas or general public areas. Some detailed issues were raised which are described in greater detail below.

The overall conclusion of the Arup report was that Radio Frequency Interference Impacts (RFI) are insignificant and EMC impacts are negligible. The Arup report also found that the wind effects as a result of the building are unlikely to cause significant wind effects for those using the airport. Some detailed issues were raised which are described in greater detail below.

The airport requires a compass base, which is a location on the airfield where aircraft can calibrate magnetic compasses to compensate for the aircraft's magnetic fields. This needs to be a certain distance from any underground cables or factors that will interfere with the site for compass calibration, known as the compass swing area. Based on the current airfield layout the existing compass swing is likely to be affected by the proposals and a new location for the compass swing area will therefore be needed. This has been raised by the Airport Manager and the landowner is aware. This matter is addressed in greater detail later within this section of the report.

The cable run is parallel to the main runway in the grass strip between the runway and the western taxiway. This taxiway links to the runway in four locations such that the cable run crosses the taxiway four times.

The Environmental Statement (ES) suggests that aircraft 12 metres away from the direct current cables will experience very limited compass deviation errors. At this distance a degree of deviation is predicted to be one degree. The level of deviation will increase the closer to the cables the aircraft is (with the deviation potentially falling within a range of -25 to +100 degrees) before falling again with the distance away from the cables.

The specialist advice sought by the LPA draws similar conclusions. It also provides the reassurance that whilst there may be some deviation of compasses as aircraft



pass over the cables where they cross the taxiway, there is no resultant damage to the compass or its calibration after the cables have been crossed. It is concluded that the presence of the cables will likely result in some deviation of the compass reading at the location of the cables, however pilots would be unlikely to be using this as a navigational aid whilst on the ground in any event.

The application submits that the results of work undertaken show that the magnetic fields generated from the cables are negligible at 40 metres away or more. The distance between the runway and the centre of the HVDC cable would be at least 81 metres from the runway centreline and approximately 55 metres from the runway edge. The parallel taxiway would be in the order of a maximum of 42 metres away from the HVDC cables. On this basis there is not considered a credible risk of interference from the magnetic fields during take-off and landing. The consultants' advice is that the likely compass deviation should be highlighted to visiting pilots, however it does not represent a flight safety risk.

The Arup peer review also concludes that compass deviation resulting from the use of the converter station buildings would be negligible for planes on the ground. Those taxiing close by or located in hangars in this part of the airfield are not likely to be unacceptably affected by compass deviation errors.

The HVAC cables may have effects upon parts of aircraft systems if the magnetic field emitted exceeds certain levels; a representation has been received from Britten Norman on this point. Along with this representation, a letter has been provided from the MOD (a Britten Norman client), expressing concern at the impacts of IFA2 on the Britten Norman contract for the MOD and the issue of airworthiness of aircraft as a result of the IFA2 construction and operation. Britten Norman also express concern at the lack of a construction method statement being available to show how the airport will remain operational during construction.

The applicant has commissioned further work with a specialist consultancy to address the concerns raised by Britten Norman relating to airworthiness of aircraft. Following this additional work the applicant has undertaken to install the AC cables through the airfield within a duct. The cables would be laid in such an arrangement to ensure that the AC cable magnetic field emissions, at ground level, will not exceed ten microtesla (10  $\mu$ T) where the taxiways cross the line of cables. This level of emission would comply with the Ministry of Defence standard on emissions such that the applicant submits that the impact of the cables on the work undertaken by Britten Norman for the MOD would not be unacceptably affected.

By letter received on the 12<sup>th</sup> January, Britten Norman has raised concern that the work undertaken by National Grid is based on theoretical modelling rather than through presentation of evidence, including reporting of observed data from suitable direct comparables. Furthermore Britten Norman's view is that the actions so far taken by and on behalf of the National Grid fail to take proper account of the risks. On this basis Britten Norman wishes to maintain its objection to the application.

Notwithstanding this objection, Britten Norman has requested that if planning permission is granted it should be subject to conditions which ensure that magnetic fields are below 10 microteslas at ground level across the airfield; if the level of 10

microteslas is exceeded the use of the cables should cease until it has been mitigated; details of the cables and shielding etc should be agreed in advance of installation; magnetic fields should be monitored for a period of 10 years at the site; a compass base shall be established at the site unaffected by magnetic fields, prior to the development commencing.

Should planning permission be granted, Officers are recommending that planning conditions are imposed which require details of cables and depths to be submitted and agreed where they pass under taxiways. Planning conditions are also recommended to ensure that the ten microtesla level is achieved at these same points. The condition would further require the site to be visited and measurements taken once the site is operational to ensure the levels have been met. The issue of holding points for pre-flight and compass checks will be addressed through any land agreement and is discussed in greater detail below.

By means of comparison, the applicant has indicated that at Barajas international airport in Madrid, HVAC cables run under one of the runways (number 360 R) and have done so since 2004. The detail from the applicant submits that the cable under the Madrid runway is almost double the capacity of the IFA2 link. The AC magnetic fields are recorded as being less than 100  $\mu$ T at ground level and less than 20  $\mu$ T 1m above ground level. The applicant's technical report indicates that there are no publically available reports of any airworthiness issues in twelve years of operations at Madrid.

The application sets out that the use of the converter station buildings may result in some interference with communications between aircraft on the ground and the control tower, when taxiing within 300 metres of the converter station. This interference would not permanently affect the radio transmission and is suggested in the Environmental Statement as being likely to take the form of additional static on the line.

The consultants advising the Local Planning Authority suggest that the risk of radio frequency interference with the airports VHF Communication System is very low. It is recommended that aircraft re-establish contact with the control tower if they have passed within 300 metres of the converter station before progressing any further around the airport. The applicant has confirmed that a suitable distance-adjusted limit will be developed as the converter station design develops to establish if this distance can be reduced. The emission performance can be secured and monitored, with verification, by planning condition.

There are no UAVs (Unmanned Aerial Vehicles such as drones) flying at Solent Airport currently. A review on RFI impacts on UAVs is needed if there are any future plans to allow these to fly. It is unlikely that any risks would arise to or from UAVs as their defined areas for flying can be controlled by the Airport Manager and landowner.

It is widely acknowledged throughout the submission that light aircraft can be susceptible to wind effects depending on the wind direction and turbulence in strong winds. The presence of the converter station would be a substantial building on the

site that may affect the flow of wind around the airfield with resultant implications for aircraft arriving and departing in certain weather conditions.

The application sets out that the majority of the time the wind direction at Daedalus is from the west and south west. As a result of the converter station being sited at the north eastern corner of the airfield these winds would be unaffected by the IFA2 development.

Winds from the east are less common and tend to be lighter having come over the urban area to the east. The Environmental Statement prepared by the applicant sets out that there may be some effect on winds from this direction as a result of the converter station but the wind speed will be reduced and the effect will be small to unnoticeable due to the distance of the IFA2 buildings from the landing / take off areas.

This part of the submission has also been the subject of peer review by the Council's consultants. The peer review found the Arcadis work, whilst differing in approach and methodology to those referred to within the Arup review, reached a valid conclusion in that the proposed development would be unlikely to negatively affect the wind dynamics of the Airport and in turn impact upon the Airport's operation.

In the event that the airport is experiencing east/north east or east crosswinds then approaches to the runway should be from the south. This will help exclude any potential for building wind impacts from IFA2 development.

The Arcadis Hazard Identification and Risk Assessment refers to a document titled CAP (Civil Aviation Publication) 760. CAP 760, produced by the Civil Aviation Authority (CAA), broadly addresses subject matter related to risk assessment and mitigation. Arup considers that the hazard identification and risk assessment process should fulfil all seven steps set out within CAP 760, irrespective of the stage in the project lifecycle; Arcadis advocate developing the assessment iteratively over the project lifecycle.

Whilst there is a difference of opinion between the consultants on this point, Officers ultimately consider that this is a matter for the landowner rather than the Local Planning Authority. Officers believe that the potential issues and risks which are capable of being material planning considerations have been identified and considered.

It is acknowledged in some representations that there is criticism where reference is had to certain measuring equipment being uncalibrated or unusable because of weather conditions. The applicant agrees that if these measurements formed part of a demonstration of compliance it would need to be measured to a more rigorous standard. However the applicant has confirmed that the measurements do not form part of the demonstration of compliance and they are provided as further background information. This is accepted by TUV-SUD in their Peer review for the Council.

In considering potential for impacts of a crash on the buried cables, Appendix A of the Arcadis report indicates that cable protection systems are in place and any

exposure of the High Voltage Cables and live electricity following an aircraft crash would cause an auto-trip to isolate the electrical supply.

Third parties have questioned what the Civil Aviation Authority (CAA) think of such a large installation and the nature of this type of installation on and adjacent to a licenced airfield.

Aerodrome safeguarding responsibility rests with the aerodrome licence holder/operator according to the CAA Guidance on Planning Consultation requirements. Accordingly, the CAA advice is that any Local Planning Authority enquiry concerning a development of this nature that might have aerodrome safeguarding implications should be forwarded directly to the relevant aerodrome licence holder/operator.

In light of the questions which have been raised around the CAA licensing of the airfield, Planning Officers have invited Fareham Borough Council as the landowner to clarify its position.

The Executive agreed Heads of Terms for a land agreement with National Grid in December 2015, and detailed terms are being prepared in accordance with those agreed principles. Included within the Terms is the requirement for National Grid to demonstrate, through technical evidence and design, that IFA2 will be compatible with the Council's Vision for Daedalus. Only when the Council is satisfied that the impact of the converter station does not materially impact on the operation of the airport or the ability of the Council to deliver its Vision for Daedalus, will the condition be satisfied.

An important element to enable delivery of the Vision is maintaining its Aerodrome license from the CAA. In accordance with the Heads of Terms, the land agreements for IFA2 are being structured in a way that ensures the Vision for Daedalus is not undermined, and this includes complying with the regulatory requirements that are necessary to sustain the Aerodrome license. The Airport Manager, Regional and City Airports Ltd (RCA), are responsible for the license and have been engaged through on-going dialogue with National Grid. RCA also have an on-going dialogue with the Civil Aviation Authority, and the landowner is advised that as long as the development is carried out in accordance with the current CAP791 process, and any changes were CAP168 compliant, there is no reason why it should affect on-going licensing of the aerodrome. This will be a requirement in the construction land agreement, to ensure that National Grid and their suppliers comply with the Aerodrome Manual and the relevant CAP regulations.

Fareham Borough Council as landowner has also highlighted the fact that Regional and City Airport Ltd's letter, dated 4<sup>th</sup> January 2017, advised that, if a technological solution cannot be implemented to mitigate the temporary deviation of compasses, then a new location would be required for pre-flight checks that is free from magnetic and EMC distortions. This is the basis upon which the land agreements are being structured. Until such time that planning permission has been granted and the National Grid have appointed a supplier and finalised their detailed design for cabling, it is unclear whether the current hold points will be affected by magnetic/EMC distortions. To that end, the Airport Operator has considered whether the hold points could be relocated in the event that an affect is determined, and the

land owner is satisfied that suitable alternative locations do exist. The land owner however, is assured that the IFA2 technical team are also actively considering technological and construction-related solutions which will avoid a relocation being required. The overriding principle that the designated area for pre-flight checks will be free from distortion is a matter that the land owner will seek to secure as a covenanted condition (or other mechanism) in the land agreement.

The key test in policy CS12 is that developments should not “adversely affect” the general aviation operations at the airport either now or in the future. The planning application submission, along with the Peer Review reports, acknowledge that there will be some impacts upon the operations at Solent Airport at Daedalus arising from the development. The application submission, the Arcadis Report and the Peer Review documents by Arup and TUV-SUD have all been reviewed by the Airport Manager. There are no impacts that have been identified which indicate that the IFA2 project is incompatible with the airport in so far as there would be “adverse effects” on the airport operations as required by policy CS12.

Subject to the imposition of appropriate conditions, Officers believe the assessments undertaken demonstrate that the proposals can be undertaken at Daedalus without significant adverse effect on the aviation operations, now or in the future, and thus the proposal accords with the relevant criterion of policy CS12.

#### CONVERTER STATION DESIGN

The proposed converter station is applied for in outline with all matters reserved for future approval. At this time the exact finished appearance is not known. Parameters are set out within the application, and the Environmental Impact Assessment has assessed these parameters. Illustrative images of how the converter station buildings could be arranged and designed are also included with the application.

The size of the buildings that make up the converter station is dictated by the nature of the equipment that they house and the layout of the buildings is determined by the location of the DC cables entering the converter station and the AC cables leaving.

In terms of the buildings, the application does provide an illustrative and functional layout for the converter station but this is subject to change with the detailed design of the converter station.

The converter station will accommodate the following buildings:

DC Halls. The location for the DC cables to enter the converter station and where the DC switchgear will be installed. The overall footprint of these buildings would be in the order of 40m by 15m in floor area and with a maximum height of 22m.

Valve Hall. This building houses the high voltage power electronics which convert the power from DC to AC and vice versa. The overall size of this building is 120m x 40m in floor area and it would have a maximum height of 22m. A Cooling Fan building for the Valve Hall adjoins this building and this would be 25m x 15m in floor area and up to 5m high.

Services Building. This typically will be between the DC Hall and adjoin the Valve Hall. This building houses the electricity supply to the converter station site. The service building will have a finished maximum height of 10m and a footprint of 40m x 15m.

AC Filters Hall. This building would contain high voltage filtering equipment and connections to the transformers. The hall would have a footprint of approximately 60m x 50m, with a height of up to 22m.

Transformers. The transformers are arranged external to the AC Filters Hall and arranged in pens. Noise enclosures will be fitted around the transformers. Each of the four pens would have a footprint of approximately 20m x 20m, and would be approximately 10m in height.

AC Hall. This building would, according to the application documents, contain AC switchgear and other AC equipment. The AC underground cable would leave the converter station from this building. The AC Hall would have a footprint of approximately 70m x 40m and would be up to 22m high.

Control Room. This building would house the control equipment for the interconnector. It is where staff would be based and would include their work areas and welfare facilities. Its footprint would be approximately 40m x 15m and it would be up to 15m high.

Spares Building. This building would house the spare parts and components. The spare parts building needs to be large enough to hold a spare cable drum and would be approximately 40m x 20m, and up to 15m in height.

Finally there would be housing for an emergency standby diesel generator.

The Design and Access Statement (DAS) submitted in support of the proposal describes that the converter station will be designed to meet the functional and operational requirements of the interconnector whilst being of high quality and sensitive to its setting.

It is important to be mindful of the site setting and context including the parameters of buildings already found to be acceptable on Hangars East through the grant of the outline planning permission.

The converter station buildings will sit on the north side of Vulcan Way, the new spine road constructed to serve Hangars East. Immediately to the south side of the road, outline planning permission (P/11/0436/OA) has been granted for buildings with an eaves height of 14 metres and no overall maximum building height.

To the west of the site at the end of Vulcan Way, the eaves height permitted is 16 metres and further south along the part of the new spine road known as Spitfire Way the permitted eaves height is 18 metres. Planning permission currently exists to construct substantial buildings in very close proximity to the site of the converter station buildings.

The converter station development is a group of buildings that each plays a role in the conversion of power from DC to AC and vice-versa. The Design and Access Statement (DAS) sets out that it is important that “the individual buildings within the converter station development should be unified in their architectural design to appear as one holistic campus design. As well as the unifying through the materials and colour finishes this would be aided by retaining consistent roof lines, particularly for the taller buildings”.

The DAS continues that “the architectural design of the converter station buildings should reflect aspects of form and detailing found in the existing airfield buildings. In particular the architectural style of the CEMAST building, as a key gateway building at the eastern edge of the airfield, should be referenced in the converter station design”. Officers would concur with the approach advocated. The illustrative images used in support of the proposal reference specifically the entrance canopy to CEMAST and this is replicated over the Control Building, adjacent to the area of public open space to the north of the converter station in the illustrative images.

The external materials and colours used for the converter station buildings are to be derived from the colour or materials palette found in the local area. As such a palette of grey and blue colours to reflect the buildings under construction in Hangars East and the Innovation Centre are to be encouraged. Particular attention is being paid by the applicant to the anticipated appearance of the converter station from surrounding public and private viewpoints, in order to help the development blend into its surroundings.

Policy CS17 seeks to secure high quality design and requires developments to respond positively to and be respectful of the key characteristics of area such as landscape, scale, form and spaciousness.

The converter station is of such a size that the applicant has not endeavoured to completely hide the building over the long term through bunding and landscaping. Also, given the nature of the equipment the buildings accommodate, certain architectural solutions are not appropriate, such as barrelled roof forms (which would further increase the height of the buildings). The proposed common architectural language between the buildings in terms of their modular form, simplicity of shape and simple palette of materials is considered to be acceptable when considering the context of the site adjacent to an active airport, a growing business park and the type of buildings permitted and expected at Daedalus.

Whilst the detailed design solution for the converter station is yet to be determined (and will be done so at Reserved Matter stage), the principles of the design approach advocated in the Design and Access Statement are considered acceptable to Officers. A planning condition is recommended to ensure that the scheme submitted at the reserved matters stage is broadly in accordance with those illustrative details submitted with this application.

#### TRANSPORT AND TRAFFIC

Once built and operational the proposal will result in very little traffic due to the low level of employment generated at the converter station site. The key traffic management issue therefore, is the traffic generated during the construction period.

The application submits that one of the cable installation methods is such that the Daedalus cable corridor will go under Stubbington Lane rather than cause disruption to this route in and out of Lee on the Solent by works to the highway itself. Whichever cable installation methods is used, this will require the appropriate licence to be granted by the County Council as Highway Authority with the necessary traffic management measures agreed to minimise delays to highway users.

Traffic associated with the converter station construction will be required to use Junction 11 of the M27 and then access the site along Newgate Lane. The Highway Authority has advised that this construction traffic route is appropriate for the vehicle types that will use it.

The construction trip generation profile submitted with the application indicates that there will be 61 and 42 total daily vehicles generated in 2018 and 2019 respectively, of which 25 and 7 would be HGVs respectively. Consequently, the peak construction traffic generation will be in 2018. The Sub Regional Transport Model has been used to predict the Annual Average Daily Totals traffic flows on the construction route in 2019 and 2018. The Highway Authority is satisfied that the construction traffic can be accommodated on the local highway network during the limited duration of the construction period.

A new access from Broom Way, to the north of the existing Hangars East access, to the converter station site will be provided to accommodate all delivery vehicles including Abnormal Indivisible Loads delivering the transformers during the construction phase.

A junction capacity assessment has been undertaken for the new priority controlled construction access on Broom Way. As a consequence of this assessment the Highway Authority is satisfied that there will be no forecast operational issues associated with capacity, delays or queuing associated with the new construction access.

Once the site is operational the permanent access to the converter station site will be provided via the Broom Way/Hangars East access (the Daedalus East Gate) and the Daedalus internal road network, recently named as Spitfire Way and Vulcan Way.

During the construction phase, contractor parking provision would be made in the laydown area to the east of the converter station site. Once operational, parking would be provided on the converter station site for staff.

Traffic associated with the Chilling works will be directed to the site from Junction 9 of the M27, along the A27 to St Margaret's roundabout and then along the Warsash Road, Hook Lane and Chilling Lane to reach the site.

The construction trip generation profile indicates that there will be 7 total daily vehicles generated in 2019, of which 3 would be HGVs. The Highway Authority is satisfied that the construction traffic will have a negligible impact on the capacity and operation of the local highway network during the limited duration of the construction period.



Policy CS5 is permissive of development on the basis that it does not “adversely affect the safety and operation of the strategic and local road network”. In this case there is capacity within the highway network and the proposed construction vehicle access and operational access strategy are acceptable to the Highway Authority. As such the proposal is considered to accord with policy CS5.

### HEALTH IMPLICATIONS

Concerns have been expressed at the likely impacts of the proposal on public health. The concerns extend to the emissions from the converter station to the open space adjacent to it, impacts upon the employment zone to the south of the converter station, the proximity of residential dwellings and educational establishments and impacts from the cables such as to users of the beach at the landfall locations. The main concern in public comments relates to Electro Magnetic Fields (EMFs).

Electric and magnetic fields occur in the natural world such that there has been human exposure to these fields throughout the period of our evolution. However the advent of modern technologies and the wider use of electronic devices have introduced changes to the naturally occurring EMF patterns. Electric and magnetic fields at certain frequencies and strength of signal can cause induced currents to occur in the body which, if high enough, can interfere with nerves.

There are Government adopted exposure guidelines which are set to protect against these known, direct effects of EMF exposure. Whilst there are no statutory regulations in the UK that limit the exposure of people to power-frequency EMF, responsibility for implementing appropriate measures for the protection of the public lies with the UK Government which has a policy on the exposure limits. The Government in turn acts on the scientific advice from Public Health England (PHE), which has responsibility for advising on non-ionising radiation protection, including power-frequency EMFs. PHE has also advised the Council on health matters pursuant to this planning application.

The Current Government policy is that ICNIRP (International Commission on Non-Ionizing Radiation Protection) guidelines are implemented in line with the terms of the EU Council Recommendation on limiting exposure to the general public.

The ICNIRP guidelines are set so as to prevent external exposure to EMFs that could cause currents to be induced in the body large enough to cause effects on nerves, with a substantial safety margin included.

The ICNIRP guidelines recommend that the general public are not exposed to levels of EMFs able to affect the human central nervous system. This recommendation is described as the “basic restriction”. The guidelines also include a “reference level” which is not an exposure limit, but essentially a safety margin with the limit set lower than the basic restriction. If the reference level is not exceeded (the safety margin), then the basic restriction (the exposure limit) cannot be exceeded.

In terms of understanding these guidelines; the Environmental Statement sets out that electric fields depend on the operating voltage of the equipment producing them and are measured in V/m (volts per metre). The operating voltage of most equipment

is a relatively constant value. Electric fields are shielded by most common building materials, trees, and fences, and diminish rapidly with distance from the source. Magnetic fields are measured in  $\mu\text{T}$  (microtesla) and depend on the electrical currents flowing, which vary according to the electrical power requirements at any given time.

The general AC public power frequency “basic restriction” (the actual exposure limit) are:

- Electric: 9,000V/m
- Magnetic: 360  $\mu\text{T}$

The safety margin limits corresponding to the “reference levels” are:

- Electric: 5,000V/m
- Magnetic: 100  $\mu\text{T}$

Therefore, if the EMFs produced by an item of equipment as part of the application are lower than 9,000V/m and 360 $\mu\text{T}$ , the fields corresponding to the ICNIRP basic restriction, it is considered compliant with the ICNIRP guidelines and hence with PHE recommendations and Government policy.

For static magnetic fields (the DC cables), the latest ICNIRP guidelines recommend that acute exposure (basic restriction) of the general public is much higher than the AC limit and should not exceed 40,000  $\mu\text{T}$ .

The proposed development would produce both static fields (from the DC cables arriving at the converter station at Daedalus from France) and alternating fields (from the AC cables connecting the converter station at Daedalus to the proposed substation at Chilling).

The application sets out that the earthed metallic shield that is applied over the insulation of a cable as an inherent part of the design of the cable ensures that the electric field will be contained entirely within the insulation, and underground cables produce no external electric field. Magnetic fields, however, are not shielded in the same way as electric fields and will be produced outside of the cables.

The application sets out that the calculated magnetic field (for both AC and DC cables), at its peak, are less than 40  $\mu\text{T}$  and that the fields fall rapidly with distance from the cables. The application therefore submits that the maximum field produced is less than the relevant exposure limits and even outside of the safety margin “reference level”. Therefore the proposed development is compliant with the policies in place in the UK to protect public health.

With regards to the converter station the applicant’s Environmental Statement sets out that the proposed design of the converter station, with all the equipment enclosed, ensures that negligible electric fields would be produced outside the building itself. For magnetic fields, the nature of the equipment in the converter station is such that the magnetic fields drop rapidly with distance. Outside the buildings, the application sets out that any EMFs will be well below the exposure limits.

The Environmental Statement also sets out that electric and magnetic fields can have indirect impacts on Active Implantable Medical Devices such as pacemakers, insulin pumps and implanted cardiac defibrillators if the field strength exceeds the immunity of the device such that it can affect its operation. The application details that with the scheme operating well within the ICNIRP Reference Levels there should be no risk of any interference with these devices.

The Public Health England (PHE) consultation response to this application comes from the Centre for Radiation, Chemicals and Environmental Hazards. PHE notes the conclusions of the EMF assessment that the proposed development would be fully compliant with Government Policy on EMFs and fields produced would be below the relevant guidelines.

Representations have referred to the presence of the proposal to both residential communities nearby, the presence of educational establishments nearby and the fact that there will likely be public use over the cables at the beaches and in the area of open space north of the converter station. Specific reference is made to a link between the high voltage power and childhood leukaemia. The concern is that there are possible long terms exposure effects at levels much lower than those given in the ICNIRP guidelines.

The European Commission is advised on the health aspects of EMF exposures by the Scientific Committee on Emerging and Newly Identified Health Risks (SCENIHR). SCENIHR takes account of worldwide studies on EMFs and has produced several reports, known as Opinions, in which it expresses views broadly in line with those of PHE, ICNIRP and the World Health Organisation (WHO). A plain language summary based on the most recent Opinion explains that the results of current scientific research show that there are no evident adverse health effects if exposure remains below the levels set by current standards.

The existing research and existing studies, whilst suggesting some exposure may result in a health risk, do not provide convincing evidence for a causal relationship between extremely low frequency (ELF) EMF exposure and adverse effects on the health of the population.

PHE has provided advice on the matter of childhood leukaemia and have advised that the knowledge on short term and long term possible health effects are already taken into account in the policies that are applied in the UK. The SCENIHR and WHO views were also considered in formulating PHE's consultation response for this application.

There is no specific development plan policy related to this particular consideration. However, the NPPF addresses the matter of health impacts relevant to new telecommunications proposals against which parallels can be drawn with the application proposal when considering health implications. The NPPF (Para 46) sets out that Local Planning Authorities must determine applications on planning grounds. They should not determine health safeguards if the proposal meets the International Commission guidelines for public exposure.

On the basis of the exposure limits detailed in the application submission and the consultation response from PHE, Officers consider that the proposal is acceptable.

#### DISRUPTION DURING CONSTRUCTION

A number of third party letters have articulated objection at the disruption, generally directed at traffic, during construction given the congestion that exists currently in the peak hours on the roads to the Gosport peninsula.

As detailed above when considering the highway impacts the traffic associated with the converter station construction will be required to use Junction 11 of the M27 and then access the site along Newgate Lane. The Highway Authority has advised that this construction traffic route is appropriate for the vehicle types that will use it.

Other impacts during construction such as noise and air quality can be controlled by suitably drafted planning conditions to secure an environmental construction management plan.

Representations have referred to the timing of the cables when they make their landfall and that this should avoid the summer season when the beaches, especially the Monks Hill beach in Hill Head are likely to be at its busiest.

There is no doubt that during construction the beach, and its users, will be affected by the development. As detailed in the ecology chapter of this report, the Fareham coastline is an internationally protected part of the country specifically for its overwintering bird habitat. The applicant has to ensure that the works do not adversely affect the protected bird species either alone or in combination with other projects through the Habitat Regulations. The preservation of these protected bird habitats results in the work being directed to the summer months rather than the winter period. As such there will be disruption to users of the beach during the period of construction when the cables make their landfall. This will be for a limited period, and the land would be restored after the installation.

Fareham Borough Council normally imposes construction hour restrictions on major projects such as this to minimise the impact upon nearby residents. These restrictions usually control construction hours to between 8am and 6pm, Monday to Friday, 8am-1pm on Saturdays and no work at all on Sundays and Bank Holidays. The applicant has requested that should planning permission be granted, that deliveries to the site should be allowed from 7am (with operational work starting at 8am) and that Saturday should be allowed as a full working day.

In light of the proximity of works to residential properties and the length of the construction period, Officers believe on balance that the construction hour restriction normally imposed by this Council should be imposed here. Officers acknowledge that some elements of the project may well require work to continue outside the specified hours and that it would be advantageous to deliver particularly large pieces of equipment or building structure outside the normal working day to minimise disruption to the local highway network. Officers are recommending flexibility within the conditions to agree to such exceptions as and when they arise.

Policy DSP2 seeks to ensure that developments do not have a significant adverse impact on neighbouring developments or adjoin land by virtue of noise, liquids, heat, vibration, light or air pollution. As detailed above some disturbance during construction, especially with a project of this scale, is inevitable. These issues can be managed through construction management plans (secured by planning condition) to ensure that the impacts are not significantly adverse.

## NOISE

The application submits that there is no noise emitted from the buried cables. Some noise will however be emitted from the converter station.

Policy DSP2 sets out that development should not, alone or cumulatively, have a significant adverse impact upon neighbouring development. Advice in the NPPF is that decisions should aim to “...avoid noise from giving rise to significant adverse impacts on health and quality of life as a result of new development” (para 123).

The majority of the noise comments in representations refer to the impact of the converter station on residential property during the night and the nature of the noise, namely that it is to be a continuous hum. The submitted Environmental Statement (Chapter 15) deals with the matter of noise and vibration. The applicant has additionally submitted a supplementary technical note addressing noise in the public open space area and in the employment area at Hangars East.

The study area for the application assessing operational noise from the converter station considers all sensitive receptors within one kilometre of the proposed site. Sensitive receptors for the purpose of the assessment are residential dwellings.

At this stage, detailed designs for the converter station, and subsequently, plant noise data are not available. As such the focus of the applicant’s assessment is to determine suitable noise limits to ensure that there is no unacceptable adverse effect from noise due to the operation of the converter station and to ensure that the built form does not exceed these limits.

Noise limits are determined based on the measured noise survey data in accordance with the relevant British Standard (BS4142) and the requirements of the Local Authority. In order for there to be no adverse effects, the rating sound level (the specific sound level including penalties, as appropriate) at nearby receptors should not exceed the background sound level.

Background sound level survey results have been used to determine residential receptors likely to be most affected by noise from the converter station (whether as a result of proximity or existing background noise level). Unattended long duration noise surveys were undertaken covering week and weekend daytime and night time periods, to determine the typical background noise climate in the areas.

The typical quiet night-time background sound levels in the vicinity of the site at nearby noise sensitive receptors were in the region of 30 – 35 dB LA90. The nearest noise sensitive receptors are identified as being north/north-east of the site typically experiencing background sound levels towards the higher end of this range.

BS4142 identifies sound emissions can contain discrete impulses and/or audible tonal qualities, and in these cases recommends that a correction be added to the specific sound level. The specific sound level along with any applicable correction is referred to as the 'rating level'. The Applicant's submission sets out that in order to avoid adverse effects the sound 'rating level' (the emitted sound plus the inclusion of acoustic character penalties) should be 30 dB  $L_{A,r,Tr}$  at the nearest noise sensitive receptors - those to the north of the site on Gosport Road.

In the context of the NPPF, such a level (30dB) would, at worst, fall under 'No Observed Adverse Effect Level', where noise may be heard, but would not cause any change in behaviour or attitude. The ES sets out that it may also slightly affect the acoustic character of the area but not such that there is a perceived change in the quality of life. Given that DSP2 seeks to ensure that developments do not have a significant adverse impact on residential property, this level of noise should not be problematic.

The Environmental Health Partnership has reviewed the submitted ES and concurs with the assessment method undertaken by the applicant. The threshold of 30dB is also accepted by them as having no perceived impact. A suitably worded planning condition will ensure that further acoustic information is submitted once the final design of the converter station is known to confirm compliance with this sound level limit. Conditions are also proposed to ensure that the noise levels are monitored for a period of time after the converter station becomes operational to ensure that the agreed sound levels are being met.

During daytime periods the background sound level would increase (as a consequence of traffic and airport activity for example), while the sound generated by the converter station would remain relatively constant. The typical daytime background sound level towards the north of the site, in the vicinity of the nearest noise sensitive dwellings, is 48dB  $L_{A90}$ . As such, setting a limit based on quiet night-time noise levels (30dB) ensures that there is no effect during daytime periods.

Daytime background sound levels at dwellings to the west and south are typically lower than those to the north/north-east. However, a significant level of additional attenuation would be provided by the additional distance between the proposed converter station and these receptors. As such during the daytime there are expected to be no effects at receptors to the west and south where limits are set based on quiet night-time background sound levels at the nearest receptors to the north.

For users of the proposed open space to the north of the converter station, the applicant has submitted a further technical note which sets out that the 'rating level' (the emitted sound plus penalties) in the open space due to the proposed development would be in the region of 40 to 45 dB  $L_{A,r,Tr}$  at the boundary of the converter station, reducing northwards through the open space towards Peel Common roundabout.

Typical daytime background sound levels in the location of the proposed open space have been measured at 48 dB  $L_{A90}$ . The worst case 'rating level' (the actual sound plus corrections for the tonal quality of the sound) at the boundary of the proposed

development of 45 dB L<sub>Ar</sub> is therefore 3dB below the background sound level and therefore will have a negligible to low impact on the open space as a recreational receptor.

To the south of the converter station is the Hangars East employment area. British Standard 4142 is titled "Method for Rating Industrial Noise Affecting Mixed Residential and Industrial Areas" and is considered to be the most relevant means of measuring the impact on the Hangars East employment area.

The noise assessment work already undertaken by the applicant sets out that the noise emission from the boundary of the converter station has a maximum 'rating level' (the actual noise plus tonal character penalties applied) of 45 dB L<sub>Ar,Tr</sub> at the boundary. This reduces with distance to 41dB L<sub>Ar,Tr</sub> at the closest commercial property. Given that typical daytime background sound levels in the location of the proposed open space have been measured at 48 dB L<sub>A90</sub> the proposed corrected noise level of 41dB is not considered to result in harm to the occupiers of the nearest commercial property in Hangars East.

It is clear that whilst the proposal will emit some noise, the building is to be designed such that even with penalties applied for the tonal quality of the noise, the level of noise at the nearest noise sensitive receptor (the dwellings along Gosport Road) in the night will not exceed the current background noise level. Given that the policy test in DSP2 is that noise should not have a "significant adverse impact" and the NPPF advice is that decisions should aim to "avoid noise from giving rise to significant adverse impacts" the proposal is considered to be acceptable subject to the imposition of appropriate conditions.

#### THE ENTERPRISE ZONE:

Comments have been received that the presence of the converter station buildings at Daedalus may discourage businesses from locating to the Solent Enterprise Zone.

The Local Planning Authority has sought further consultant advice on this matter with regards to the attractiveness of the airfield as an employment destination as a result of the IFA2 scheme being implemented. This piece of consultancy work has involved discussions with a number of local commercial agents, Local Enterprise Partnerships (LEPs) elsewhere and other Enterprise Zones in England to establish the likely impacts of the IFA2 operations on the Enterprise Zone.

Discussions with local agents, LEPs and other enterprise zones indicate that the most likely issue would be the perception of impacts on staff, health and electrical/sensitive equipment. The impact is likely to be greater on investors than occupiers and IFA2 may influence a company decision to relocate to Daedalus.

A common issue raised through discussions with local commercial agents was whether there would be opportunities for cheaper energy supplies from the Interconnector, which would be a positive benefit from the facility. This aspect has been explored with the applicant on several occasions. Unfortunately the converter station only converts electricity from DC to AC and vice-versa for delivery into the grid; it is not able to provide energy. The connection point for the electricity supply, will be at Chilling.

With regard to the potential impacts upon business operations or sensitive equipment, this is not a question to which a generic answer can be provided as it is dependent on the nature of individual businesses that might locate on the Enterprise Zone and the specifics of their operations. The operation of sensitive equipment in proximity to the converter station or cables can, if necessary, be mitigated for through specific building construction techniques but this will be user specific and may well need designing on a case by case basis.

In order to help address any concerns, questions or compatibility issues raised by future prospective occupiers of the Enterprise Zone, the applicant has agreed to provide a technical resource to the Council for a period of 5 years, to assist prospective occupiers understanding of IFA2. This dedicated resource would be secured through a Section 106 legal agreement.

In addition to this, to ensure that the Enterprise Zone remains attractive to new businesses, the applicant will provide a financial contribution to the Council to provide a dedicated business development resource to promote the attractiveness of Daedalus as an employment destination. This contribution would be secured through a Section 106 legal agreement and would equate to the appointment of a dedicated full time business development officer for a period of four years.

To further improve the identity of the enterprise zone, and its attractiveness, the applicant has also agreed to provide a financial contribution towards the provision of two "Gateway Guardians" at the Solent Enterprise Zone at key locations around the site.

From the discussions that have been undertaken with commercial agents, Local Enterprise Partnerships and other Enterprise Zones it is principally the perception of possible impacts caused by the converter station that need to be addressed. Officers believe subject to the matters outlined above being secured through a Section 106 legal agreement any potential harm upon the Enterprise Zone would be mitigated.

#### FLOOD RISK AND DRAINAGE

The application is supported with a Flood Risk Assessment (FRA). Overall the flood risks associated with fluvial sources is considered to be very low; inland of the mean high water mark, the various elements of the proposed development are largely located within Flood Zone 1 (the lowest zone of flood risk). The FRA sets out that the converter station, as the only building proposed as a result of the development, is not at risk of fluvial or tidal flooding.

Third party comments have referred to the site of the converter station being regularly under water at times of heavy rain due to poor drainage. The FRA supports this view in so far as when the FRA was undertaken the soil around the converter station site was saturated and that these ground conditions were as a result of no formal drainage being present in the vicinity.

Construction of the converter station will result in an increase in the impermeable area at this location. To mitigate this issue the application proposes that a



Sustainable Drainage System (SUDS) will be designed to deal with any surface water run-off generated.

Soil testing undertaken by the applicant indicates that the ground conditions are predominantly sand and silt based. However a high water table is also recorded such that the detail of the SUDS system will be designed further as the detailed design of the converter station progresses. Should infiltration testing prove infiltration is not a feasible solution then an alternative strategy will be devised along with the design of the converter station buildings.

The application submits that the surface water will be appropriately managed to “green field” rates. This essentially means that the run off would be restricted, through attenuation features in the SUDS, to the equivalent of the pre-development situation. The FRA sets out that “The development and its drainage systems will be designed to cope with intense storm events up to and including the 100 year return period rainfall event with an allowance for climate change”.

It is noted that both the Environment Agency and the County Council as Lead Local Flood Authority have raised no objection to the proposal subject to suitably worded conditions to secure the details of the SUDS.

#### ECOLOGY:

Chapter seven of the Environmental Statement provides a wide range of ecological surveys and reports which cover the relevant species affected by the construction and operation of the proposal.

The Council’s Ecologist advises that the proposed cable laying works in proximity to European Sites for overwintering birds should only to be undertaken between April and September. Some concern has been raised that the construction period may overrun and that this would impact upon the over-wintering birds that use the coastal locations around the site which are designated as internationally important sites for these birds.

The applicant has indicated that the cable laying construction works through the Special Protection Areas (SPA) are unlikely to be undertaken throughout the entire spring and summer period but rather this provides a window in which the works will be undertaken. The applicant has confirmed that if the cable laying programme slips then the construction team would have to de-mobilise, leave the site and return after the winter months. The season for the work to be undertaken can be controlled by condition.

Once the land is restored, after the cables have been laid, the applicant has confirmed that there are no above ground structures required at the cable joint locations.

The Council’s ecologist has indicated that large buildings can pose a risk of collision to birds. However the applicant’s winter bird surveys for the last three years on the site of the converter station confirm that the site is not of importance for bird flight given the adjacent airport use.

Chapter seven of the applicant's Environmental Statement includes an extended phase one habitat survey which identified that potential dormouse habitat within the Daedalus area was restricted to linear scrub habitat and species poor perimeter hedgerow in the northeast of the site and a small wooded area (circa 0.8ha) near the existing Daedalus East access road. There is a further small wooded area to the south but this is separated from the other habitats by the existing two lane access road and associated wide footpath and grass verges. The low species and structural diversity of these habitats in combination with their restricted extent means the site does not contain sufficient habitat to support a viable dormouse population and there is no point along the road where tree canopies meet to provide a connection between areas. As such, it is not considered necessary for further survey work pursuant to the dormouse population at Daedalus at this outline stage.

The trees likely to be impacted by the proposals at Daedalus were found to have negligible bat roost potential and therefore (in line with Bat Conservation Trust guidelines) did not require further survey work. The habitats within the Daedalus site are classed as providing low suitability for bats. It is not considered necessary to request further phase 2 surveys in respect of bats at Daedalus.

At Chilling the protected species survey work undertaken by the applicant indicates that the development is likely to affect bats and dormice.

There are a number of locations along the cable corridor at Chilling where the cable position will breach existing hedgerows. This will result in the loss of the hedgerow integrity and its richness which along with its depth and structure provides connectivity of habitat.

The application sets out that where possible hedgerows will be retained, however, on occasion when they are to be removed a detailed method statement can be secured by condition to address the timing and means of hedge removal, the methods to be used for temporary hedge connectivity (such as pull across gates at times of no work being undertaken), replacement hedge planting (to specify the size of species in the anticipation that they will be relatively mature to create an almost instant hedge) or the option of transplanting back the originally removed hedge. The scheme would also include an implementation programme and details of maintenance.

In addition to the impacts of hedge removal on the dormouse connective habitats, removal of hedgerow will create gaps to navigation features used by bats. The Lesser Horseshoe Bat and the Barbastelle bat are recorded in this area. The temporary hedge connectivity measures are therefore important. The Ecologist has indicated that the survey work undertaken by the applicant is thorough and the proposed mitigation measures as amended are such that it is demonstrated to not affect the conservation status of the affected bats.

At Chilling the cable route also passes through a Site of Importance for Nature Conservation and a Local Nature Reserve. The Council's Ecologist advises that subject to timing of the works and through appropriate mitigation that the impact upon these features is acceptable.

The works at Chilling, and to a lesser extent at Daedalus, will also have an impact upon reptile habitats. There is a need therefore to ensure that adequate re-provision of reptile habitat is included in the proposed works. The detailed habitat reinstatement and biodiversity enhancements are to be secured by planning condition however with an opportunity for new habitat creation at Chilling. At Daedalus new hibernacula will be provided within the landscape mitigation bunding adjacent to the converter station.

The ES sets out that there are a number of protected species within the vicinity of the application site specifically at Chilling. The data from these surveys have helped inform the application.

It is clear that the proposal will affect protected species. Under the Habitats Regulations, if a proposal would affect a European Protected Species (in the case of this development dormouse, bats and reptiles), planning permission can only be granted if the development proposals can meet three tests:

1. *'preserving public health or public safety or other imperative reasons of overriding public interest including those of a social or economic nature and beneficial consequences of primary importance for the environment'*; (Regulation 53(2)(e));
2. there must be *'no satisfactory alternative'* (Regulation 53(9)(a)); and
3. the action authorised *'will not be detrimental to the maintenance of the population of the species concerned at a favourable conservation status in their natural range'* (Regulation 53(9)(b)).

Advice from Natural England states that *"Natural England applies the tests on a proportionate basis; thus the justification required increases with the severity of the impact on the species or population concerned"*. It is considered that in this instance, sufficient information has been provided for the LPA to be assured that the three derogation tests set out in the Regulations have been met:

1 – the 'Purpose' test: The Environmental Statement clearly sets out that the proposal will deliver a piece of energy infrastructure to ensure security of supply to the United Kingdom. The need for interconnection is identified in the submission and as set out in the principle for development part of this report is considered to constitute a reason of 'over-riding public interest'. There is clearly an imperative reason of over-riding public interest for the applicant to secure the IFA2 interconnector.

2 – the 'No Satisfactory Alternative' test: In order to meet the 'purpose', as set out in the previous point the Application has fully detailed the site selection process and the consideration of alternative sites. It is accepted that there are no satisfactory alternative sites for the proposal. The application has, through the Environmental Statement, sought to manage the project construction so as to not have any effect on protected species.

Additionally, it is noted that the agreed mitigation and enhancements (discussed in the point 3 below), would have the effect of providing effective replacement hedgerow connectivity and new reptile habitat, which should be supported.

On the basis of the Natural England advice a proportionate approach to this test is adopted considering the feasibility of alternative solutions relative to the degree of the likely impact upon protected species. In this case, on the basis of the information provided in the Environmental Statement, it is considered that the level of information in satisfying this test is acceptable.

3 – the ‘Favourable Conservation Status’ test: A comprehensive mitigation strategy has been submitted by the applicant through the embedded mitigation within the Environmental Statement and within the additional submission of the Dormouse Mitigation Method Statement. Consultations with the Council’s Ecologist have confirmed that provided these mitigation proposals are secured by planning conditions, the favourable conservation status of the protected species will be maintained.

Officers are satisfied that with the imposition of appropriate planning conditions the proposal is acceptable in terms of ecology.

#### HABITAT REGULATIONS ASSESSMENT:

The Conservation of Habitats and Species Regulations 2010 (as amended) provides statutory protection for designated sites, known collectively as Natura 2000, including Special Areas of Conservation (SAC) and Special Protection Areas (SPA). This legislation requires competent authorities, in this case Fareham Borough Council in its capacity as the Local Planning Authority, to ensure that plans or projects, either on their own or in combination with other plans or projects, do not result in adverse effects on these designated sites.

Members’ attention is drawn to the Applicants Report to inform the Habitat Regulations Assessment and the MMO Likely Significant Effects document. The MMO document covers the intertidal area where the overlap in responsibilities between the MMO and the LPA occurs. These two documents combined with the short report attached at Appendix A comprise the Habitats Regulation Assessment (HRA) of the Local Planning Authority. Agreement to this HRA is necessary as part of this determination process before the Council as the 'competent authority' under the Conservation of Habitats and Species Regulations 2010 (as amended) can give approval to the project.

The documents that make up the Habitats Regulation Assessment conclude that with appropriate mitigation measures implemented there will be no likely significant effects on the European sites (Solent and Southampton Water Special Protection Area, Solent and Southampton Water Ramsar site, Portsmouth Harbour Special Protection Area, Portsmouth Harbour Ramsar Site, Chichester and Langstone Harbours Special Protection Areas, Chichester and Langstone Harbours Ramsar and River Itchen SAC) either alone or in-combination with other projects. Natural England has advised that they concur with the conclusions in the assessments provided all the mitigation measures are implemented and that recommended conditions are complied with should permission be granted.

Members are recommended to endorse this conclusion to allow the planning application to be decided. Providing the planning obligations are secured and conditions complied with this application meets the requirements of the Conservation of Habitats and Species Regulations 2010 (as amended). Natural England agree with this conclusion and have raised no objection.

#### RADIO AND TELEVISION SIGNALS:

The impact on signals for radio and television are addressed in the applicant's Environmental Statement. The applicant has also submitted a subsequent technical note on Radio and Television interference.

New buildings and large structures may affect the transmission paths of TV, radio and other telecommunications services. The main television and radio broadcast services for the area come from the Rowridge Transmitter on the Isle of Wight.

The applicant's study on interference concludes that there is no significant interference to radio reception and no impact on DAB radio service.

Terrestrial television signals (not satellite or cable) can be affected by signal 'shadows'. The position and size of the proposed converter station will create a 'shadow' to the north east when considering the direction of the signal from the transmitter of the Isle of Wight to the south west. Within a signal shadow the received signal strength from the transmitter will be reduced.

The applicant's technical assessments to date conclude that a signal 'shadow' would be created falling across an area of housing to the east of Newgate Lane within the Borough of Gosport.

The applicant's study details that not all the buildings within the signal 'shadow' area will be using terrestrial television. Ofcom statistics indicate that approximately 34% of households have a digital television supply as the primary source of television service.

Using this statistic, and considering the number of dwellings that fall within the signal 'shadow', the applicant's report indicates that the total number of households likely to be affected as a result of shadowing from the Rowridge transmitter is likely to be less than 30.

Should any reduction in terrestrial signal occur as a result of the converter station development, it will be necessary to make improvements at the point where the signal is received. The mitigation measures could include:

- Improving the receiving antenna through the installation of a new higher gain antenna with improved directionality.
- Installing a mast head amplifier, which boosts the received signal at the antenna location.
- Relocating or re-directing the receiving antenna
- Making use of relay transmitters. Digital TV signals from an alternative transmitter may be available at the receiving antenna and may not be affected by the development.

The applicant recognises that the signal may be affected to a small number of households to an extent that television picture quality may be significantly affected. Should this occur as a result of the converter station development, the applicant has confirmed that they will undertake the necessary remediation works at their cost.

The mitigation measures which may be necessary can be secured by appropriate planning conditions and Officers are therefore satisfied that this matter can be satisfactorily addressed.

#### 'BREXIT' IMPLICATIONS:

The applicant has confirmed that the result of the EU referendum presents no immediate risk to how National Grid operates the UK energy system or to the country's security of supply. The company also continues to be fully committed to their ongoing investment projects with their European partners and stakeholders.

National Grid believes it is vital that the UK retains access to the Internal Energy Market. It is the applicant's view that Energy must now become a key priority area as the Government begins negotiations on how the UK's exit from the EU will be handled.

Representations have suggested that the outcomes of a French consultation by the French Energy Markets Regulator on the project, which closed in early January, should be awaited before the project is determined. Part of this French consultation raises how Britain will leave the EU and the implications for access to the EU energy market.

It is considered that the French consultation, which has received some media attention during the turn of the year, is afforded little weight in determining this planning application. The application remains submitted for consideration and the proposal must therefore be considered on its merits in accordance with the development plan and other material considerations.

Officers do not consider that the implications of 'Brexit' constitute reasons for deferring a decision on this planning application.

#### IMPLICATIONS FOR THE EXISTING SECTION 106 AGREEMENT ON THE SITE

The IFA2 Site forms part of the Daedalus Airfield in respect of which the Council granted outline planning permission P/11/0436/OA on 20 December 2013. This permission granted consent for the use of the Airfield Site for employment based development in new and existing buildings with incremental demolition together with a clubhouse, vehicle access, allotments, open space and landscaping. The 2013 Permission has been implemented.

In connection with the grant of the 2013 Permission, a Section 106 agreement was entered into between the Council and the owner of the Daedalus Airfield on 18 December 2013. The 2013 Agreement includes a number of obligations which continue to bind the Daedalus Airfield, including an obligation to provide open space (referred to as the North Eastern Open Space). This North Eastern Open Space is incompatible with the development proposed in the current application.

The applicant is willing to enter into a Section 106 agreement in connection with the current planning application and the heads of terms for this are documented within the recommendation for this report. These include obligations to provide and fund the maintenance of alternative open space. The obligations detailed in these heads of terms are necessary to make the proposed development acceptable in planning terms, directly relate to the proposed development and are fairly and reasonable related in scale and kind to the proposed development.

The provisions of the 2013 Agreement are therefore not relevant to the current planning application and proposed development. On this basis, it is proposed that the Council will enter into a covenant in the new Section 106 agreement under which it will treat the obligations to provide the North Eastern Open Space in the 2013 Agreement as being of no further effect, and it will not seek to enforce any of the other extant obligations in the 2013 Agreement against NGIFA2 or its successors in title to the application site.

This covenant will only take effect on the date on which the Council receives payment under the new Section 106 agreement of the commuted sums towards the delivery of and maintenance of the new open space that is to be created as part of the current planning application.

#### REFERRAL TO THE SECRETARY OF STATE:

At the time the application was submitted a consortium of Residents Associations (Hill Head Residents Association, Peel Common Residents Association and Lee on Solent Residents Association) made a request to the Secretary of State that the application be “called – in” and the Secretary of State (SoS) make the decision on the proposal. This issue of call-in is also raised in a number of third party comments.

The request for the application to be called in is based on the fact that this Council is both the land owner at Daedalus and the Local Planning Authority. Secondly a number of third parties feel that the development will have most of its impact upon residents of Gosport Borough, but Gosport Borough Council has no planning function in relation to the application site. A ‘neutral’ decision maker should therefore be appointed.

Notwithstanding the fact that there is no statutory requirement for this Council to refer the application to the SoS, the National Planning Casework Unit (NPCU), on behalf of the SoS, has advised this Council that a call in request has been received. The NPCU has requested that Fareham Borough Council advise it of the Planning Committee date and provide a copy of the Planning Officer’s report; Officers can confirm that this has been done. The NPCU on behalf of the SoS will come to a view as to whether or not this application should be called-in for a decision.

Decisions taken by Fareham Borough Council as a landowner are entirely separate from the regulatory functions it is required to exercise as the local planning authority. The fact that Fareham Borough Council is both the landowner and has statutory responsibilities as the Local Planning Authority, are not grounds for referring the planning application to the SoS.

In addition Officers can confirm that unless the SoS formally directs that the application is referred to him for determination, Fareham Borough Council should continue to determine the planning application.

#### TOURISM:

Representations have referred to the impact of the Converter Station on Lee on the Solent as a tourism destination. The third party comments suggest that the presence of the converter station will detract from the town at one of the main gateways to the Borough of Gosport with the resultant impacts for coastal businesses reliant on tourism trade.

The issue of impact of the converter station in the landscape is considered further in the landscape and strategic gap chapters of the report above. This assessment recognises the landscape characteristics of the airfield and the fact that the site is strongly influenced by the urban settlements in the vicinity of the site. The conclusions drawn are that the proposed landform and planting will, once it is established, be adequate to mitigate the visual impacts of the converter station.

Notwithstanding this, the converter station is to be a group of enclosed buildings that would not readily look like a typical electricity compound or installation; rather it will look like a family of industrial buildings. The location of the converter station sits due north of the Hangars East Employment allocation which already benefits from an outline planning permission which allows buildings to be constructed with eaves heights up to 14m and 16m. Given that the eaves height can be at this level, the finished ridge heights of the buildings in Hangars East could well be comparable to the scale of the buildings that are proposed to make up the converter station.

In light of the permitted scale of buildings on Daedalus and the proposed mitigating planting, Officers do not consider that the converter station buildings will unacceptably harm the approach into Lee-On-The Solent nor unacceptably impact upon the tourism in that area.

#### OTHER MATTERS:

Concerns have been raised in public comments with reference to employment levels and the lack of job generation by the proposal.

The application site sits outside of the Solent Enterprise Zone and outside of the area allocated for employment on the Core Strategy inset maps in Hangars East. To place the converter station within the identified employment areas would require a substantial land take and would reduce the potential job creation within these areas.

Representations have also intimated that the structure will leave the local area vulnerable to a potential terrorist attack. The South East Counter Terrorism Unit (SECTU) was consulted as part of the EIA scoping for the proposal. The officer that responded to that consultation set out that he had visited the site and that within the context of counter terrorism security advice the site is “unremarkable”. The SECTU saw no need for further involvement. As such no further consultation has been sent as part of this application.



Some third party comments have queried why the converter station cannot be sunk into the ground to make it appear lower. The application details that there will be a very small amount of excavation on site to create a level site for the converter station construction and that this material will then be re-used in the mitigating bund formation such that the applicant does not need to export any material off the site. However any further reduction in building height would result in the removal of significant volumes of material.

In order to reduce the height of the converter station by three metres, the applicant estimates that the excavations needed to achieve this would create almost 80,000 cubic metres of spoil. The removal of this spoil from the site is estimated to require an additional 12,000 additional vehicle movements off the site.

The applicant has further advised that lowering the buildings in this manner would also increase the likely overall footprint of the building given the additional civil engineering needed to take account of drainage and the flood protection measures given that high groundwater levels have also been identified within the Flood Risk Assessment.

A representation from HMS Collingwood has requested a further survey on radio frequency interference to ensure that the proposal does not have any impact on their radio operations.

HMS Collingwood is in excess of 1.5km away (as the crow flies) from the converter station with intervening features such as the Peel Common Waste Water Treatment Works. Given that the technical assessments undertaken indicate that the impact upon aircraft radios in close proximity to the converter station will not be unacceptably affected, it is not considered reasonable or necessary that a further assessment on RFI at HMS Collingwood is undertaken.

#### OTHER MATERIAL PLANNING CONSIDERATIONS AND THE PLANNING BALANCE.

The NPPF has a presumption in favour of sustainable development. There are three strands that make up sustainable development, namely economic, social and environmental.

The IFA2 project will provide an important part of infrastructure to ensure that there is flexibility in power supply which can ensure that the country can support further growth and innovation. In addition, whilst the proposal does not provide significant levels of employment once operational the actual construction process is likely to provide some local employment opportunities to the benefit of the local area. A commitment to identifying and procuring local employment opportunities in relation to the IFA2 proposals has been offered by the applicant and would be secured through the Section 106 legal agreement. The proposal is considered, therefore, to meet the economic role of sustainable development.

The application will provide for a high quality building in terms of the converter station which will sit adjacent to a new enlarged area of public open space to the benefit of the community. Such an open space will help support the Stubbington

community and the wider residents of Fareham and Gosport such that the proposal is considered to satisfy the Social element of sustainable development.

Finally, the proposal will help the country adapt to the more prudent use of natural resources and help move towards a low carbon economy through the import of power from the continent. This is considered to fulfil the environmental role of sustainable development.

Paragraph 14 of the NPPF sets out how the presumption in favour of sustainable development is to be applied in practice. It clearly sets out that the presumption in favour of sustainable development is the “golden thread” running through plan making and decision taking. In this case the proposal is considered to meet the tests for a sustainable form of development.

The interconnector project is not, as detailed earlier in this report, considered to be “required infrastructure” as anticipated by the development plan policy CS14 yet it does provide an important piece of strategic energy infrastructure for the UK. The necessity for a large site in a coastal location, along with the national need for interconnection, weighs in favour of the converter station buildings being located at Daedalus. The site chosen relates closely to land which presently benefits from planning permission for the erection of substantial commercial buildings. The appearance of the converter station buildings will not appear out of context with the type of buildings envisaged nearby. Officers consider that the significant material planning considerations in favour of interconnection outweigh the conflict with policies CS12 and CS14 of the adopted Core Strategy.

Whilst conflicting in part with policy DSP12, the converter station does not take up all of the area safeguarded by policy DSP12 for open space. Rather, of the fourteen hectares (34 ½ acres) of open space sought by the policy less than one third of this is to be occupied by the converter station. Furthermore the compensatory open space provision is of an area exceeding that required by policy DSP12.

Officers consider that the compensatory provision of open space enables the policy objective (to deliver new public open space) to be achieved. As described above the offsite allotment provision is also considered to be acceptable through the provision of a facility in close proximity to that already approved. Officers are satisfied that any conflict with CS12 (in part) and DSP12 is outweighed by the acceptable alternative public open space and allotment provision.

The second conflict with policy CS12 is the lack of significant employment generation. Whilst not providing significant employment provision as required by CS12 once operational, the location of the converter station outside of the areas identified in Hangars East for employment ensures that the scheme would not prejudice the future economic growth at Daedalus. Furthermore the mitigation secured (and discussed further above) with regards to the attractiveness of the Enterprise Zone will ensure that the policy objectives of economic growth at Daedalus can still be achieved.

As identified earlier in this report Section 38(6) of The Planning and Compulsory Purchase Act 2004 requires that ‘if regard is to be had to the development plan for

the determination to be made under the Planning Acts the determination must be made in accordance with the Plan unless material considerations indicate otherwise.'

To outweigh the strong presumption in favour of the development plan, material considerations must be afforded significant weight. In this case, when balancing the issues and when considering the development plan as a whole, the scheme is considered by Officers to be broadly policy compliant with only three identified policy conflicts. These conflicts are addressed by:

- 1) The national need for interconnection weighs in favour of the scheme when balanced against the conflicts with policy CS14
- 2) The provision of a larger area of open space better connected to Fareham residents and those outside of the Borough than the area allocated in policy DSP12;
- 3) Whilst not providing significant employment provision required by CS12 once operational, the location of the converter station outside of the areas identified in Hangars East for employment land and through business development and technical resources, the scheme would not prejudice the future economic growth at Daedalus; and

As such, when weighed in the balance, the proposal is considered acceptable by Officers as a departure from the policies of the Development Plan subject to planning conditions and the prior completion of a planning obligation.

#### SUMMARY:

Officers do not believe the proposals will materially harm the character and appearance of the area or the amenities of local residents.

With suitable landscape mitigation the proposal will, given time, integrate with the landscape and given its location, the proposal will not result in the coalescence of settlements such that the integrity of the strategic gap will be preserved.

The traffic during construction is acceptable to the County Council on the basis of specified lorry routes being used and the traffic generation once operational is also acceptable to the Highway Authority.

Through the use of appropriately drafted planning conditions and planning obligations the proposal would provide a development with a positive public benefit to the local residents through the provision of an accessible, attractive and larger area of public open space than policy DSP12 provides for.

The legal agreement will also ensure that the economic growth envisaged for the Solent Enterprise Zone is not adversely affected and the proposal would also not have a material adverse impact upon the operations of the Airport.

Subject to appropriate conditions, Officers are satisfied that protected species and sites of European importance would not be unacceptably harmed.

Whilst conflict with some adopted planning policies have been identified, Officers consider that any harm is outweighed by the planning obligation and planning conditions proposed, and the importance of the facility as a piece of national infrastructure.

Therefore notwithstanding the representations received, Officers recommend that subject to the prior completion of a Section 106 Legal Agreement planning permission should be granted.

## **RECOMMEND:**

- The Planning Committee confirm the Council's Habitats Regulations Assessment at Appendix A, and consequently adopts the applicant's Report to Inform Habitats Regulations Assessment together with the Likely Significant Effects document prepared by the Marine Management Organisation and the recommended conditions contained within Natural England's consultation response to the IFA2 planning application dated 26<sup>th</sup> August 2016;
- Subject to the prior completion of a legal agreement pursuant to Section 106 of the Town and Country Planning Act 1990 on terms to the satisfaction of the Solicitor to the Council to:
  - Secure the delivery a community green space adjacent to the converter station by:
    - Laying out of the eastern part of the open space (approximately 10.45 hectares);
    - A financial contribution of £428,540 to the Borough Council for the laying out of the remainder (the Western part) of the open space (approximately 8 hectares);
    - A commuted maintenance sum of £470,000 for the whole area of open space;
    - A Financial Contribution of £120,342 for improved connections to the Alver Valley;
  - Manage any issues of perception associated with IFA2 to ensure inward investment to the Solent Enterprise Zone:
    - A financial contribution of £100,000 towards Gateway Guardians
    - National Grid to provide a technical resource for a period of five years;
    - A financial contribution of £200,000 for a Business Development Resource for a period of four years;
  - Secure an obligation for providing a mechanism for National Grid to provide resource, as necessary, including specialist consultants appointed by the Local Planning Authority, for consideration of details submitted pursuant to the planning obligation, planning conditions and in connection with future reserved matters applications;
  - Secure an employment and skills plan setting out how (during the construction stage) IFA2 will work with local agencies to: identify and procure local employment opportunities; promote corporate employment opportunities and training programmes; and promote education about energy in the community, local schools and colleges.

- Delegate to the Head of Development Management in consultation with the Solicitor to the Council to make any minor modifications to the proposed conditions or heads of terms or any subsequent minor changes arising out detailed negotiations with the applicant which may necessitate the modification which may include the variation, addition or deletion of the conditions and heads as drafted to ensure consistency between the two sets of provisions

And then;

Grant **PLANNING PERMISSION** subject to the following conditions:

## **A. GENERAL CONDITIONS**

**Commencement condition, the submission of reserved matters and approved drawings in respect of those elements of the development granted outline planning permission**

1. In respect of the parts of the planning application where outline planning permission has been granted with all matters reserved for subsequent approval, being (i) the converter station buildings with associated vehicular accesses and roads off Broom Way and Faraday Business Park, security fencing, landscaping and temporary construction compounds (referred to in this permission as the “**Converter Station Development**”) and (ii) the public open space and associated facilities, grassland planting and tree planting, with associated vehicular accesses and roads off Broom Way (referred to in this permission as the “**Open Space Development**”) as set out at (1) and (2) above the development hereby permitted shall be begun either before the expiry of three years from the date of this decision notice, or before the expiration of two years from the date of approval of the last of the reserved matters to be approved, whichever is the later.

REASON: To allow a reasonable time period for work to start; to comply with Section 91 of the Town and Country Planning Act 1990.

2. For the Converter Station Development and the Open Space Development for which outline planning permission has been granted with all matters reserved for subsequent approval, details of the access, appearance, landscaping, layout and scale (hereinafter called "the reserved matters") shall be submitted to and approved in writing by the local planning authority before either the Converter Station Development or the Open Space Development (as appropriate) is commenced and the development shall be carried out as approved.

REASON: To comply with Article 6 of The Town and Country Planning (Development Management Procedure) (England) Order 2015.

3. Application for the approval of the reserved matters shall be made to the local planning authority not later than three years from the date of this permission.

REASON: To comply with section 92 of the Town and Country Planning Act 1990.

4. The Converter Station Development and the Open Space Development granted outline planning permission shall be carried out in accordance with the following approved documents:

- a) Design principles in Section 5 of the Design & Access Statement
- b) ES Block Plan – Daedalus - IF2-ENV-PLA-0004
- c) ES Location Plan – Daedalus (Red Line) - IF2-ENV-PLA-0002
- d) Environmental Statement Table 20.1 – Summary of Mitigation and Residual Effects

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

**Commencement condition and approved drawings in respect of development granted full planning permission**

5. In respect of the proposed development for which detailed planning permission has been granted, being (i) the installation of cables between Mean Low Water Springs and the converter station in the north eastern corner of Daedalus Airfield at Hill Head and Stubbington and (ii) the installation of cables between the Mean Low Water Springs and a new substation within the existing cable sealing end compound at Chilling Lane as set out at (3) and (4) above, the development hereby permitted shall be begun within three years of the date of this decision notice.

REASON: To allow a reasonable time period for work to start; to comply with Section 91 of the Town and Country Planning Act 1990.

6. The development granted full planning permission shall be carried out in accordance with the following approved documents:

- a) Proposed Development – Daedalus – ES Figure 4.1
- b) ES Location Plan – Daedalus (Red Line) - IF2-ENV-PLA-0002
- c) ES Location Plan – Chilling (Red Line) - IF2-ENV-PLA-0003
- d) ES Block Plan – Daedalus - IF2-ENV-PLA-0004
- e) ES Block Plan – Chilling - IF2-ENV-PLA-0005
- f) Proposed Development – Chilling – ES Figure 4.2
- g) Daedalus landfall Options 1,2,3 – ES Figures 4.3, 4.4, 4.5
- h) Dormouse Mitigation Method Statement, Version 2 November 2016
- i) Environmental Statement Table 20.1 – Summary of Mitigation and Residual Effects

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

## **B CONVERTER STATION DEVELOPMENT**

**Planning conditions relating to the erection of converter station buildings (to a maximum height of 22 metres), associated vehicular accesses and roads to enable access/ egress via Broom Way, security fencing, landscaping and temporary construction compounds**

### ***Ground and floor levels***

7. No development in relation to the erection of the Converter Station Development shall take place until details of the internal finished floor levels of buildings along with the finished levels of all associated accesses and roads, in relation to the existing and finished ground levels, have been submitted to and approved by the local planning authority in writing. The Converter Station Development shall be carried out in accordance with the approved details.

REASON: In order to ensure a high quality development.

### ***Height/ design of converter station buildings***

8. None of the buildings to be erected upon the site shall exceed 22 metres in height measured from the approved site level upon which they are to be constructed (save for any lightning protection measures which may exceed this height restriction). The general arrangement and design of the buildings shall accord with the principles set out in Section 5 (Design and Access Proposals) of the Design and Access Statement dated May 2016.

REASON: In order to ensure a high quality development.

### ***Surface water drainage***

9. No development in relation to the Converter Station Development, shall take place until details of surface water drainage works have been submitted to and approved by the local planning authority in writing. The details shall specify the drainage works to be undertaken, the timetable for their delivery and responsibility for its future maintenance. The Converter Station Development shall be carried out in accordance with the approved details.

REASON: In order to ensure appropriate surface water drainage is provided to serve the permitted development.

### ***Lighting following site completion***

10. No development in relation to the Converter Station Development shall take place until a scheme of permanent external lighting has been submitted to and approved in writing by the local planning authority. The details shall

include a layout plan with beam orientation and extent of light scatter and a schedule of the equipment design (luminaire type, mounting height, aiming angles and luminaire profiles). Development of the converter station buildings shall be carried out in accordance with the approved details.

REASON: To ensure lighting does not materially harm the area or impact upon highway and airport safety.

***Noise from use of the buildings and the site***

11. No development relating to the erection of the converter station buildings shall take place until details have been submitted to and approved by the local planning authority to demonstrate how the buildings will be designed and any external plant attenuated to control noise emissions. The converter station buildings shall be constructed in accordance with the approved details.

REASON: To ensure that the use of the converter buildings does not cause any noise nuisance to nearby residential properties.

12. The rating level of noise emitted from the converter station buildings shall not exceed whichever is the greater of the existing background noise level or 30dB(A) when measured at the boundaries of any surrounding residential properties. The measurements and assessment of noise levels shall be made in accordance with BS 4142:2014.

REASON: To ensure that the use of the converter buildings does not cause any noise nuisance to nearby residential properties.

13. The converter station buildings shall not be brought into use, until a scheme for monitoring sound emitted from the converter station buildings has been submitted to and approved in writing by the local planning authority. The scheme shall detail:

- a. All off site noise sensitive properties and locations where readings will be taken from;
- b. Survey methodology
- c. Reporting procedures

The approved sound monitoring scheme shall operate for 6 months from the converter station buildings first being brought into use and the results of the sound monitoring shall be submitted to and agreed in writing with the local planning authority in accordance with the reporting procedures.

REASON: To ensure that the use of the converter buildings does not cause any noise nuisance to nearby residential properties.



### ***Radio Frequency Interference***

14. No development relating to the erection of the converter station buildings shall take place until details setting out how the converter station buildings will be designed and implemented to ensure that any electromagnetic disturbance arising from the use of the site does not prevent radio and telecommunications equipment or other equipment outside the site from operating as intended, has been submitted to and approved in writing by the local planning authority. The development of the Converter Station Development shall not be carried out otherwise than in accordance with the approved details.

REASON: To prevent radio frequency interference to users of surrounding land and buildings.

### ***Archaeology condition***

15. No development in relation to the Converter Station Development shall take place until a programme of archaeological work including a written scheme of investigation has been submitted to and approved by the local planning authority in writing. The scheme shall include:
- a. The programme and methodology of site investigation and recording;
  - b. The programme for post investigation assessment;
  - c. Provision to be made for analysis of the site investigation and recording;
  - d. Provision to be made for publication and dissemination of the analysis and records of the site investigation
  - e. Provision to be made for archive deposition of the analysis and records of the site investigation
  - f. Nomination of a competent person or persons/ organisation to undertake the works set out within the Written Scheme of Investigation.

The Converter Station Development shall not be carried out otherwise than in accordance with the approved programme of archaeological work and the written scheme of investigation.

REASON: To ensure that any archaeological interests at the site are properly assessed and recorded.

### ***Contamination conditions- site investigation***

16. No development in relation to the Converter Station Development shall take place until an intrusive site investigation and an assessment of the risks posed to human health, the building fabric and the wider environment

including water resources has been carried out and the results submitted to the local planning authority and approved in writing. The investigation and assessment shall consider the following potential types of contamination: soil, soil gas, soil water contamination, unexploded ordnance and radioactivity.

REASON: To ensure that any contamination at the site is properly taken into account before development takes place.

17. Where the site investigation and risk assessment submitted under condition 16 reveals a risk to receptors, a detailed scheme of remedial measures along with detailed method statements for any remedial works to address these risks and ensure the site is suitable for the permitted use shall be submitted to and approved by the local planning authority in writing before development with respect to the converter station buildings associated vehicular accesses and roads takes place.

REASON: To ensure that any contamination at the site is properly taken into account and appropriate measures are incorporated into construction methods and building design.

***Contamination conditions- unsuspected contamination during construction***

18. If during development contamination not previously identified is found to be present at the site of the Converter Station Development then no further development shall be carried out at the contaminated area (unless first agreed in writing with the local planning authority) until a remediation strategy detailing how this unsuspected contamination will be dealt with has been submitted to and approved by the local planning authority in writing. The remediation strategy shall be implemented as approved in writing by the local planning authority.

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

***Contamination conditions- site remediation***

19. If there is a need for remediation works, the converter station buildings hereby permitted shall not be brought into use until:

- a) the remedial measures approved under condition 17 and/or condition 18 have been implemented in full; and
- b) written confirmation has been submitted to the local planning authority by a competent person to verify that the approved remedial measures have been completed in full. Verification should include photographic evidence of remediation and as built drawings where appropriate.

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

***Construction, operational and abnormal indivisible load accesses and traffic management***

20. No development in relation to the Converter Station Development shall take place until details of the construction access/ egress point off Broom Way to be used in connection with the construction of this part of the development, has been submitted to and approved by the local planning authority in writing.

The details shall specify:

- a) The means of construction, the layout and width, the turning radii and visibility splays provided for the construction access/ egress point;
- b) When the construction access/ egress point will be constructed and first made available for use and the period during which it will be kept available for use.

The approved access/ egress point off Broom Way for construction of the Converter Station Development shall be constructed and operated in accordance with the approved details.

REASON: In the interests of highway safety.

21. No development in relation to the Converter Station Development shall take place until details of the operational access/egress point to be provided from Faraday Business Park and the abnormal indivisible loads access/egress point to be provided from Broom Way has been submitted to and approved by the local planning authority in writing. The details shall specify the means of construction, the layout and width, the turning radii and visibility splays provided for the access/ egress point. The approved access/ egress points shall be constructed and made available before the converter station buildings are first brought into use.

REASON: In the interests of highway safety.

22. No development in relation to the Converter Station Development shall take place until a construction traffic management plan has been submitted to and approved by the local planning authority in writing. The construction traffic management plan shall specify lorry routes, parking and turning provision to be made on site for construction vehicles and operatives' vehicles, measures to prevent mud from being deposited on the highway and a programme of construction. The development in relation to the Converter Station Development shall be carried out in accordance with the approved construction traffic management plan.

REASON: In the interests of highway safety.

### ***Construction Environmental Management Plan***

23. No development in relation to the Converter Station Development shall take place until a Construction Environmental Management Plan has been submitted to, and approved in writing by the local planning authority. The Construction Environmental Management Plan shall set out the strategy and detailed method statements in respect of the following:

- The steps and procedures that will be implemented to avoid or mitigate the impacts upon designated sites and protected species;
- Soil movement, methods of tracking soil movement and details for demonstrating soil will be suitable for use;
- The storage of materials and construction waste;
- The storage and dispensing of fuels;
- The storage and dispensing of chemicals;
- The storage and dispensing of oils
- The storage and dispensing of hazardous materials (including any hazardous soils);
- Site office/ welfare facilities
- The proposed method of working (this shall include details to monitor and prevent adverse impacts to surface water, groundwater and adverse impacts caused by noise, vibration, odours, dust and any airborne contaminants during development;
- The proposed phasing of the development;
- The proposed maintenance and aftercare of the site;
- The provision of road and wheel cleaning facilities.

The carrying out of the Converter Station Development shall take place strictly in accordance with the Construction Environmental Management Plan approved pursuant to this condition unless any variation is first agreed in writing by the local planning authority.

REASON: In order to minimise the impact of the development upon nearby residents and businesses, users of the highway and the water environment.

### ***Tree protection***

24. No development in relation to the Converter Station Development shall take place until a detailed scheme for tree protection in accordance with BS 5837:2012 relating to the existing trees and other planting which is to be retained, along with details about when the protective fencing is to be erected, has been submitted to and approved in writing by the local planning authority. The protective fencing shall be erected and thereafter retained in situ in accordance with the approved details.

REASON: To ensure the avoidance of damage to existing trees and natural features to be retained.

25. No activities, material storage, nor placement of site huts or other equipment whatsoever shall take place within the areas surrounded by protective fencing unless first agreed in writing with the local planning authority.

REASON: To ensure the avoidance of damage to existing trees and natural features to be retained.

### ***Landscaping implementation***

26. The landscaping scheme approved pursuant to Condition 2, for the Converter Station Development shall be carried out in accordance with a timetable first agreed in writing with the local planning authority. Unless otherwise first agreed in writing, any trees or plants which, within a period of five years from first planting, are removed, die or, in the opinion of the local planning authority, become seriously damaged or defective, shall be replaced, within the next available planting season, with others of the same species, size and number as originally approved.

REASON: To ensure appropriate planting is provided and maintained to ensure a high quality development.

27. No development associated with the landscaping scheme for the Converter Station Development shall take place until details of all earth bunds associated with the approved landscaping scheme have been submitted to and approved in writing by the local planning authority. These details shall show:

- the proposed grading and mounding of land areas including the levels and contours to be formed;
- the relationship of the mounding to the existing surrounding landform
- that the soil to be used for the earth bunds is appropriate for its purpose, and is free from contamination which would pose a risk to human health, or the wider environment including water resources.

The Converter Station Development shall be carried out in accordance with the approved details.

REASON: In order to secure the satisfactory appearance of the development.

### ***Potential impacts upon television reception***

28. No development in relation to the erection of the converter station buildings shall take place until:

- a) a baseline terrestrial television reception study has been undertaken by a competent person and has been submitted to and approved by the local planning authority in writing. The baseline study shall include the following:
    - i. a desk top assessment of the cumulative impact upon television reception arising from the buildings hereby permitted;
    - ii. identification of any dwellings whose television reception may be adversely affected by the permitted development;
  - b) measurements of the baseline television signal reception have been undertaken at those dwellings who have been identified under condition 28a)ii above, and the measurements have been submitted to and approved by the local planning authority in writing;
  - c) details of appropriate mitigation measures to address adverse effects to television signals at those dwellings identified at condition 28a)ii have been submitted to and approved in writing by the local planning authority.
- REASON: To ensure that any potential effects upon satellite/ television reception are properly taken into account and mitigated where necessary.

29. No later than one month after any of the converter station buildings have been brought into use, measurements of TV signal reception at all dwellings identified under Condition 28a)ii in the baseline terrestrial television reception study shall be repeated and submitted to the local planning authority in writing. In the event that adverse effects on domestic television signals are identified which are attributable to the permitted development, the mitigation measures approved by the local planning authority under condition 28 above shall be implemented at the relevant affected dwellings within one month of completion of the repeat measurements and submission of the same to the local planning authority.
- REASON: To ensure that any potential effects upon terrestrial television reception are properly taken into account and mitigated where necessary.

### ***Construction hours***

30. In respect of the Converter Station Development, there shall be no construction or demolition works, no machinery shall be operated, no process carried out and no deliveries received or despatched outside of the following times unless otherwise first agreed in writing with the local planning authority: 0800 to 1800 hours Monday to Friday; 0800 to 1300 hours on Saturday. No work, processes or other activities shall take place at all on Sundays, bank or public holidays.
- REASON: To manage the extent of any noise and disturbance to nearby neighbouring properties.

***No burning on site***

31. There shall be no burning of construction waste/material at any time on the site of the Converter Station Development.

REASON: To reduce nuisance to nearby residential properties during construction works.

***Bird hazard management plan***

32. The converter station buildings hereby approved shall not be brought into use until a bird hazard management plan has been submitted to and approved by the local planning authority in writing. The bird hazard management plan shall detail the inspection regime and activities undertaken to manage the risk of birds loafing, roosting and nesting on the roofs of the buildings and the adjacent landscaping. The bird hazard management plan shall be implemented as approved.

REASON: To minimise the attractiveness of the buildings and landscaping to birds which could endanger the safe movement of aircraft at the Solent Airport.

**C OPEN SPACE DEVELOPMENT**

**Creation of public open space and associated facilities, grassland planting and tree planting, with associated vehicular accesses and roads off Broom Way.**

33. No development works in relation to the Open Space Development shall take place until a programme of work has been submitted to and approved by the local planning authority in writing. The Open Space Development shall be carried out in accordance with the approved programme of work.

REASON: To ensure a programme of delivery of high quality public open space.

***Soft landscaping implementation***

34. The landscaping scheme approved pursuant to Condition 2, for the Open Space Development, shall be carried out in accordance with a timetable first agreed in writing with the local planning authority. Unless otherwise first agreed in writing, any trees or plants which, within a period of ten years from first planting, are removed, die or, in the opinion of the local planning authority, become seriously damaged or defective, shall be replaced, within the next available planting season, with others of the same species, size and number as originally approved.

REASON: To ensure appropriate planting is provided and maintained to ensure a high quality development.

***Hard landscape design***

35. No development in relation to the Open Space Development shall take place until full details of hard landscape proposals have been submitted to and approved in writing by the local planning authority. These details shall include:

Proposed finished levels or contours;  
Means of enclosure;  
Car parking location(s) and layouts;  
Other vehicle and pedestrian access and circulation areas;  
Hard surfacing materials;  
Minor artefacts and structures (eg furniture, play equipment, refuse or other storage units, signs, lighting);  
Proposed and existing functional services above and below ground (eg drainage, power, communication cables, pipelines, etc, indicating lines, manholes, supports etc);

The Open Space Development shall be brought into use in accordance with the approved details.

REASON: To ensure the provision of high quality public open space.

***Habitat creation***

36. No development in relation to the Open Space Development shall take place until details of how habitats will be created and managed for the benefit of wildlife have been submitted to and approved in writing by the local planning authority. The open space shall be brought into use in accordance with the approved details.

REASON: To ensure the provision of appropriate wildlife habitats in the open space.

***Archaeology condition***

37. No development in relation to the Open Space Development shall take place until a programme of archaeological work including a written scheme of investigation has been submitted to and approved by the local planning authority in writing. The scheme shall include:

- a) The programme and methodology of site investigation and recording;
- b) The programme for post investigation assessment;



- c) Provision to be made for analysis of the site investigation and recording;
- d) Provision to be made for publication and dissemination of the analysis and records of the site investigation
- e) Provision to be made for archive deposition of the analysis and records of the site investigation
- f) Nomination of a competent person or persons/ organisation to undertake the works set out within the Written Scheme of Investigation.

The Open Space Development shall not be carried out otherwise than in accordance with the approved programme of archaeological work and the written scheme of investigation.

REASON: To ensure that any archaeological interests at the site are properly assessed and recorded.

### ***Contamination conditions- site investigation***

38. No development in relation to the Open Space Development shall take place until a site investigation and an assessment of the risks posed to human health and the wider environment including water resources has been carried out and the results submitted to the local planning authority and agreed in writing. The investigation and assessment shall consider the following potential types of contamination: soil, soil gas, soil water contamination, unexploded ordnance and radioactivity.

REASON: To ensure that any contamination at the site is properly taken into account before development takes place.

39. Where the site investigation and risk assessment submitted under condition 38 reveals a risk to receptors, a detailed scheme of remedial measures along with detailed method statements for any remedial works to address these risks and ensure the site of the Open Space Development is suitable for the permitted use shall be submitted to and approved by the local planning authority in writing.

REASON: To ensure that any contamination at the site is properly taken into account and appropriate measures incorporated into the laying out of the area.

### ***Contamination conditions- unsuspected contamination during construction***

40. If during development contamination not previously identified is found to be present at the site of the Open Space Development then no further development shall be carried out in the contaminated area (unless first agreed in writing with the local planning authority) until a remediation strategy detailing how this unsuspected contamination will be dealt with has been

submitted to and approved by the local planning authority in writing. The remediation strategy shall be implemented as approved in writing by the local planning authority.

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

41. Any soil brought on to the land to be used in the laying out of the public open space and planting bunds must be suitable for its use and must not pose a risk to human health and the wider environment including water resources. Before any soil is brought onto the land, details setting out the measures in place to ensure the soil used is fully appropriate for its purpose, shall be submitted to and approved by the local planning authority in writing.

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

### ***Contamination conditions- site remediation***

42. If there is a need for remediation works, the Open Space Development shall not be brought into use until:

- a) the remedial measures approved under condition 39 and condition 40 have been implemented in full; and
- b) Written confirmation has been submitted to the local planning authority by a competent person to verify that the approved remedial measures have been completed in full and any soil imported is suitable for its purpose. Verification should include photographic evidence of remediation and as built drawings where appropriate.

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

### ***Construction Environmental Management Plan***

43. No development in relation to the Open Space Development shall take place until a Construction Environmental Management Plan has been submitted to, and approved in writing by the local planning authority. The Construction Environmental Management Plan shall set out the strategy and detailed method statements in respect of the following:

- The steps and procedures that will be implemented to avoid or mitigate the impacts upon designated sites and protected species;
- Soil movement, methods of tracking soil movement and details for demonstrating soil will be suitable for use;
- The storage of materials;
- The storage and dispensing of fuels;
- The storage and dispensing of chemicals;
- The storage and dispensing of oils

- The storage and dispensing of hazardous materials (including any hazardous soils);
- Site office/ welfare facilities
- The proposed method of working (this shall include details to monitor and prevent adverse impacts to surface water, groundwater and adverse impacts caused by noise, vibration, odours, dust and any airborne contaminants during development;
- The proposed phasing of the development;
- The proposed maintenance and aftercare of the site;
- The provision of road and wheel cleaning facilities.

The Open Space Development shall take place strictly in accordance with the Construction Environmental Management Plan approved pursuant to this condition unless any variation is first agreed in writing by the local planning authority.

REASON: In order to minimise the impact of the development upon nearby residents and businesses, users of the highway and the water environment.

#### ***Construction hours***

44. In respect of the Open Space Development, there shall be no construction or demolition works, no machinery shall be operated, no process carried out and no deliveries received or despatched outside of the following times unless otherwise first agreed in writing with the local planning authority: 0800 to 1800 hours Monday to Friday; 0800 to 1300 hours on Saturday. No work, processes or other activities shall take place at all on Sundays, bank or public holidays.

REASON: To manage the extent of any noise and disturbance to nearby neighbouring properties.

#### ***No burning on site***

45. There shall be no burning of construction waste/material at any time on the site of the Open Space Development.

REASON: To reduce nuisance to nearby residential properties during construction works.

### **D CABLE INSTALLATION BETWEEN MEAN LOW WATER SPRINGS AND THE CONVERTER STATION**

**Planning Conditions relating to the Installation of cables between Mean Low Water Springs and the converter station in the north eastern corner of Daedalus Airfield at Hill Head and Stubbington.**

### ***Cable installation method***

46. No development in relation to the installation of cables between Mean Low Water Springs and the converter station in the north eastern corner of Daedalus Airfield shall take place until a cable installation method statement for the chosen means of installing the cable has been submitted to and approved in writing by the local planning authority. These cables shall be installed in accordance with the approved details.

REASON: To ensure that the specific cable installation methods are known.

### ***Alternating and Direct Current cables at airfield taxiways***

47. No development in relation to the installation of cables on Daedalus Airfield shall take place until:

- a. Background measurements of Alternating Current and Direct Current magnetic fields at fixed locations within the redline boundary at each taxi-way crossing have been undertaken in accordance with a scheme first submitted to and agreed in writing with the local planning authority; and
- b. Written confirmation of the background measurements has been submitted to the local planning authority by a competent person verifying the results.

REASON: To ensure that Alternating Current and Direct Current cables at the site will not materially impact upon aviation use and safety at the site

48. No development in relation to the installation of cables on Daedalus Airfield shall take place until details of the way in which the cables will be arranged below ground along with the depth at which the cables will be laid has been submitted to and approved by the local planning authority in writing to achieve the following:

- a) Alternating Current magnetic fields directly above the cables not more than 10 microTesla when measured at ground level at each taxi-way crossing of the cables;
- b) Compass deviation not more than 1 degree when 12 metres or more away from the Direct Current cables, measured at 1.5m above ground level at each taxi-way crossing of the cables

The installation of the cables on Daedalus Airfield shall be undertaken in accordance with the approved details.

REASON: To ensure that Alternating and Direct Current cables at the site will not materially impact upon aviation use and safety at the site.

49. Upon completion of the installation of the cables on Daedalus Airfield, the applicant/ developer shall subsequent to energisation of the cables, and when the interconnector is operating at maximum output, undertake measurements of Alternating Current and Direct Current magnetic fields within the redline boundary at each taxi-way crossing to demonstrate that condition 48 above has been complied with.

Written confirmation shall be submitted to the local planning authority by a competent person verifying the results within one month of the interconnector first being brought into operation.

REASON: To ensure that Alternating and Direct Current cables at the site will not materially impact upon aviation use and safety at the site.

### ***Archaeology condition***

50. No development in relation to the installation of cables between Mean Low Water Springs and the converter station in the north eastern corner of Daedalus Airfield shall take place until a programme of archaeological work including a Written Scheme of Investigation has been submitted to and approved by the local planning authority in writing. The scheme shall include:

- a) The programme and methodology of site investigation and recording;
- b) The programme for post investigation assessment;
- c) Provision to be made for analysis of the site investigation and recording;
- d) Provision to be made for publication and dissemination of the analysis and records of the site investigation
- e) Provision to be made for archive deposition of the analysis and records of the site investigation
- f) Nomination of a competent person or persons/ organisation to undertake the works set out within the Written Scheme of Investigation.

The development in relation to the installation of cables between Mean Low Water Springs and the converter station in the north eastern corner of Daedalus Airfield shall be undertaken strictly in accordance with the approved programme of archaeological work and the Written Scheme of Investigation.

REASON: To ensure that any archaeological interests at the site are properly assessed and recorded.

***Contamination conditions- site investigation***

51. No development in relation to the installation of cables between Mean Low Water Springs and the converter station in the north eastern corner of Daedalus Airfield shall take place until a site investigation and an assessment of the risks posed to human health and the wider environment including water resources has been carried out and the results submitted to the local planning authority and agreed in writing. The investigation and assessment shall consider the following potential types of contamination: soil, soil gas, soil water contamination, unexploded ordnance and radioactivity.

REASON: To ensure that any contamination at the site is properly taken into account before development takes place.

52. Where the site investigation and risk assessment submitted under condition 51 reveals a risk to receptors, a detailed scheme of remedial measures along with detailed method statements for any remedial works to address these risks and ensure the site is suitable for the permitted use shall be submitted to and approved by the local planning authority in writing.

REASON: To ensure that any contamination at the site is properly taken into account and appropriate measures incorporated into the laying out of the area.

***Contamination conditions- unsuspected contamination during construction***

53. If during development contamination not previously identified is found to be present at the site for the installation of cables between Mean Low Water Springs and the converter station in the north eastern corner of Daedalus Airfield, then no further development shall be carried out in the contaminated area (unless first agreed in writing with the local planning authority) until a remediation strategy detailing how this unsuspected contamination will be dealt with has been submitted to and approved by the local planning authority in writing. The remediation strategy shall be implemented as approved in writing by the local planning authority.

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

***Contamination conditions- site remediation***

54. If there is a need for remediation works, the cables between Mean Low Water Springs and the converter station in the north eastern corner of Daedalus Airfield shall not be brought into use until:

- a) the remedial measures approved under condition 52 and condition 53 have been implemented in full; and
- b) Written confirmation has been submitted to the local planning authority by a competent person to verify that the approved remedial measures have been completed in full. Verification should include photographic evidence of remediation and as built drawings where appropriate.

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

### ***Construction Traffic Management***

55.No development in relation to the installation of cables between Mean Low Water Springs and the converter station in the north eastern corner of Daedalus Airfield shall take place until a construction traffic management plan has been submitted to and approved by the Local Planning Authority in writing. The construction traffic management plan shall specify lorry routes, parking and turning provision to be made on site for construction vehicles and operatives' vehicles, measures to prevent mud from being deposited on the highway and a programme of construction. The development in relation to the installation of cables between Mean Low Water Springs and the converter station in the north eastern corner of Daedalus Airfield shall be carried out in accordance with the approved construction traffic management plan.

REASON: In the interests of highway safety.

### ***Construction Environmental Management Plan***

56.No development in relation to the installation of cables between Mean Low Water Springs and the converter station in the north eastern corner of Daedalus Airfield shall take place until a Construction Environmental Management Plan has been submitted to, and approved in writing by the local planning authority. The Construction Environmental Management Plan shall set out the strategy and detailed method statements in respect of the following:

- The steps and procedures that will be implemented to avoid or mitigate the impacts upon designated sites and protected species;
- Soil movement, methods of tracking soil movement and details for demonstrating soil will suitable for use;
- The storage of materials;
- The storage and dispensing of fuels;
- The storage and dispensing of chemicals;
- The storage and dispensing of oils the storage and dispensing of hazardous materials (including any hazardous soils);
- Site office/ welfare facilities.

- The proposed method of working (this shall include details to monitor and prevent adverse impacts to surface water, groundwater and adverse impacts caused by noise, vibration, odours, dust and any airborne contaminants during development;
- The proposed phasing of the development;
- The proposed maintenance and aftercare of the site;
- The provision of road and wheel cleaning facilities.

57. The installation of cables between Mean Low Water Springs and the converter station in the north eastern corner of Daedalus Airfield shall take place strictly in accordance with the Construction Environmental Management Plan approved pursuant to condition 56 unless any variation is first agreed in writing by the local planning authority.

REASON: In order to minimise the impact of the development upon nearby residents and businesses, users of the highway and the water environment.

#### ***Groyne removal/replacement***

58. Should the cable installation method in condition 46 require the removal of the existing groynes at Hill Head beach, the method statement details shall include:

- The methods used to remove the existing groynes
- Timing of the groyne removal
- A methodology for the groyne replacement; and
- A timetable for the implementation of the groyne replacement

The cable installation shall be undertaken in accordance with the approved details.

REASON: In the interest of the preservation of the intertidal habitat and nature conservation.

#### ***Geological features of the Lee On The Solent to Itchen Estuary Site of Special Scientific Interest***

59. If the open-cut cable laying method is selected in relation to the installation of cables between Mean Low Water Springs and the Transition Joint Bay in the south west corner of the Monks Way car park, then detailed mitigation measures to address any impacts on the geological features of the Lee on the Solent to Itchen Estuary Site of Special Scientific Interest shall first be submitted to the Local Planning Authority and approved in writing. The Mitigation measures shall include:



- Recording the successions of the trenches in detail; and
- The recovery of a range of vertebrate and other fossil remains.

The installation of cables between Mean Low Water Springs and the Transition Joint Bay in Monks Hill beach car park by the open cut cable installation method shall not commence unless the Local Planning Authority have given written approval for the mitigation measures. The installation of these cables shall be undertaken in accordance with the approved details.

REASON: to ensure that the development will not impact upon the features of special interest for which the Lee on the Solent to Itchen Estuary SSSI is notified.

### ***Construction hours***

60. In respect of the installation of cables between Mean Low Water Springs and the converter station in the north eastern corner of Daedalus Airfield there shall be no construction or demolition works, no machinery shall be operated, no process carried out and no deliveries received or despatched outside of the following times unless otherwise first agreed in writing with the local planning authority: 0800 to 1800 hours Monday to Friday; 0800 to 1300 hours on Saturday. No work, processes or other activities shall take place at all on Sundays, bank or public holidays.

REASON: To manage the extent of any noise and disturbance to nearby neighbouring properties.

### ***No burning on site***

61. There shall be no burning of construction waste/material at any time on the site for the installation of cables between Mean Low Water Springs and the converter station in the north eastern corner of Daedalus Airfield

REASON: To reduce nuisance to nearby residential properties during construction works.

### ***Restoration of the land following cable installation***

62. No development in relation to the installation of cables between Mean Low Water Springs and the converter station in the north eastern corner of Daedalus Airfield shall take place until a scheme for the restoration of the land following the installation of the cables has been submitted to and approved by the local planning authority in writing. The scheme for restoration shall specify:

- How the land will be restored following the installation of the cables;
- Details of soft/ hard landscaping to be undertaken upon the land to be restored;
- The arrangements for the subsequent maintenance of the landscaping;
- The timetable for carrying out the restoration work following the installation of the cables.

These cables shall not be brought into use unless the land has been restored in accordance with the approved details.

REASON: To safeguard the appearance of the development; to ensure appropriate hard and soft landscaping is re-instated.

## **E CABLE INSTALLATION BETWEEN MEAN LOW WATER SPRINGS AND CHILLING LANE**

**Planning Conditions relating to the Installation of cables between the Mean Low Water Springs and the existing cable sealing end compound at Chilling Lane.**

### ***Cable installation method***

63. No development in relation to the installation of cables between Mean Low Water Springs and the existing cable sealing end compound at Chilling Lane shall take place until a cable installation method statement for the chosen means of installing the cable has been submitted to and approved in writing by the local planning authority. These cables shall be installed in accordance with the approved details.

REASON: To ensure that the specific cable installation methods are known.

### ***Construction timing***

64. No works in relation to the installation of cables within the Chilling-Brownwich Wader Roost SINC or within 1km of Mean Low Water Springs at the landfall of the cables shall take place between the 1st October and the 31st March in the following year.

REASON: In the interest of protecting overwintering birds and the Special Protection Area.

### ***Further bat roost survey work prior to removal of trees or hedges***

65. No tree, hedge or shrub removal in relation to the installation of cables between Mean Low Water Springs and the existing cable sealing end compound at Chilling Lane shall take place until details of additional survey

work to be undertaken in respect of potential bats roosts have been submitted to and approved in writing by the local planning authority. The survey work shall be undertaken and the results of the survey work submitted to the local planning authority before any tree, hedge or shrub removal in respect of the cables at Chilling commences. Should the results of the survey identify any bat roosts, details of the mitigation measures which are to be undertaken shall be submitted to and approved in writing with the local planning authority. The cable works at Chilling Lane shall be undertaken in accordance with the approved details.

REASON: In order to ensure protected species have been taken fully into account in the implementation of the development.

### ***Archaeology condition***

66. No development in relation to the installation of cables between the Mean Low Water Springs and the existing cable sealing end compound at Chilling Lane shall take place until a programme of archaeological work including a Written Scheme of Investigation has been submitted to and approved by the local planning authority in writing. The scheme shall include:

- a) The programme and methodology of site investigation and recording;
- b) The programme for post investigation assessment;
- c) Provision to be made for analysis of the site investigation and recording;
- d) Provision to be made for publication and dissemination of the analysis and records of the site investigation
- e) Provision to be made for archive deposition of the analysis and records of the site investigation
- f) Nomination of a competent person or persons/ organisation to undertake the works set out within the Written Scheme of Investigation.

The development in relation to the the installation of cables between the Mean Low Water Springs and the existing cable sealing end compound at Chilling Lane, shall be undertaken strictly in accordance with the approved programme of archaeological work and the Written Scheme of Investigation.

REASON: To ensure that any archaeological interests at the site are properly assessed and recorded.

### ***Tree and hedgerow protection measures***

67. No development in relation to the installation of cables between the Mean Low Water Springs and the existing cable sealing end compound at Chilling Lane shall take place until a detailed scheme in accordance with BS: 5837:2012 for

the protection of trees and hedgerows to be retained has been submitted to and approved in writing by the local planning authority. The protection scheme shall be erected in accordance with the approved details prior to any works taking place in relation to this aspect of the development, and shall thereafter be retained for the duration of the cable installation between the Mean Low Water Springs and the existing cable sealing end compound at Chilling Lane unless otherwise first agreed in writing with the local planning authority.

REASON: To ensure the avoidance of damage to existing trees and natural features during the construction phase.

### ***Dormouse mitigation statement***

68. The development in relation to the installation of cables between the Mean Low Water Springs and the existing cable sealing end compound at Chilling Lane shall be undertaken strictly in accordance with the Dormouse Mitigation Method Statement dated November 2016. REASON: In order to ensure protected species have been taken fully into account in the implementation of the development.

### ***Contamination conditions- site investigation***

69. No development in relation to the installation of cables between the Mean Low Water Springs and the existing cable sealing end compound at Chilling Lane shall take place until an intrusive site investigation and an assessment of the risks posed to human health and the wider environment including water resources has been carried out and the results submitted to the local planning authority and agreed in writing. The investigation and assessment shall consider the following potential types of contamination: soil, soil gas and soil water contamination.

REASON: To ensure that any contamination at the site is properly taken into account before development takes place.

70. Where the site investigation and risk assessment submitted under condition 69 reveals a risk to receptors, a detailed scheme of remedial measures along with detailed method statements for any remedial works to address these risks and ensure the site is suitable for the permitted use shall be submitted to and approved by the local planning authority in writing.

REASON: To ensure that any contamination at the site is properly taken into account and appropriate measures incorporated into the laying out of the area.

***Contamination conditions- unsuspected contamination during construction***

71. If during development contamination not previously identified is found to be present at the site for installation of cables between the Mean Low Water Springs and the existing cable sealing end compound at Chilling Lane then no further development shall be carried out at the contaminated area (unless agreed in writing with the local planning authority) until a remediation strategy detailing how this unsuspected contamination will be dealt with has been submitted to and approved by the local planning authority in writing. The remediation strategy shall be implemented as approved in writing by the local planning authority.

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

***Contamination conditions- site remediation***

72. If there is a need for remediation works, the cables between the Mean Low Water Springs and the existing cable sealing end compound at Chilling Lane shall not be brought into use until:

- a) the remedial measures approved under condition 70 and condition 71 have been implemented in full; and
- b) Written confirmation has been submitted to the local planning authority by a competent person to verify that the approved remedial measures have been completed in full. Verification should include photographic evidence of remediation and as built drawings where appropriate.

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

***Construction Access and Traffic Management***

73. No development in relation to the installation of cables between the Mean Low Water Springs and the existing cable sealing end compound at Chilling Lane shall take place until a construction traffic management plan has been submitted to and approved by the local planning authority in writing. The construction traffic management plan shall specify lorry routes, parking and turning provision to be made on site for construction vehicles and operatives' vehicles, measures to prevent mud from being deposited on the highway and a programme of construction. The development in relation to the erection of the converter station buildings associated vehicular accesses and roads shall be carried out in accordance with the approved construction traffic management plan.

REASON: In the interests of highway safety.

### ***Construction Environmental Management Plan***

74. No development in relation to the installation of cables between Mean Low Water Springs and the existing cable sealing end compound at Chilling Lane shall take place until a Construction Environmental Management Plan has been submitted to, and approved in writing by the local planning authority. The Construction Environmental Management Plan shall set out the strategy and detailed method statements in respect of the following:

- The steps and procedures that will be implemented to avoid or mitigate the impacts upon designated sites and protected species;
- Soil movement, methods of tracking soil movement and details for demonstrating soil will be suitable for use;
- The storage of materials;
- The storage and dispensing of fuels;
- The storage and dispensing of chemicals;
- The storage and dispensing of oils and the storage and dispensing of hazardous materials (including any hazardous soils);
- Site office/ welfare facilities
- The proposed method of working (this shall include details to monitor and prevent adverse impacts to surface water, groundwater and adverse impacts caused by noise, vibration, odours, dust and any airborne contaminants during development);
- The proposed phasing of the development;
- The proposed maintenance and aftercare of the site;
- The provision of road and wheel cleaning facilities

75. The installation of cables between Mean Low Water Springs and the existing cable sealing end compound at Chilling Lane shall take place strictly in accordance with the Construction Environmental Management Plan approved pursuant to condition 74 unless any variation is first agreed in writing by the local planning authority.

REASON: In order to minimise the impact of the development upon nearby residents and businesses, users of the highway and the water environment.

### ***Restoration of the land following cable installation***

76. No development in relation to the installation of cables between Mean Low Water Springs and the existing cable sealing end compound at Chilling Lane shall take place until a scheme for the restoration of the land following the installation of the cables has been submitted to and approved by the local planning authority in writing. The scheme for restoration shall specify:

- How the land will be restored following the installation of the cables;
- Details of soft/ hard landscaping to be undertaken upon the land to be restored;
- The arrangements for the subsequent maintenance of the landscaping;
- The timetable for carrying out the restoration work following the installation of the cables.

These cables shall not be brought into use unless the land has been restored in accordance with the approved details.

REASON: To safeguard the appearance of the development; to ensure appropriate hard and soft landscaping is re-instated.

### ***Construction hours***

77. In respect of the installation of cables between Mean Low Water Springs and the existing cable sealing end compound at Chilling Lane, there shall be no construction or demolition works, no machinery shall be operated, no process carried out and no deliveries received or despatched outside of the following times unless otherwise first agreed in writing with the local planning authority: 0800 to 1800 hours Monday to Friday; 0800 to 1300 hours on Saturday. No work, processes or other activities shall take place at all on Sundays, bank or public holidays.

REASON: To manage the extent of any noise and disturbance to nearby neighbouring properties.

### ***No burning on site***

78. There shall be no burning of construction waste/material at any time on the site for the installation of cables between Mean Low Water Springs and the existing cable sealing end compound at Chilling Lane

REASON: To reduce nuisance to nearby residential properties during construction works.

In accordance with Article 35(4) of the Town and Country Planning (General Development Procedure) Order 2015 and Article 3(4) of the Town and Country Planning (Environmental Impact Assessment)(England and Wales) Regulations 2011 (As Amended) notice is hereby given that the Council in determining the application has taken into consideration the Environmental Statement and environmental information (as defined by the EIA Regulations).

### **Notes specific to the planning conditions attached:**

For the avoidance of any doubt, the landscaping scheme required under Condition 2 in connection with the Converter Station Development shall include appropriate areas of landscaping adjacent to the converter station and at the boundaries of

Gosport Road and Broom Way as indicated in Figure 10: Landscape Mitigation Proposals” within the Design and Access Statement. The landscaping scheme shall be both robust and substantial and should incorporate planting and trees of an optimum size to ensure that the landscaping scheme provides appropriate screening of the building and associated infrastructure.

In discharging the planning condition relating to ‘Noise from use of the buildings’ (conditions 11, 12,13) the buildings and plant shall be designed and to ensure that any noise emitted from the site when measured at surrounding residential properties does not exceed whichever is the greater of the existing background noise level or 30dB(A).

In discharging the planning condition relating to ‘Radio Frequency Interference’ (condition 14) the applicant’s attention is drawn to EU EMC Directive 2014/30/EU which requires a demonstration of good engineering practices to achieve the objective of radio and telecommunications equipment being able to operate as intended. The use of Cigre TB391 to guide the design of the scheme to achieve these purposes would be appropriate.

In discharging the planning condition relating to the floor levels of the converter station buildings, the applicant’s attention is drawn to the need to ensure that finished floor levels are set a minimum of 150mm above external finished site levels to accord with the Flood Risk Assessment.

In relation to the archaeology conditions, it is recommended that the programme of archaeological assessment should initially take the form of trial trenching along the route of the proposed cables and within the site of the converter station buildings.

Your attention is drawn to the comments of the Environment Agency dated 22<sup>nd</sup> June 2016.

Birds’ nests, when occupied or being built, receive legal protection under the Wildlife and Countryside Act 1981 (as amended). It is highly advisable to undertake clearance of potential nesting habitat (such as hedges, scrub, trees, suitable outbuildings etc) outside the bird nesting season, which is generally seen as extending from March to the end of August, although may extend longer depending on local conditions. If there is absolutely no alternative to doing the work in during this period then a thorough, careful and quiet examination of the affected area must be carried out before clearance starts. If occupied nests are present then work must stop in that area, a suitable (approximately 5m) stand-off maintained, and clearance can only recommence once the nest becomes unoccupied of its own accord.

Under the Protection of Badgers Act 1992, it is an offence - to wilfully kill, injure, take, possess or cruelly ill-treat a badger; - to attempt to do so; or - to intentionally or recklessly interfere with a sett. Sett interference includes damaging or destroying a sett, obstructing access to a sett, and disturbing a badger whilst it is occupying a



sett. Any works which will interfere with a sett may need to be carried out under a licence from Natural England, if it is not possible to carry out the works in a different way to prevent an offence occurring.

**P/16/0557/OA**

**Habitats Regulation Assessment by Fareham Borough Council**

**The Habitats Regulation Assessment Process**

SACs, SPAs and Ramsar sites are all European designations (also known as Natura 2000 sites) and are notified in the UK through the Conservation of Habitats and Species Regulations 2010 (as amended 2012) (The Habitats Regulations) which is the UK implementation of the European Habitats Directive.

Under the Habitats Regulations of the granting of approval (i.e. planning permissions, licenses and consents) for development is restricted if they are likely to have a significant effect on an SAC or SPA/Ramsar site. If the development is likely to have a significant effect, then an appropriate assessment must be made by a competent authority of its implications for the site in view of the site's conservation objectives.

Regulation 61 of the Habitats Regulations defines the procedure for the assessment of the implications of plans or projects on European sites, Under this Regulation, if a project is unconnected with site management and is likely to significantly affect the designated site, the competent authority must undertake an 'appropriate assessment' (Regulation 61(1)).

Guidance (EC,2001) on undertaking assessment of plans or projects that may impact upon designated European sites recommends the following staged approach to the assessment process:

**Screening (Stage 1):**

The process of identifying potentially relevant European sites and the likely impacts of a project upon the designated features of a European site, either alone or in combination with other plans and projects, and considering whether the impacts are likely to be significant.

**Appropriate Assessment (Stage 2):**

Assessment of the impacts, taking into account proposed mitigation measures, on the integrity of the European site, either alone or in combination with other plans and projects, with regard to the site's structure and function and its conservation objectives.

**Summary of Screening (Stage 1):**

Prior to submitting the planning application the applicant submitted an Assessment of Likely Significant Effects (ALSE) Report to Natural England in March 2016. This

provided the basis for pre-application discussions with Natural England in March 2016 regarding the scoping in or out of Natura 2000 sites for Stage 2 of the Habitat Regulations Assessment.

The Stage 1 screening report concluded that there would be no likely significant effect on the following Natura 2000 sites:

- New Forest Ramsar
- New Forest SPA
- New Forest SAC
- Solent Maritime SAC
- South Wight Maritime SAC
- Solent and Isle of Wight Lagoons SAC
- Briddlesford Copses SAC
- Emer Bog SAC
- Solent and Dorset Coast pSPA

The same Report identified potential effects on the following Natura 2000 sites:

- Solent and Southampton SPA
- Solent and Southampton Water Ramsar
- Portsmouth Harbour SPA
- Portsmouth Harbour Ramsar
- Chichester and Langstone Harbours SPA
- Chichester and Langstone Harbours Ramsar
- River Itchen SAC

A more detailed summary of which Natura 2000 sites were scoped in/out is provided in Appendix 2 of the applicant's Report to inform Habitats Regulations Assessment (Appended to this report). Potential likely significant effects on the 'scoped in' Natura 2000 sites need to be taken through to Stage 2, the Appropriate Assessment.

No operational effects are predicted on Natura 2000 sites once the cables are buried and the land has been restored. There may be some requirement for non-routine repair or maintenance work during the lifetime of the development.

The proposed IFA2 development is not connected with fulfilling the management objectives of any Natura 2000 site.

#### Summary of Appropriate Assessment (Stage 2)

As described previously the applicant submitted, as part of the application documents, a Report to Inform the Habitats Regulations Assessment. The Local Planning Authority (as the competent authority) has considered the applicant's report together with all the species and habitats listed as interest features of the designated sites. Expert advice received from Natural England (including recommended mitigation measures) and the Marine Management Organisation's Likely Significant

Test Assessment have also been reviewed (copies of both documents are also included with this Assessment). Representations received as a result of publicising the application have been taken into consideration also.

The Local Planning Authority is satisfied that provided the mitigation measures contained within both the applicant's Report to Inform the Habitat Regulations Assessment and the recommendations contained within Natural England's advice are strictly adhered to, the potential impacts of the proposed development both alone and in combination with other proposals would be negligible. It is therefore considered that the proposed development would not have an adverse effect on the integrity of the sites and a conclusion of no 'likely significant effect' can be reached.

### Conclusion

It is recommended that the Local Planning Authority adopts the applicant's Report to Inform Habitats Regulations Assessment together with the Likely Significant Effects document prepared by the Marine Management Organisation and the recommended conditions contained within Natural England's consultation response to the IFA2 planning application dated 26<sup>th</sup> August 2016 as the Borough Council's Assessment under the Habitat Regulations.

### Associated documents

- [Applicant's Report to inform Habitats Regulations Assessment](#)
- [Marine Management Organisation's Likely Significant Test Assessment](#)
- [Natural England's consultation response dated 26<sup>th</sup> August 2016](#)