

FAREHAM

BOROUGH COUNCIL

AGENDA PLANNING COMMITTEE

Date: Friday, 17 November 2017

Time: 2.00 pm

Venue: Collingwood Room - Civic Offices

Members:

Councillor N J Walker (Chairman)

Councillor A Mandry (Vice-Chairman)

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

Deputies:
S Cunningham
Mrs C L A Hockley
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 - 6)

To consider a report by the Director of Planning and Regulation on the reserved matters applications and details pursuant to planning conditions in respect of the IFA2 proposals at Daedalus.

(1) P/17/0835/RM - IFA2 NATIONAL GRID LAND AT DAEDALUS AIRFIELD LEE-ON-THE-SOLENT PO13 9YA (Pages 7 - 18)

(2) P/17/0834/RM - IFA2 NATIONAL GRID LAND AT DAEDALUS AIRFIELD LEE-ON-THE-SOLENT PO13 9YA (Pages 19 - 27)

(3) P/16/0557/DP/A - IFA2 NATIONAL GRID LAND AT DAEDALUS AIRFIELD LEE-ON-THE-SOLENT PO13 9YA (Pages 28 - 35)

(4) P/16/0557/DP/B - IFA2 NATIONAL GRID DAEDALUS AIRFIELD LEE-ON-THE-SOLENT (Pages 36 - 40)



P GRIMWOOD
Chief Executive Officer
Civic Offices
www.fareham.gov.uk
9 November 2017

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FAREHAM

BOROUGH COUNCIL

Report to Planning Committee

Date 17 November 2017

Report of: Director of Planning and Regulation

Subject: RESERVED MATTERS APPLICATIONS AND DETAILS PURSUANT
TO PLANNING CONDITIONS IN RESPECT OF THE IFA2
PROPOSALS AT DAEDALUS

SUMMARY

The following information report sets out the background to the Reserved Matters applications and the submission of details required by a number of the planning conditions imposed under the Hybrid Planning Permission Reference P/16/0557/OA.

RECOMMENDATION

That Members note the contents of this report.

INTRODUCTION

A hybrid planning permission (part outline, part full permission) was granted on 10th April 2017 under reference number P/16/0557/OA, for the following:

(a) 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;

(b) 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;

(c) 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;

(d) 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 (a) and (b) above

A hybrid application is essentially an application made in outline with some matters fully detailed (so tantamount to an application for full planning permission) and other parts have all matters reserved for future approval.

The Converter Station and the area of Open Space were granted outline planning permission with all matters reserved (a & b) and the route for the cables were detailed and effectively benefit from a full planning permission (points c and d above). In addition to this a number of conditions were imposed requiring additional details to be submitted and approved by this Council.

Following the grant of this hybrid planning permission the applicant has now made two applications for the approval of the matters; one for the converter station and one for the area of open space. These two applications are included as part of this committee agenda for decision by the Planning Committee.

In addition to the reserved matters applications, the applicant also has also submitted a number of the details required by planning conditions. Some of the details required by planning conditions have been submitted as an integral part of the two reserved matters applications; other details required by planning conditions have been submitted as standalone applications.

Details submitted pursuant to planning conditions are normally determined under delegated authority to Officers. The submissions regarding noise (conditions 11 and 12), radio frequency interference (condition 14), the implications for TV signal interference (condition 28) and site drainage (condition 9), are in the opinion of Officers closely related to the reserved matters of "layout" and "appearance" of the Converter Station. In light of this Officers consider that it would be appropriate for the Planning Committee to consider these details pursuant to planning conditions alongside the

Reserved Matters submissions.

The applications within this agenda are as follows:

1. P/17/0835/RM: The converter station buildings and site infrastructure: details of the access, appearance, landscaping, layout and scale, pursuant to hybrid planning permission reference P/16/0557/OA and Details pursuant to conditions 07 [levels], 20 [construction access] and 21 [operational access] of hybrid planning permission reference P/16/0557/OA.
2. P/17/0834/RM: Public Open Space on land to the north of the converter station buildings: details of access, appearance, landscaping, layout and scale pursuant to hybrid planning permission reference P/16/0557/OA and details pursuant to condition 35 [open space hard landscaping details] of the hybrid planning permission reference P/16/0557/OA.
3. P/16/0557/DP/A: Details Pursuant to Conditions 10 (scheme of external lighting); 11 & 12 (Audible Noise Assessment); 14 (Radio Frequency Interference); 22 (Construction Traffic Management Plan) & 23 (Construction Environmental Management Plan) of hybrid planning permission P/16/0557/OA.
4. P/16/0557/DP/B: Details Pursuant to Conditions 9 (Converter Station Drainage) and Condition 28 (TV and Radio Reception) of Approved hybrid planning application P/16/0557/OA.

REPRESENTATIONS:

A number of representations have been received towards the four applications for consideration on this agenda. A number of issues raised in the comments received cannot be considered in the determination of the reserved matters or the details pursuant applications. Many of these representations were considered at the hybrid planning application stage. These representations are set out within the reports after the issues that officers consider Members can take into account.

Some of the recurring matters that have been raised in representations but which cannot be considered now are set out below.

Health:

Concerns were raised about the impact of Electromagnetic Fields (EMFs) on human health at the outline application stage. Members will recall that Public Health England were consulted and raised no objection on the grounds that the EMFs from the IFA2 converter station would be within the human exposure limits and would be compliant with the policies in place in the UK to protect human health. There is no change to this conclusion as a result of the detailed reserved matters now being submitted for consideration.

Impacts of the cables upon aircraft and avionics:

The impacts upon the aircraft using the airport as a result of the cable route adjacent to the main runway is not a matter before the Planning Authority as part of the four applications before Members for consideration. The route for the cables has previously been found to be acceptable by the grant of the hybrid planning permission with no

matters reserved (so essentially a full permission). There are specific conditions on this planning permission requiring details of the cable laying methodology and the steps the applicant is taking to ensure that there are no unacceptable impacts upon the operations or the airport or the aircraft using the airport. These details will be submitted for consideration at a future date.

Cables crossing Stubbington Lane:

On the matter of the cables crossing Stubbington Lane, this is not a matter before the Planning Committee as part of this application and would be dealt with as part of the conditions detailing how the cables will be laid pursuant to the part of the planning permission pertaining to the cables.

Brexit:

The implications for the project in relation to Brexit were considered as part of the outline planning permission.

Site Selection:

A number of objections received query why the IFA2 Converter Station could not be provided at an alternative location such as Fawley. The location of IFA2 at Daedalus and the assessment of other sites were fully considered in detail at the hybrid planning application stage. Planning permission has been granted to site the facility at Daedalus.

SUMMARY

The four applications on this agenda are now reported to the Planning Committee for determination by Members.

Enquiries:

For further information on this report please contact Mark Wyatt. (Ext 4704)

FAREHAM

BOROUGH COUNCIL

Report to Planning Committee

Date: 17 November 2017

Report of: Director of Planning and Regulation

Subject: PLANNING APPLICATIONS AND MISCELLANEOUS MATTERS

SUMMARY

This report recommends action on various planning applications and miscellaneous items

RECOMMENDATION

The recommendations are detailed individually at the end of the report on each planning application.

AGENDA

The meeting will take place at the Civic Offices, Civic Way, Fareham, PO16 7AZ.

Items will be heard from 2pm.

ZONE 3 - EASTERN WARDS

Portchester West
Hill Head
Stubbington
Portchester East

Reference

Item No

P/17/0835/RM STUBBINGTON	IFA 2 NATIONAL GRID LAND AT DAEDALUS AIRFIELD LEE-ON-THE-SOLENT PO13 9YA THE CONVERTER STATION BUILDINGS AND SITE INFRASTRUCTURE: DETAILS OF THE ACCESS, APPEARANCE, LANDSCAPING, LAYOUT AND SCALE, PURSUANT TO HYBRID PLANNING PERMISSION REFERENCE P/16/0557/OA. DETAILS PURSUANT TO CONDITIONS 07 [LEVELS], 20 [CONSTRUCTION ACCESS] AND 21 [OPERATIONAL ACCESS] OF HYBRID PLANNING PERMISSION REFERENCE P/16/0557/OA.	1 APPROVE
P/17/0834/RM STUBBINGTON	IFA 2 NATIONAL GRID LAND AT DAEDALUS AIRFIELD LEE-ON-THE-SOLENT PO13 9YA PUBLIC OPEN SPACE ON LAND TO THE NORTH OF THE IFA2 CONVERTER STATION: DETAILS RELATING TO ACCESS, APPEARANCE, LANDSCAPING, LAYOUT AND SCALE PURSUANT TO HYBRID PLANNING PERMISSION REFERENCE P/16/0557/OA AND DETAILS PURSUANT TO CONDITION 35 [HARD LANDSCAPING] OF THE HYBRID PLANNING PERMISSION REFERENCE P/16/0557/OA.	2 APPROVE
P/16/0557/DP/A STUBBINGTON	IFA 2 NATIONAL GRID LAND AT DAEDALUS AIRFIELD LEE-ON-THE SOLENT PO13 9YA DETAILS PURSUANT TO CONDITIONS 10 (SCHEME OF EXTERNAL LIGHTING); 11 & 12 (AUDIBLE NOISE ASSESSMENT); 14 (RADIO FREQUENCY INTERFERENCE); 22 (CONSTRUCTION TRAFFIC MANAGEMENT PLAN) & 23 (CONSTRUCTION ENVIRONMENTAL MANAGEMENT PLAN) OF HYBRID PLANNING PERMISSION P/16/0557/OA.	3 APPROVE
P/16/0557/DP/B STUBBINGTON	IFA 2 NATIONAL GRID DAEDALUS AIRFIELD LEE ON THE SOLENT PO13 9YA DETAILS PURSUANT TO CONDITIONS 9 (CONVERTER STATION DRAINAGE) AND CONDITION 28 (TV AND RADIO RECEPTION) OF APPROVED HYBRID PLANNING APPLICATION P/16/0557/OA	4 APPROVE

Agenda Item 5(1)

P/17/0835/RM

STUBBINGTON

NATIONAL GRID IFA2 LTD

AGENT: NATIONAL GRID

THE CONVERTER STATION BUILDINGS AND SITE INFRASTRUCTURE: DETAILS OF THE ACCESS, APPEARANCE, LANDSCAPING, LAYOUT AND SCALE, PURSUANT TO HYBRID PLANNING PERMISSION REFERENCE P/16/0557/OA.

DETAILS PURSUANT TO CONDITIONS 07 [LEVELS], 20 [CONSTRUCTION ACCESS] AND 21 [OPERATIONAL ACCESS] OF HYBRID PLANNING PERMISSION REFERENCE P/16/0557/OA.

IFA 2 NATIONAL GRID LAND AT DAEDALUS AIRFIELD LEE-ON-THE-SOLENT PO13 9YA

Report By

Mark Wyatt Direct dial 01329 824704

Site Description

The application site for this reserved matters submission relates to the Converter Station at Daedalus as identified in the covering report at the front of this agenda.

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).

Description of Proposal

As described above, the site for the Converter Station was granted in outline only with all matters reserved for future approval. This application is made pursuant to these reserved matters namely:

- the appearance of the Converter Station
- access to the Converter Station
- layout of the Converter Station
- the scale of the Converter Station
- landscaping of the Converter Station

The principle of development for the Converter Station was established by the hybrid planning permission. This application for approval of reserved matters seeks approval of the details.

The application also includes details for approval pursuant to conditions 7 (levels), 20 (construction access) and 21 (operational access) of the hybrid planning permission.

Policies

The following policies apply to this application:

Approved Fareham Borough Core Strategy

CS4 - Green Infrastructure, Biodiversity and Geological Conservation

CS5 - Transport Strategy and Infrastructure

CS12 - Daedalus Airfield Strategic Development Allocation

- CS14 - Development Outside Settlements
- CS17 - High Quality Design
- CS21 - Protection and Provision of Open Space
- CS22 - Development in Strategic Gaps

Development Sites and Policies

- DSP1 - Sustainable Development
- DSP2 - Environmental Impact
- DSP12 - Public Open Space Allocations
- DSP13 - Nature Conservation

Relevant Planning History

The following planning history is relevant:

P/16/0557/OA **Hybrid Planning application for an electrical interconnector with an approximate capacity of 1000 megawatts (MW) extending from Tourbe, Normandy (France) to Chilling, Hampshire.**

Outline planning permission is sought at Daedalus for:

- 1. The erection of converter station buildings (to a maximum height of 22 metres) with associated, vehicular accesses and roads, security fencing, landscaping and temporary construction compounds;**
- 2. Creation of public open space and associated facilities, grassland planting and tree planting.**

Full Planning permission is sought at Hill Head and Stubbington for:

- 3. Installation of cables between Mean Low Water Springs and the converter station in the north eastern corner of Daedalus Airfield.**

Full Planning Permission is sought at Chilling for:

- 4. The Installation of cables between the Mean Low Water Springs and the existing cable sealing end compound at Chilling Lane**

APPROVE

10/04/2017

Representations

A total of 36 objections have been received including responses from The Fareham Society and the Lee-on-the-Solent Residents' Association, of which 7 raised issues relating to this application.

The issues raised (which can be taken into account in deciding this application) are:

Visual impact / Impact on landscape and the strategic gap:

- The design of the building is ugly;
- The landscaping will take many years to provide effective screening;

- What materials will the building be constructed of?
- The building will be an eyesore;
- Screening is required around the perimeter of the site, not just in the north and north east;

Highways/traffic implications:

- Construction traffic will put additional strain on the roads and cause disruption to local residents;
- Will IFA2 commit to improving the local road network?

Other issues of relevance:

- What security measures have been included to protect the building from malicious damage?

The following issues which are raised in representations are addressed elsewhere in this agenda under reference P/16/0557/DP/A:

Noise and vibration:

- The building will result in noise pollution;
- The application does not confirm how low frequency noise will be dealt with;
- An independent consultant should be employed to assess low frequency noise emissions;
- Why is the proposed acoustic fence to the north not being replicated all around the building?
- How will the noise created by switching be mitigated?
- It is essential that the proposed 30dB noise levels are not exceeded;
- Full planning permission should not be given until the results of the noise studies and electromagnetic fields and radio frequency interference are available and taken fully into account;
- Are the calculations regarding noise pollution based on contours of the land or do they include mature landscaping? As the mature landscaping will take a number of years to mature the sound levels will be greater than stated if the landscaping is included in the calculations;
- The noise levels within the site may curtail future investment;
- Electromagnetic and low frequency fields can have adverse health implications;
- Magnetic fields can cause damp ground to conduct electricity;

The following issues are not of relevance to this application because they do not relate to the matters now being considered. Furthermore a number of the issues were addressed at the hybrid application stage:

Location:

- Why can the converter station not be located at Fawley Power Station?
- There must be more appropriate places where the station could be located;
- There is an existing connection from the Isle of Wight to the mainland at Stone Point at Lepe which could be utilised by IFA2;

Impact on aviation and airfield operations:

- Surely the scientific tests to measure the magnetic effect on aircraft navigation systems should have been carried out at the start of the process?
- The building will become warm and offer an attractive roost for birds. There are several ways of deterring birds which should be investigated;
- The proximity of a 22m high building to the airfield is not appropriate;
- The magnetic field strengths are discussed in the proposal, however it is the corresponding predicted electric field strengths from the transmission cables that are most likely to affect airfield operations rather than the magnetic fields;
- What sort of ventilation will there be? What particles will be emitted into the air and will the

emissions affect air traffic?

- The proposed development may curtail future expansion of the airfield;
- The report published by Arcadis concluded that: the IFA2 proposals would 'not be expected' to have an adverse effect on existing operations at Solent Airport.

Health:

- The building will be a danger to public health;
- How can the development be allowed when it's not possible to confirm that it won't have an adverse impact on health?
- It has yet to be established that the emissions from the converter including radiated noise and the EMF/RF propagation do not pose an unquantified health and impediment risk to users of the site and the adjacent area;

Impact on residents and neighbours:

- Will residents be informed of risks associated with the proposed development and given advice regarding what to do in an emergency situation?

Brexit:

- How will the project be impacted by Brexit?
- National Grid have other existing and planned connectors elsewhere in the country which are reliant on EU funding. Where will the funding come from once we've left the EU?

Other matters:

- The Council has provided very little information regarding the advantages of IFA2;
- Why is our country unable to produce energy in house as the reliance on energy from abroad could result in us being held to ransom. If there is money available to develop IFA2 it would be better spent on developing the production of energy within the UK;
- How can the public have any confidence in the validity of the tests being carried out when they will be carried out by interested parties rather than independent bodies?
- If security on one of either the Chilling and Daedalus sites is breached, can the other site be isolated?
- The cabling is being tested by Prysmian who are also the supplier. This is a conflict of interest.
- Was the specialist advice sought by FBC independent?
- Cable production shortages could delay the completion of IFA2 given the timing and delivery of other interconnector projects in the UK;
- The incompetent mismanagement of infrastructure required for the delivery of energy by Central Government means that planning decisions are made by town/village councillors who have no knowledge or technical understanding of the machinery proposed by a profiteering company like National Grid;
- How is the power going to be distributed given the absence of major power lines from the airfield;
- The public have been denied access to a second Arcadis report which is believed to give independent evidence and detail including tests to evaluate the risks that IFA2 will have on the safety of aircraft using the runway. This evidence is essential to assuring the public that public safety can be assured and the propriety of the planning process has been met;
- Predictions of the electric field strength values should be followed with actual measurements once the site is operational to demonstrate that an electrical interference nuisance is not being caused;

Consultations

INTERNAL CONSULTTEES:

Highways:

No objection.

EXTERNAL CONSULTEES:

Airport Manager

No objection:

-The proposed development would not impact on current or future expansion of the airport.

Hampshire Fire and Rescue

-Access and facilities for fire service appliances and firefighters should be in accordance with Approved Document B5 of Building Regulations.

-Access to the site should be in accordance with Hampshire Act 1983 Section 12 and access to buildings within the site will be dealt with as part of the building regulations application at a later stage. Access roads to the site should be in accordance with Approved Document B5 of Building Regulations.

Planning Considerations - Key Issues

PRINCIPLE OF DEVELOPMENT

The hybrid application for IFA2 approved the principle of the location of the converter station on the site. The general design principles were also considered at the outline application stage, such that a maximum height of up to 22m for the converter station was approved and this maximum height was expressed in a planning condition also.

The issues reserved from the hybrid application in relation to the converter station, and infrastructure which are to be considered within this application are: the layout, scale, appearance, landscaping, and access. These matters, along with the details pursuant to some of the planning conditions are the key considerations in the determination of this application.

LAYOUT

The position of the converter station in the north-east of Daedalus, has not altered from the hybrid permission and is close to existing built development at Daedalus East (Faraday Business Park) and areas of mature woodland (at the eastern edge of the airfield and further to the east). However, the secure compound area has been reduced from 3.46 hectares at the outline application stage, to 2.33 hectares as a consequence of the design solution now proposed.

The proposed converter station layout is based on the most efficient use of the available space, with buildings still arranged to best suit the flow of the conversion of direct current to alternating current and vice-versa. The footprint of the buildings has also been reduced, commensurate with the reduction in the area of secure compound, from the outline application stage by approximately 40% (15,775m² down to 9,615 m²).

The layout includes a secure perimeter fence for the Converter Station comprising of a 3m high wire mesh fence with a further half a metre barbed wire on top providing a boundary treatment of 3.5m.

Given that the location of the converter station remains as it was at the hybrid Permission stage and this was found to be acceptable in principle; the detailed layout of the converter station with a similar arrangement of buildings but with a substantially reduced footprint and floor area of buildings is also considered to be acceptable.

SCALE

The hybrid permission sought only to establish the principle of the siting of the converter station here at Daedalus as well as the overall finished height parameter (of 22m). The layout and arrangement of building was only ever provided for information and on an

indicative basis at the outline application stage such that the layout of the converter station and the footprints of the building within the hybrid application documents should only be afforded limited weight. Notwithstanding this, the indicative building parameters are useful in providing some context for the assessment of the buildings as now proposed.

The proposed converter station comprises 4 main buildings and a number of smaller buildings: The larger, main buildings are:

- the valve hall;
- the AC Filters Hall (which is the tallest of the buildings);
- the DC Hall; and
- the AC hall.

-Main Converter Station Buildings

The largest grouping of converter station buildings consists of the valve hall, the AC Filters Hall and the DC Hall. Whilst the AC Hall is one of the larger buildings it is detached from the other main three buildings. As such this is assessed further below separately from the three grouped together. These three would have a footprint of 72.8m wide by 95.6m long (excluding transformers) which is significantly smaller than the indicative buildings shown for illustrative purposes at the hybrid application stage (120m wide by 105m long). Individually, the buildings are as follows:

The DC Hall on the eastern edge of the site would have a footprint of 965m² compared to the indicative 1,200m² proposed at the hybrid planning application stage. A minimum internal clearance height of 11.2m above the equipment it houses dictates the height of the building (together with the requirement for a minimum roof pitch of 6 degrees). The proposed ridge height of 15.6m has been reduced from the 22m proposed at the hybrid application stage.

The Valve Hall is to the west of the DC Hall and shares a common envelope. The proposed footprint of the Valve Hall is 2,510m² rather than the illustrative 4,800m² proposed at the hybrid planning application stage. This building also has a ridge height of 15.6m (the same as the DC Hall.)

The AC Filters would be located to the west of the Valve Hall and would form a distinct vertical end to the Converter Building as the largest building on the site. The footprint of the AC Filter Hall would be 48.25m by 24m which would equate to 1,160m² as opposed to the indicative 3,000m² footprint proposed at the hybrid planning application stage. There is a requirement for a minimum internal height of 16m and a 5 degree roof pitch which results in a ridge height of 18.94m. This is also a reduction from the 22m proposed at the hybrid outline application stage.

One of the smaller buildings referred to above is the Service Building. The Service Building would be attached to the south side of the Valve Hall and would measure 43m by 16m with a maximum height of 9m. The footprint is slightly larger than that on the illustrative drawings from the hybrid outline application (where a footprint of 40m by 15m was proposed), however the height has been reduced from 10m to 9m.

-AC Hall Complex

The AC Hall, as described above is detached from the other larger buildings within the Converter Station site. It sits with a further group of smaller associated buildings. This complex of buildings comprises the AC Hall, storage and climate buildings and the shunt compensation enclosure. The AC Hall Complex (as a whole) would have a footprint of 58m by 43m (reduced from 70m by 40m on the illustrative material submitted at the hybrid

application stage). The AC Hall itself would have a footprint of 1,430 m² which has been reduced from the 2,800m² on the indicative layout plans within the hybrid application. The AC hall has a minimum internal clearance height of 13m which, when combined with the need for an 8 degree roof pitch, translates into a ridge height of 17.2m. The proposed ridge height of 17.2m has been reduced from the 22m approved at the hybrid application stage.

The storage and climate buildings would be positioned to the north of the AC Hall. They would have a combined footprint of 760m² and a ridge height of 7.1m. The Shunt Compensation Enclosure would be positioned to the south of the AC Hall. It would have a footprint of 58.5m² and a flat roof of 6.5m in height.

-Control Building

The control and welfare building would be located to the south of the converter building and are part of the smaller number of associated buildings that comprise the converter station. The control and welfare building is a separate building which would be 16m wide and 60m long with a roof height of 6.5m. The footprint of this building would be larger than on the hybrid application indicative plans (15m wide and 40m long), however it would have a much lower ridge height than the 15m originally proposed. The control building has been located close to the main entry of the site to maximise surveillance of the entrance into the complex.

-Substation Supply Building

The substation building is located to the south east of the main Converter Station building, beyond the secure compound area. The substation building would measure 8m by 9m and would have a ridge height of 4m.

In addition to the above described buildings the proposals now also include a number of external staircases. These are relatively small in footprint and are provided to facilitate roof access for building and bird management purposes. Given the overall roof form with a pitched roof design solution, the external staircases are no higher than the heights of the buildings to which they are attached and their detailing on the plans are considered acceptable.

The proposed plans have been refined since the approval of the hybrid application and as a result, the scale and height of several of the buildings has been reduced, quite significantly in places from the buildings shown indicatively within the hybrid application. The building heights were conditioned as part of the hybrid permission at a maximum of 22 metres. It is considered that the proposed scale and height of the buildings would respond positively to and be respectful of the key characteristics of the area and are therefore acceptable.

APPEARANCE

The building has been designed to satisfy the functional requirements of the conversion process and by its nature will have an inherently industrial appearance.

The application for the converter station as originally submitted proposed a design solution whereby different colours of blue and grey cladding were arranged up through the buildings in bands of colour with an almost 'hit and miss' arrangement in the transition between colour bands. This design approach was included as one of the design options considered by the applicant at the hybrid stage and the solution that the applicant's public consultation feedback indicated was the public's preferred design for the converter station.

However, once this banding solution was added to the buildings with their amended, and now more detailed design, such as with the pitched roof form, it was considered that with a more varied roof scape this elevational treatment was too fussy. The design accentuated

the mass of the buildings to the detriment of the appearance of the scheme, the airport and the adjacent employment area.

To address this concern the applicant has reviewed the design and appearance of the buildings. The proposal now includes a much more simple approach to the building treatment with a far smaller colour palette. The building is designed now with a mix of horizontal and vertical cladding arranged such that the design picks out certain design features and creates, through the cladding orientation and colour, some interest in the building that is more sympathetic to its size and function rather than the originally proposed arrangement of colour panel bands.

The incorporation of a limited palette of different colours of cladding and orientation of cladding has been designed to 'break up' the size of the overall campus of buildings and to help provide articulation. In terms of roof design, shallow pitched roofs have been incorporated to reduce the risk of potential water ingress onto sensitive equipment and to enable a reduction in building height. The pitched roof solution is also a better solution when considering bird management.

The pitched roof covering will be profile metal cladding in a 'gull grey' colour which would be visually recessive when viewed against the skyline. The roof scape would be broken up by the incorporation of 'penthouse style', roof top ventilation turrets to provide local cooling from each compartment. The maximum height of the turrets would be 19.94m (a height which still remains more than 2m below the maximum height conditioned as part of the hybrid permission).

In addressing the representation on what materials are to be used, the cladding would be finished in a highly durable polymer steel coating specifically designed to withstand the high levels of corrosion found in coastal locations and also being specifically chosen for the fire prevention properties given the nature of the equipment within the buildings. The cladding will have a matt finish to minimise potential glare which could be hazardous to the operation of the airfield.

The drawings specify that the final elevational cladding manufacturer is to be confirmed due to the need for the cladding system to meet the specific fire prevention criteria, however, the application drawings do detail the colour palette is limited to a pale blue and grey and these two colours are based on commonly available RAL colours. The final colour will be specified once a cladding supplier is appointed however the change in colour finish will be minimal.

It is considered that care has been taken to respond both to the character of the landscape and to the emerging development proposals at Daedalus. The buildings have been amended in design from the original submission so that they are now designed to appear as individual buildings of a unified design.

Overall, the appearance of the buildings has been carefully considered and refined through the submission of amended plans to ensure that the resulting design responds positively to and is respectful of the key characteristics of the area in terms of both the landscape and the built environment. It is noted that there have been no specific representations received regarding the specific change in design approach taken through the submission of the amended elevational treatment.

ACCESS

Operational access to the site will be restricted and controlled via security gates with surveillance measures to ensure public safety is not compromised. Vehicular access to the site would be via the new access road into the Daedalus East development area which extends north from the Daedalus East Gate (off Broom Way) and along the southern edge

of the converter station site; Vulcan Way. A new access is also proposed to the east of the site from Broom Way for construction purposes but also for occasional use when the movement of abnormal indivisible loads is required. As this route would be used infrequently it would be informally surfaced. Further consideration of this detail is undertaken within the reserved matter submission for the open space - P/17/0834/RM refers.

The Control Building and Service Buildings are designated as occupied areas. Pedestrian access into and within these buildings would therefore be in accordance with Building Regulations. Staff parking, including disabled car parking spaces, would be provided within the car park, close to the Control Building.

LANDSCAPING

The planting immediately adjacent to the western edges of the converter station would comprise a strip of grass to enable access to the building for maintenance purposes. Immediately beyond the strip of grass, a dense strip of native shrub planting and trees are proposed. The landscaping along the southern elevation would also comprise a strip of tree planting together with ornamental shrubs beneath along the road side. The combination of shrubs and trees has been designed to help provide screening of the lower and middle parts of the elevations. The landscaping immediately next to the north and east elevations would be grassed.

The tree planting proposed to extend along the south and west elevations, is intended to partially screen the buildings and to help integrate them with the surrounding landscape, including the Alver Valley. The trees will also filter views of the station from within the wider area.

There are also additional large areas of tree planting and mounding proposed to the north and east of the building to help further screen the building and integrate it into the wider landscape; this landscaping falls within the area of public open space and is included within the assessment in application P/17/0834/RM (also included within this agenda).

DETAILS PURSUANT TO CONDITIONS IMPOSED UNDER THE OUTLINE PLANNING PERMISSION:

Ground and floor levels (condition no. 7)

The proposed converter station buildings would be 0.15m above ground level to minimise surface water runoff from entering the complex, whilst not contributing to any unnecessary increase in the overall height of the buildings.

The proposed levels, when considered against the current levels are considered to be acceptable for approval.

Construction, operational and abnormal indivisible load accesses and traffic management (condition no. 20)

The application is supported by a plan which includes details of the construction access/egress point off Broom Way as required by condition no. 20. The Transport Planner has reviewed the plan and raised no objection. The proposed details demonstrate that the access is to be taken from Broom Way at the current Daedalus east gate and traffic would follow Spitfire Way / Vulcan Way up to the site. Egress to Broom Way would be via the new bell-mouth and this is designed specifically as a left turn access for construction traffic. The proposal would not have any impact on the safety of the highway. The details are therefore in accordance with the policy requirements and are acceptable.

Operational access/egress (condition no. 21)

The application is supported by a plan which includes details of the operational access/egress point to be provided from Faraday Business Park and together with details of occasional access/egress for abnormal indivisible loads from Broom Way. The Transport Planner has reviewed the plan and raised no objection. The proposed details demonstrate that the access would not have any impact on the safety of the highway and are therefore acceptable.

Other Considerations

The issue of noise from the converter station was also a topic that attracted significant concern at the hybrid application stage. The assessment of how the converter station has been designed to ensure that the agreed noise level of 30dB at the nearest noise sensitive receptor will be achieved is elsewhere in this agenda for the planning committee's consideration - P/16/0557/DP/A Refers.

The noise impacts to the employment area to the south of the Converter Station and the representation that suggests that this may affect future investment to the site was addressed at the hybrid application stage also. It is expected that the employment area would be occupied during the daytime when the background noise levels recorded at the site are greater than the levels modelled at the nearest commercial property in Hangars East. As such there is no likely adverse effect as a result of noise to the employment area. Furthermore the employment area benefits from a planning permission for the development of uses falling within industrial use classes (B1c, B2 and B8) such that the potential occupants of the employment area may well generate noise themselves.

A small length of hedgerow was required to be removed to facilitate the converter station development. This hedgerow was not considered to be one of ecological interest or historic merit meaning it did not benefit from any level of protection and could be removed without any further approval. The new access location onto Broom Way was assessed by the ecology surveys at the hybrid application stage and the principle for the provision of the access was accepted.

Conclusion

The applicant has refined the proposed plans, such that the size of the Converter Station campus has been significantly reduced from that shown indicatively within the hybrid permission. The height of all the buildings has also been reduced since the hybrid application. The reduced campus footprint together with the reduction in the height of several of the buildings and the simplification of the appearance through the submission of amended plans will help the IFA2 converter station to sit within the landscape and respond positively to the character of the area.

Overall the proposals accord with the requirements of Policies CS4, CS5, CS12, CS17 and CS22 of the adopted Fareham Borough Core Strategy and Policies DSP1, DSP2, DSP3 and DSP12 of the adopted Fareham Local Plan Part 2: Development Sites and Policies.

Recommendation

APPROVAL OF RESERVED MATTERS & APPROVAL OF DETAILS PURSUANT TO CONDITIONS 7, 20 AND 21 OF THE HYBRID PLANNING PERMISSION subject to the following conditions:

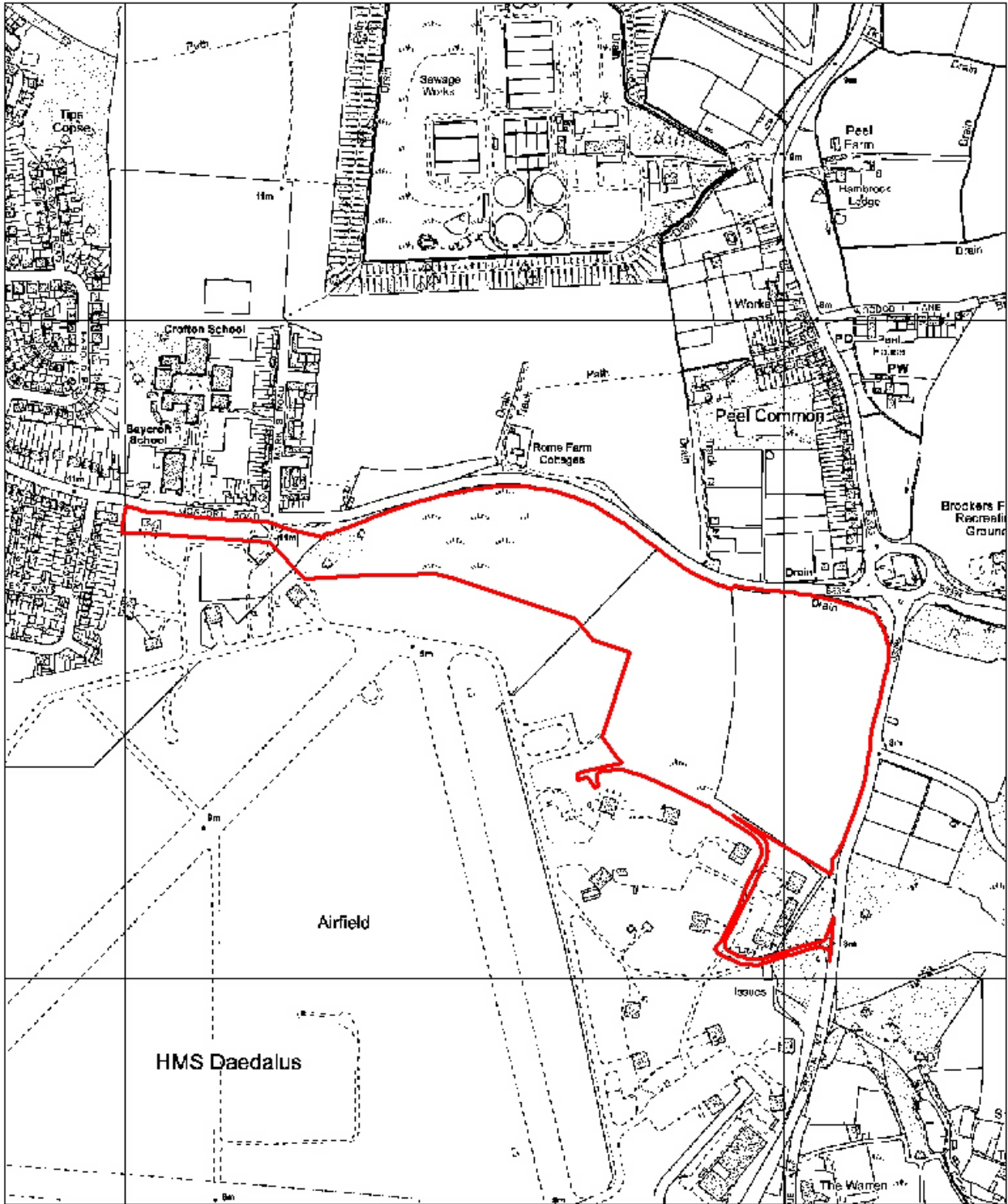
- 1) The development is to be carried out in accordance with the finally amended and approved plans and documents as follows:
 - G3221.30.005A Location Plan
 - IKA-0100 P3 Block Plan

- IKA-0200 Floor Plan
 - IKA-0211 Rev P3 Roof Plan
 - IKA-0508 rev 6 Elevations
 - IKA-0509-rev 6 Elevations
 - IDV-4501 P5 - Site Access
 - IDV-4502 P1- Security Fence Detail
 - D3221.30.002 Converter Station Mitigation General Arrangement
 - D3221.30.004 Converter Station Mitigation Mounding Proposed Contours and Sections
 - D3221.30.005 Converter Station Mitigation Existing Levels
 - D3221.30.006 Converter Station Mitigation Planting - Overall Plan
 - D3221.30.007 Converter Station Mitigation Planting - Detailed Area 1
 - D3221.30.008 Converter Station Mitigation Planting - Detailed Area 2
 - D3221.30.009 Converter Station Mitigation Planting - Detailed Area 3
 - D3221.30.010 Converter Station Mitigation Planting - Detailed Area 4
 - D3221.30.011 Converter Station Mitigation Planting - Detailed Area 5
 - D3221.30.012 Converter Station Mitigation Tree Planting Details
- REASON: In the interests of an appropriate and comprehensive development

Background Papers

P/17/0835/RM

FAREHAM BOROUGH COUNCIL



Land at Daedalus
Scale 1:7,500



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Agenda Item 5(2)

P/17/0834/RM

STUBBINGTON

NATIONAL GRID IFA2 LTD

AGENT: NATIONAL GRID IFA2
LTD

PUBLIC OPEN SPACE ON LAND TO THE NORTH OF THE IFA2 CONVERTER STATION: DETAILS RELATING TO ACCESS, APPEARANCE, LANDSCAPING, LAYOUT AND SCALE PURSUANT TO HYBRID PLANNING PERMISSION REFERENCE P/16/0557/OA

AND

DETAILS PURSUANT TO CONDITION 35 [HARD LANDSCAPING] OF THE HYBRID PLANNING PERMISSION REFERENCE P/16/0557/OA.

IFA 2 NATIONAL GRID LAND AT DAEDALUS AIRFIELD LEE-ON-THE-SOLENT PO13 9YA

Report By

Mark Wyatt Direct Dial 01329 824704

Site Description

The application site for this reserved matters submission relates to the open space area at Daedalus as identified in number 2) of the introductory report.

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).

The land along the northern edge of Daedalus from Peel Common roundabout along Gosport Road to the rear of the properties in Southways is all part of the current application site. The hybrid planning permission established that this land is to be provided as public open space and measures approximately 15.6 hectares (38 ½ acres) in area.

Description of Proposal

As described above, the site for the open space was granted in outline only, with all matters reserved for future approval. This application is made pursuant to these reserved matters namely:

- the appearance of the public open space
- access to the public open space
- layout of the public open space
- the scale of the public open space
- landscaping of the public open space.

The application also includes details for approval pursuant to condition 35 (Hard Landscaping) of the hybrid planning permission.

Policies

The following policies apply to this application:

Approved Fareham Borough Core Strategy

CS4 - Green Infrastructure, Biodiversity and Geological Conservation
CS5 - Transport Strategy and Infrastructure
CS12 - Daedalus Airfield Strategic Development Allocation
CS14 - Development Outside Settlements
CS17 - High Quality Design
CS21 - Protection and Provision of Open Space
CS22 - Development in Strategic Gaps

Development Sites and Policies

DSP1 - Sustainable Development
DSP2 - Environmental Impact
DSP12 - Public Open Space Allocations
DSP13 - Nature Conservation

Relevant Planning History

The following planning history is relevant:

P/16/0557/OA **Hybrid Planning application for an electrical interconnector with an approximate capacity of 1000 megawatts (MW) extending from Tourbe, Normandy (France) to Chilling, Hampshire.**

Outline planning permission is sought at Daedalus for:

- 1. The erection of converter station buildings (to a maximum height of 22 metres) with associated, vehicular accesses and roads, security fencing, landscaping and temporary construction compounds;**
- 2. Creation of public open space and associated facilities, grassland planting and tree planting.**

Full Planning permission is sought at Hill Head and Stubbington for:

- 3. Installation of cables between Mean Low Water Springs and the converter station in the north eastern corner of Daedalus Airfield.**

Full Planning Permission is sought at Chilling for:

- 4. The Installation of cables between the Mean Low Water Springs and the existing cable sealing end compound at Chilling Lane**

APPROVE

10/04/2017

Representations

A total of 19 objections and comments have been received, including responses from The Fareham Society and the Lee-on-the-Solent Residents' Association. Of these objections, only 4 raised concerns that related to this application.

The issues raised are:

- The proposed play area is not in an accessible location;
- The area of open space does not include any play or workout equipment for adults;
- Detrimental effect on wildlife;
- Detailed guidance should be sought regarding the type of trees and shrubs planted so as to not attract birds which could increase the risk of a bird strike;
- Guidance regarding bird control companies is available in CAA publication CAP772;
- Clarity is required regarding what trees and shrubs are proposed to be removed by National Grid. This will enable an assessment of the impact on the area of Ancient Woodland which is linked to the Alver Valley. The current hedge and trees that form natural screening of the development site should not be removed as they provide natural screening and habitat for wildlife;
- Cyclists and pedestrians must be separated to protect pedestrians from cyclists;
- The viewing mound at the western end of the central area needs to be appropriately scaled so that it provides visual mitigation to residents of Marks Road. Consideration should be given to extending it further north east with perhaps with tree planting on the opposite side of Gosport Road;
- It is assumed that the bunds will contain an irrigation system to ensure the planting has sufficient water;
- The proposed layout of public areas has been carefully planned and the position of the play area furthest from the converter is appreciated. It is hoped that FBC will construct the central and western areas in a timely manner and to a high quality. The maintenance of the open space will also be important.
- Concerns regarding the suitability of the area as public open space, based on fears about the impact of Electro Magnetic Fields (EMF) on human health

Consultations

INTERNAL CONSULTEES:

Highways

No objection:

- Recommends a 1.2m/1.8m division to the central 3m wide shared pedestrian / cycleway.
- Could the plans incorporate the Daedalus West access crossing into the pedestrian crossing signal controls already in place only some 10m to the north?
- A small adjustment of the 2m wide footpath route leading to the dual use crossing on the west side of the Peel Common Roundabout up to the 3m wide shared pedestrian/cycleway would be to the benefit of connectivity

Leisure

Support:

- Officers have worked through the design solution with the applicant.
- No issue with the location or theme of the play park, however flexibility is required regarding the final design to enable consultation with school children.

EXTERNAL CONSULTEES:

Airport Manager:

No objection:

- The issues raised regarding bird strike increase, roosting birds and the open space have all been worked through in great detail using the CAA CAPs 168, 772 and 738 as guidance.

Natural England:

Natural England supports the application which offers the opportunity for biodiversity enhancement.

Hampshire Fire and Rescue Service:
No objection

Planning Considerations - Key Issues

Planning permission for the area of open space was granted by the hybrid planning permission. Members now need to satisfy themselves that the issues reserved from the hybrid application being the 'appearance', 'layout', 'scale', 'landscaping', and 'access' are acceptable.

The following section of this report has broken the open space down into three different character areas; the western space, the central space and the eastern space. The layout, appearance, scale, access and landscaping will be considered below in relation to each of the character areas as well as the detail for the hard landscaping as required by condition 35 of the hybrid permission.

THE WESTERN SPACE

The public open space narrows at its western end and this space is adjacent to the eastern edge of Stubbington. One of the representations received stated that the play space was in an unsustainable location, however the provision of the play space was purposefully located on the edge of the Stubbington settlement boundary and within close proximity to Crofton and Baycroft Schools to ensure the play area is highly accessible. As a result of the proximity of the space to the edge of Stubbington village, this part of the public open space includes a childrens' play area and has been designed to have a formal appearance similar to that of a community park. The majority of this space is to the west of the northern airfield vehicle access and the main open space car park. The design is centred around an established oak tree which will form a focal point. The footpath network serving this space loosely takes the form of a propeller when viewed from above and is set out around the existing mature oak tree. At the southern edge of this space, adjacent to the western edge of the airfield, a belt of native woodland planting is proposed which will include some dense tree planting to provide some instant impact. The trees would provide a linear backdrop and help to screen any future development in the western part of the airfield.

The majority of the existing landscaped boundaries around this space would be retained, with additional hedging planted where there are gaps in the boundaries. Additional native tree planting is also proposed to the east of the main car park to partially screen and filter views of the car park. The sense of enclosure created by tree planting adjacent to the car park will contrast with the areas of open space that users will experience as they travel eastwards into the central space.

The vehicular access to the open space (within the Western Space) will be flanked by areas of annual wildflowers which will provide a colourful, seasonal display. The majority of this section of space would be mown amenity grass with ornamental planting beds containing plants selected for their seasonal interest and tolerance to coastal conditions.

The children's play area would provide a range of activities catering for children ranging from pre-school to secondary age. The majority of the play equipment would be of timber construction to complement the semi-naturalistic character of the open space to the east. Various items within the play area have been designed with an aviation theme in keeping with the proximity to the airfield, for example a rubber safety surfacing in the shape of a runway with climbing frames and springers shaped to resemble aircraft. FBC will undertake its own community consultation regarding the final design, as we do for the delivery of new play spaces, which may result in modifications to the play equipment, however the broad layout is agreed in principle and any adjustments would only be of a minor nature.

The main visitor car park is provided within the Western Space with access via the existing airfield road, which is off Gosport Road and opposite Marks Road. The car park has been designed to accommodate up to 20 cars, but without defined parking bays and with an organic footprint. The car park would be off the existing tarmac airfield access with the car park itself surfaced in self-binding gravel. Cycle storage is proposed close to the car park, adjacent to the main footpath and cycleway through the open space.

A central, shared surface, footpath and cycleway is proposed, which will provide a direct and convenient east-west route through the public open space whilst also crossing the existing access to the Airfield at the Gosport Road / Marks Road junction. The comments of the Transport Planner are noted about the joining up of the crossing points with the signal controls, however this is not part of the current application proposals and was not proposed as part of the hybrid permission mitigation. This central footpath and cycleway will provide an off-road route as an alternative to the existing footpath and cycleway through the open space and will improve connections between Stubbington and the Alver Valley, Lee-on-the-Solent and Gosport. The shared surface footpath/cycleway will be composed of self-binding gravel in keeping with the overall naturalistic character of the area.

The Lee-on-the-Solent Residents Association and the Transport Planner have requested that segregated cycle and footpaths are provided, however this would result in a more formal character of paths which is not considered to be appropriate for the natural character of the proposals or been key in the design evolution of the space. Furthermore, the 3m wide central path is to be constructed from self-binding gravel with timber edge boarding such that any formal segregation is difficult to achieve in a way to that done elsewhere in the Borough on tarmac finished paths. The path would have managed, level grassland on either side which would provide an additional space to act as a refuge or overflow if required, thereby limiting the risk of accidents between pedestrians and cyclists.

A planning condition is proposed requiring details for measures to provide for some visual segregation of users on this central route through the open space. Additional footpaths will be provided within the site to ensure a variety of different circular routes. Routes will be signposted using timber signs and finger posts.

THE CENTRAL SPACE

The central section of open space will be of an open character with some areas of native tree planting. While the plans allow for the retention of some existing trees and hedges, as this area lies to the north of the active runway, additional planting will be limited to avoid attracting high flying and/or flocking birds. The arrangement of this section of space has been designed to take advantage of views along the active runway and of remnants of arable farmland to the north. A modest viewing mound, of up to 3m in height is included to allow users uninterrupted views along the runway. The mound has been designed in the shape of an aircraft wing which enables the incorporation of an accessible 2m wide footpath route.

To the north of the viewing mound, within easy access of the car park, a fenced dog walking area of approximately 0.9 hectares is provided. This allows for dog owners to let their animals have some time to run off the lead without affecting the other users of the remaining open space.

It is noted that both the applicant and the airport manager have commissioned specialist advice relating to the provision of appropriate planting that would not attract flocking birds to the site, given the proximity to the airfield. The expert advice has been incorporated into the proposed plans and the Airport Manager raises no objection to the application.

THE EASTERN SPACE

The eastern space is characterised by native woodland planting. The woodland planting would be provided as a mixture of linear woodland and woodland blocks which would create an enclosed character within the context of the Alver Valley.

The largest area of proposed tree planting is a linear woodland positioned along the south and south west boundary of the area, directly north of the Converter Station Buildings. The woodland planting would comprise a variety of native trees including: field maple, alder, silver birch, hornbeam, dogwood, hazel, hawthorn, holly, wild privet, blackthorn, oak and wild service trees. The size of the trees will vary from 0.5m to 2m depending on the species.

The size of the proposed trees has been selected to ensure effective establishment as mature trees are much less successfully transplanted and take longer to become established.

The Eastern Space would be broadly level with areas of mounding proposed to create an organic and flowing form. The mounds directly north of the Converter Station would be up to 5m high. They have been designed to be of a naturalistic shape that will enhance the character of the Eastern Space and provide an effective contrast with the character of the proposed Central and Western Spaces. The linear woodland would be planted across the mounds to create a naturalistic landscape which will partially screen the IFA2 building and views of neighbouring roads. The mounds and woodland planting will also help the Converter Station Building to be seen as embedded within the landscape.

The mounds in the north east corner of the Eastern Space would be smaller than those located to the north of the Converter Station and would be up to 1.5m in height. The smaller mounds would be combined with flowing forms of woodland blocks that complement the larger mounds and linear woodland next to the Converter Station.

Areas of wildflower meadow planting is proposed in the sub-spaces in between areas of woodland and hedgerows. Appropriate native grass and wildflower mixes have been chosen to suit the various locations within the space and these have been agreed with the Leisure Team. Small clusters of native trees would also be dispersed through the site to add to the overall woodland character of the Eastern Space.

Consideration was given to the Transport Planner's suggestion for a small adjustment of the 2m wide footpath route up to the 3m wide shared pedestrian/cycleway to improve connectivity to the dual use crossing on the west side of the Peel Common Roundabout. However the access point at Peel Common (as with all access points) is restricted by motorcycle barriers which would result in cycle users needing to slow and stop to pass through such barriers. Given this constraint to cyclists and the relatively short length of 2m wide footpath suggested to be upgraded, this change to the plan is not considered to be necessary.

One of the objections raises concerns about the impact of the proposal on wildlife, however the proposals within the eastern space have been designed to provide ecological benefits by including a diverse mosaic habitat for invertebrates, small birds and reptiles. The incorporation of small waterbodies and sections of linear ditch will also provide habitat for amphibians. The proposed hedgerow and woodland planting will provide movement corridors which enable ecological connectivity through the open space and with existing habitats in the Alver Valley. The overall impact on wildlife within the area is therefore expected to be enhanced rather than detrimental.

A small car park is also provided within the southern end of this area of space. It will be screened by mounds and woodland blocks which would protect longer distance views and

the character of the wider landscape. The car park within the Eastern Area would be smaller than the main car park provided in the Western Area and would be accessed off Broom Way. The access from Broom Way is the intended construction access for the Converter Station and is to be retained for the event whereby occasional access to the IFA2 Converter Station should there be a need to access the Converter Station in the future with abnormal indivisible loads. This route would continue beyond the car park and would comprise a reinforced grass route so that it blends with the wider grassland.

Cycle storage is also proposed within the Eastern Area and would be positioned adjacent to the car park and close to the main footpath and cycleway.

OTHER ISSUES

Some of the objections received raised concerns regarding noise from the Converter Station impacting upon the Open Space. This is considered within P/16/0557/DP/A which is included within this agenda.

Conclusion

The applicant has worked in close consultation with Officers to design an open space containing a series of complementary character areas which would provide a visually stimulating location for users. The detailed layout and planting proposals have been carefully considered to provide an attractive space, which enhances the landscape character of the area, provides some screening for the IFA2 converter station, is compatible with the adjacent operation of the airfield and meets the needs of a variety of different users.

The proposed open space is considered to be of a high quality which complies with the requirements of policies CS4, CS5, CS12, CS14, CS17, CS21 and CS22 of the adopted Fareham Borough Core Strategy and Policies DSP1, DSP2, DSP12 and DSP13 of the adopted Fareham Local Plan Part 2: Development Sites and Policies.

Recommendation

APPROVAL OF RESERVED MATTERS AND DETAILS PURSUANT TO CONDITION 35 OF THE HYBRID PLANNING PERMISSION Subject to the following conditions:

1) The development is to be carried out in accordance with the finally amended and approved plans and documents as follows:

- G3221.32.003 Location Plan
- D3221.32.100.001 Existing Levels
- D3221.32.100.002A Site Constraints
- D3221.32.100.003A General Arrangement Masterplan
- D3221.32.100.004 General Arrangement Western Space
- D3221.32.100.005A General Arrangement Central Space
- D3221.32.100.006A General Arrangement Eastern Space
- D3221.32.100.007A Proposed Contours
- D3221.32.100.008A Proposed Cross Sections
- D3221.32.100.009A Site Clearance
- D3221.32.100.010A Drainage Proposals
- D3221.32.100.011A Vehicle Access and Car Park Proposals
- D3221.32.100.012A Footpath and Cycleway Surfacing Proposals
- D3221.32.100.013A Boundary Treatment Details
- D3221.32.100.014A Boundary Treatment Details
- D3221.32.100.015A Signage and Way-marking Proposals
- D3221.32.100.016A Open Space Furniture Plan

- D3221.32.100.017A Play Area
- D3221.32.100.018A Overall Planting Plan
- D3221.32.100.019A Detailed Planting Plan-Area 1
- D3221.32.100.020A Detailed Planting Plan-Area 2
- D3221.32.100.021A Detailed Planting Plan-Area 3
- D3221.32.100.022A Detailed Planting Plan-Area 4
- D3221.32.100.023A Detailed Planting Plan-Area 5
- D3221.32.100.024A Detailed Planting Plan-Area 6

REASON: In the interests of an appropriate and comprehensive development

2) Details of the proposed Culvert Headwalls, as specified on the legend on D3221.32.100.003A, shall be submitted to and approved in writing by the Local Planning Authority prior to their construction on site. The development shall be carried out in accordance with the approved details.

REASON: To ensure that the detailing of the open space is appropriate

3) Details of the proposed information boards, shall be submitted to and approved in writing by the Local Planning Authority prior to their installation on site. The development shall be carried out in accordance with the approved details.

REASON: To ensure that the detailing of the open space is appropriate.

4) Details of the measures to be implemented to provide a visual segregation of the main 3m wide pedestrian/cycleway through the open space, shall be submitted to and approved in writing by the Local Planning Authority prior to its installation on site. The development shall be carried out in accordance with the approved details and the segregation measures implemented prior to the first use of the open space.

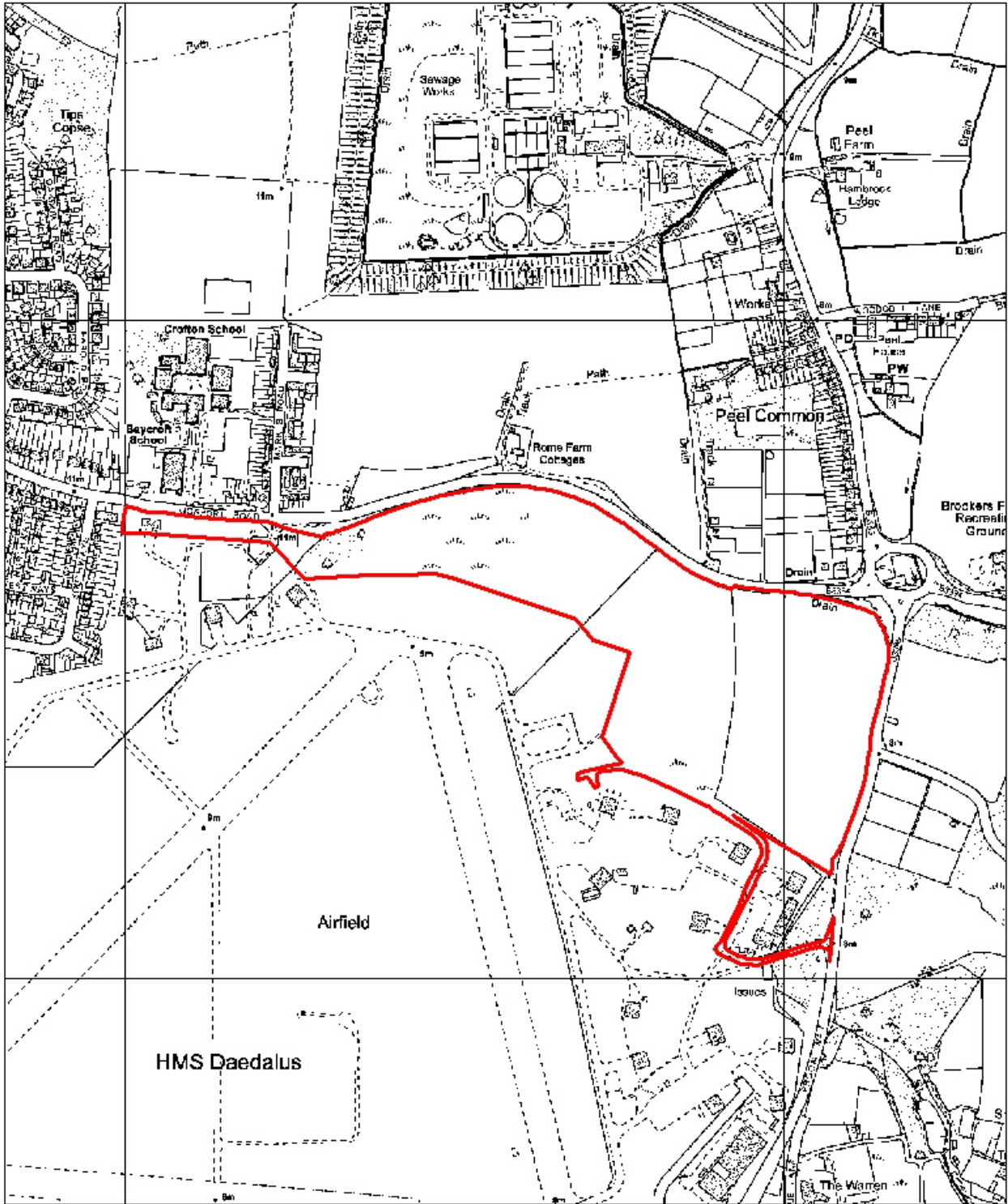
REASON: To ensure that the detailing of the open space is appropriate and in the interest of avoiding pedestrian and cycle conflicts.

Background Papers

P/17/0834/RM

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Land at Daedalus
Scale 1:7,500



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Agenda Item 5(3)

P/16/0557/DP/A

STUBBINGTON

NATIONAL GRID IFA2 LTD

AGENT: NATIONAL GRID

DETAILS PURSUANT TO CONDITIONS 10 (SCHEME OF EXTERNAL LIGHTING); 11 & 12 (AUDIBLE NOISE ASSESSMENT); 14 (RADIO FREQUENCY INTERFERENCE); 22 (CONSTRUCTION TRAFFIC MANAGEMENT PLAN) & 23 (CONSTRUCTION ENVIRONMENTAL MANAGEMENT PLAN) OF HYBRID PLANNING PERMISSION P/16/0557/OA.

IFA 2 NATIONAL GRID LAND AT DAEDALUS AIRFIELD LEE-ON-THE SOLENT PO13 9YA

Report By

Mark Wyatt Direct dial 01329 824704

Description of Proposal

For this application the Planning Committee is being asked to consider the relevant details submitted pursuant to conditions 10, 11, 12, 14, 22 and 23 of the Hybrid Planning Permission. These conditions are set out below in full.

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 including low frequency noise. 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 station 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.

Construction traffic management plan

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.

Policies

The following policies apply to this application:

Approved Fareham Borough Core Strategy

CS4 - Green Infrastructure, Biodiversity and Geological Conservation

CS5 - Transport Strategy and Infrastructure

Development Sites and Policies

DSP2 - Environmental Impact

DSP3 - Impact on living conditions

Relevant Planning History

The following planning history is relevant:

P/16/0557/OA **Hybrid Planning application for an electrical interconnector with an approximate capacity of 1000 megawatts (MW) extending from Tourbe, Normandy (France) to Chilling, Hampshire.**

Outline planning permission is sought at Daedalus for:

- 1. The erection of converter station buildings (to a maximum height of 22 metres) with associated, vehicular accesses and roads, security fencing, landscaping and temporary construction compounds;**
- 2. Creation of public open space and associated facilities, grassland planting and tree planting.**

Full Planning permission is sought at Hill Head and Stubbington for:

- 3. Installation of cables between Mean Low Water Springs and the converter station in the north eastern corner of Daedalus Airfield.**

Full Planning Permission is sought at Chilling for:

- 4. The Installation of cables between the Mean Low Water Springs and the existing cable sealing end compound at Chilling Lane**

APPROVE

10/04/2017

Representations

Nine letters have been received (8 in objection and one in support). However a number of the issues raised cannot be taken into consideration. The issues are summarised as follows

NOISE:

-The assumptions in the modelling of noise, in particular a wind speed of 0-3 metres per second, seems to be unrealistic. Multiple wind speeds and various directions should have been explored, in particular southerly and westerly winds as these are the predominant directions around the site;

-During the operation of IFA2 the results of regular monitoring of noise levels should be available for the public to view;

CONSTRUCTION TRAFFIC MOVEMENTS:

-Councillor Woodward advised (at a residents meeting) that he was going to ask the applicants whether earth movements could be made via the Solent, but there's no mention of this in the document. If movements can't be made by sea a justification should be

provided as to why not.

-The construction traffic management plan proposes to use routes which are already overloaded with traffic;

-The proposed delivery times are during daytime working hours which is when the roads are at their most congested.

One letter has been received in support, but requests that materials for construction are brought in by sea to minimise disruption to traffic.

Planning Considerations - Key Issues

External Lighting (Condition 10)

The applicant has amended the external lighting plan to respond to the environmental health officer's comments regarding light spill. The plan now includes additional detail on lighting type, heights, light orientation and light spill details. The amended details are considered to be acceptable in addressing the requirements of condition 10 and detail that lights are all downward facing and the spill is confined the converter station site. There is no environmental health objection.

Noise from use of the buildings and the site (condition no's 11 and 12)

It was set out in the report to the Planning Committee for the hybrid planning permission that in order for there to be no adverse effects, the rating sound level (which is the specific sound level including penalties for tonality, as appropriate) at nearby receptors should not exceed the background noise level.

The typical quiet night-time background noise levels in the vicinity of the site at nearby noise sensitive receptors (the nearest dwellings to the north along Gosport Road), according to the applicant's Environmental Statement accompanying the hybrid application, were in the region of 30 - 35 dB.

During daytime periods the background noise level would increase (as a consequence of traffic and airport activity for example), while the noise generated by the Converter Station would remain relatively constant. The typical daytime background noise level towards the north of the site, in the vicinity of the nearest noise sensitive dwellings, is 48dB. As such, setting a limit in planning condition 12 which is based on quiet night-time noise levels (30dB) ensures that there is no effect during daytime periods.

It is noted that the detailed wording of condition 12 does not actually require the formal submission of, nor approval of details. It simply sets a standard to which the development cannot exceed. The submitted noise report seeks to provide the necessary details to properly address the requirements of condition 11 which is required to demonstrate how the buildings will be designed and any external plant attenuated to control noise emissions including low frequency noise. However, the submission includes commentary on how the buildings will be designed and noise attenuated using the BS 4142:2014 (the standard specified in condition 12) criteria hence the reference to both conditions 11 and 12 in the submitted details.

Specific noise mitigation measures have been designed for the proposed converter station. Examples are provided in the noise statement appendices to show how noise mitigation is incorporated into the design of the converter station.

The noise assessment lists all of the main sources of noise from the Converter Station

together with the frequency range of emission, type of noise, whether it is constant or intermittent and the level of reduction that can be achieved by mitigation measures.

The noise assessment confirms that the most prominent noise sources, which are mainly electrical circuit apparatus and equipment, will be located inside Station buildings or protected by audible noise enclosures. The mound at the northern and eastern edge of the converter plant (and therefore its mitigation effect) is included in the model, however the model does not include any mitigation that would be provided by proposed vegetation or soft landscaping, as this would take some time to mature and would therefore not be applicable in the early years of the station's operation. The model has also used noise calculations based on the operation of the station at its maximum level of active and reactive power to ensure that outputs from the model reflect a 'worst case scenario'. As part of the assessment, background noise levels measured from the nearest existing receptor locations have been used.

The noise assessment identifies the following noise limiting measures that will be used at the Daedalus Converter Station:

- The station layout has been strongly optimised to minimise the noise impact from the station at the sensitive noise receptor locations. The position of equipment within the site would be designed to direct noise away from the sensitive receptors for example the position of valve cooling and the shunt reactor is towards the south and the transformer coolers are towards the west so that they would be partially screened by other structures and facilities within the station;
- The converter tanks would be located within specially designed acoustic enclosures;
- Fans for converter transformer coolers would be of a low noise type;
- The shunt reactor tank would be located in an acoustic enclosure;
- The cooling fans would be of a low noise type and optimised for use in this station;
- Converter reactors would be located inside, within the reactor hall which would have heavy damping walls and roof;
- The AC filter components would be installed indoors, inside the AC halls with sufficient acoustic damping properties;
- DC equipment would be installed indoors, inside the DC halls with sufficient acoustic damping properties;
- All cooling and ventilation auxiliary equipment used for the Converter Station buildings would be acoustically optimized and noise production attenuated by means of low noise motors and fans.

As several of the above measures have been successfully used at other converter sites, their efficiency has been tested and confirmed.

The noise report contains a plan which maps the distribution of noise levels beyond the site so that the impact on sensitive noise receptors is clearly demonstrated. Furthermore, the noise report has a dedicated section related to tonality of noise. To fall within the definition of low frequency the noise would fall within the 25Hz to 125Hz octave bands. In this case the levels shown within the noise report do not show any significant tonal contribution to the emitted noise. The Environmental Health Consultation response makes specific reference to tonal noise not causing concern to nearby residents.

The noise report contains full details of the mitigation measures that would be employed to control noise (including low frequency noise) as required by condition no. 11 and the modelling contained within the report demonstrates that the mitigation measures would ensure that noise levels do not exceed 30dBA as required by condition no. 12.

The representation regarding wind speeds relevant to the noise modelling is noted. Wind direction would certainly impact on noise levels. When modelling noise, Environmental Health would request that consultants measuring noise do so with only light winds (no more

than five meters per second) blowing from a source to a receiver. This then typically represents favourable sound propagation for the movement of sound and helps model and measure a worst case scenario.

As wind speeds increase the actual noise would be masked by the turbulence and the noise from the wind itself and as such to measure higher wind speeds, as suggested by the representation, would not be appropriate.

The noise assessment has been scrutinised by environmental health who have confirmed that they are confident from the information submitted that the developer will be able to achieve the noise reduction contained within the assessment as required by condition no. 13 and as a result the development would not cause a problem to nearby residents.

With reference to the third party comment regarding noise monitoring being publically available once the converter station is operational condition 13 of the hybrid permission specifically requires the submission of a scheme for noise monitoring, noise survey methodology and reporting procedures. The approved sound monitoring scheme is to operate for twelve months from the first use of the converter station and the submission of the details pursuant to the condition would be publically available for inspection.

Radio Frequency Interference (condition no.14)

During the consideration of the hybrid planning application concern was expressed by residents and airport tenants that the converter station emissions could affect the use of radios on the airport and within aircraft and implications for telephony use in the vicinity of the site be that within the open space to the north, the airport to the west and / or the employment area and the enterprise zone to the south. As such condition 14 was imposed to require the application to submit 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.

As was the case when considering technical details such as this at the hybrid planning application stage the Local Planning Authority has taken independent consultant advice from a specialist consultancy in the discipline of electromagnetic field safety. To ensure continuity throughout the project the same consultant that advised on the hybrid planning application has provided a peer review and commentary of the applicant's submission regarding the details submitted pursuant to condition 14.

The consultants advising the Local Planning Authority at the hybrid planning application stage suggested that the risk of radio frequency interference with the airports VHF Communication System was very low. It was 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 also confirmed that a suitable distance-adjusted limit would be developed as the converter station design developed to establish if this distance could be reduced.

The details now submitted and reviewed by the Councils consultant reduced this distance, as a consequence of building layout and design, to 30m from the buildings. The 30m boundary from the Converter Station falls wholly within the Converter Station site such that there should be no impact on radio receivers outside of the converter station boundary.

The applicant's submission pursuant to condition 14 provides an analysis of predicted magnetic and electric fields now the detail of the building is known. The Consultants advising the Planning Authority are satisfied that the level of emission at the Converter Station boundary is compliant.

On the basis of the advice received from the consultant advising the Local Planning Authority the details submitted pursuant to condition 14 are considered to be acceptable.

Construction Traffic Management Plan (Condition 22).

Detail in the Construction Traffic Management Plan (CTMP) submitted by the applicant details that lorry routing would be from J11 of the M27 down Newgate Lane to the site. The site compound will operate a one-way system with traffic entering off Vulcan Way having entered Daedalus from the eastern access off Broom Way. Traffic will then leave the site turning left only out onto Broom Way via the newly constructed access.

Third party representations challenging the means of construction traffic management are noted - especially the point about delivery of large items of equipment by sea. It is noted that the CTMP does seek to have the four transformers delivered to the site by sea. The document submits that they will arrive into the U.K though the port at Southampton then be transferred to site via a barge. The barge will off-load to the slipway in Lee-on-the-Solent by the hovercraft museum. The transformers are then to be transported by lorry through Daedalus to the site if possible. Should the sea access be unavailable then the delivery would take place using the public road network.

The applicant also submits that to minimise the impact of deliveries on the local road network the movement of large vehicles or the receipt of large deliveries will be limited to times outside the peak highway usage hours.

The CTMP has been reviewed by the Transport Planner and there is no objection raised to its detail.

Construction Environmental Management Plan (Condition 23):

The detail submitted within the Construction Environmental Management Plan (CEMP) is broadly considered to be acceptable with no objections received from the environmental health officers or the Transport Planner regarding noise and vibration or the site set up and compound details. Some further detail is being prepared by the applicant to provide additional detail on the specific criteria related to soil management and movement to address comments from the Contaminated Land Officer. The applicant is preparing the necessary additional documents and these are due for submission in the week after committee, if not before. The details submitted address all other criteria in the condition satisfactorily. Subject to the formal submission of the additional details and their agreement with the Contaminated Land Officer the details pursuant to condition 23 are considered acceptable.

Conclusion

The details submitted pursuant to condition numbers 10, 11, 12, 14 and 22 have been assessed and are considered to be satisfactory. The majority of the details relating to condition no. 23 are also considered to be satisfactory, with the exception of criteria related to soil management and movement to address comments from the contaminated land officer. Subject to the receipt of satisfactory additional details it is therefore recommended that the details submitted pursuant to these conditions are approved.

Recommendation

Subject to the receipt of satisfactory additional details regarding the submission for condition 23 APPROVAL OF DETAILS pursuant to conditions 10, 11, 12, 14, 22, and 23 of hybrid planning permission P/16/0557/OA as submitted within application P/16/0557/DP/A.

1) The development is to be carried out in accordance with the finally amended and

approved plans and documents as follows:

Condition 10:

- Drawing 30000764-IDE-0034 Revision P5, "External Flood Lighting (For Fareham Borough Council Approval), prepared by Baker Hicks

Conditions 11 & 12:

- Document Titled "IFA2 Project - Daedalus Converter Station. Noise Assessment", dated October 2017, Job Number NT13444, prepared by Wardell Armstrong

Condition 14:

- Document Titled "Radio and Telecomms Interference and EMF Assessment", dated 27/06/2017, document number 1JNL568775, Revision C, prepared by ABB

Condition 22:

- Document Titled "Construction Traffic Management Plan (CTMP)", dated 29/09/2017, Revision E, document reference 1JNL570514, prepared by ABB.

Condition 23:

- Document titled "Construction Environmental Management Plan (CEMP)", project no: 4M1000, revision 03, dated 27/09/2017, prepared by ABB.
- Document Titled "Materials Management Plan (MMP)", prepared by Morgan Sindall, dated 15/09/2017. [This document is appendix two to the CEMP but was submitted separately]
- Plus any additional or amended documents submitted

REASON: In the interests of an appropriate and comprehensive development

Background Papers

P/16/0557/DP/A

Agenda Item 5(4)

P/16/0557/DP/B

STUBBINGTON

NATIONAL GRID IFA2 LTD

AGENT: NATIONAL GRID

DETAILS PURSUANT TO CONDITIONS 9 (CONVERTER STATION DRAINAGE) AND
CONDITION 28 (TV AND RADIO RECEPTION) OF APPROVED HYBRID PLANNING
APPLICATION P/16/0557/OA

IFA 2 NATIONAL GRID DAEDALUS AIRFIELD LEE ON THE SOLENT PO13 9YA

Report By

Mark Wyatt Direct dial 01329 824704

Description of Proposal

For this application the Planning Committee is being asked to consider the relevant details submitted pursuant to conditions 9 and 28 of the hybrid planning permission. These conditions are set out below in full.

09. 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.

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.

Policies

The following policies apply to this application:

Development Sites and Policies

DSP2 - Environmental Impact

DSP3 - Impact on living conditions

Relevant Planning History

The following planning history is relevant:

P/16/0557/OA **Hybrid Planning application for an electrical interconnector with an**

approximate capacity of 1000 megawatts (MW) extending from Tourbe, Normandy (France) to Chilling, Hampshire.

Outline planning permission is sought at Daedalus for:

- 1. The erection of converter station buildings (to a maximum height of 22 metres) with associated, vehicular accesses and roads, security fencing, landscaping and temporary construction compounds;**
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Full Planning permission is sought at Hill Head and Stubbington for:

- 3. Installation of cables between Mean Low Water Springs and the converter station in the north eastern corner of Daedalus Airfield.**

Full Planning Permission is sought at Chilling for:

- 4. The Installation of cables between the Mean Low Water Springs and the existing cable sealing end compound at Chilling Lane**

APPROVE

10/04/2017

Representations

Four representations have been received which raise the following issues:

- The application is inconsistent because it describes the shadow as being to the northwest, but the drawing shows it going northeast;
- National grid should pay for residents to have satellite or broadband TV to compensate for disturbance to reception;
- The TV signal assessment impact states that locations that are potentially affected may be able to restore services by installing a higher gain antenna, re-locating the existing antenna or re-pointing the existing antenna to another transmitter where possible and that if none of these solutions are successful by installing satellite or cable TV services. The proposed solution is not acceptable.
- The baseline television signal survey document states that the current signal provides excellent coverage to Sunray House and other properties on Gosport Road, however the diagram shows these properties as being within the 'signal shadow zone'.
- The document OVE-IFA2-REP-001 section 5.2 states that the need for taking mitigation measures arises only when television users notice that reception has deteriorated and that deterioration can be directly attributed to the proposed development. How would a householder be able to prove the disturbance is because of IFA2 without IFA2 being turned off to enable a comparison? Mitigation measures should be taken before any degradation of the signal takes place;

Consultations

EXTERNAL CONSULTTEES:

Hampshire County Council (Lead Local Flood Authority):

Comment:

- The details should not be approved until information on timing of delivery of the drainage solution and long term maintenance measures are provided.

Planning Considerations - Key Issues

Condition 9 (Converter station drainage):

The supporting information pursuant to condition 9 sets out that the drainage solution for the Converter Station will be through the discharge of water to a watercourse. 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 drainage solution, to the equivalent of the pre-development situation.

Discharge to the ground, through soil infiltration is not possible given the relatively high water table at the site. Any infiltration systems would, therefore need to be at a shallow depth such that this solution is not feasible for the applicant.

The drainage strategy sets out that the drainage solution will be constructed in accordance with Environment Agency pollution prevention guidelines and will include the necessary oil separators given that run off from the access road areas and areas adjacent to the transformers and shunt reactors could include such pollutants.

The Lead Local Flood Authority (LLFA) has asked two further questions of the applicant before agreeing to the submitted details. Firstly is the timing for the delivery of the drainage solution and secondly the arrangements for long term maintenance. The applicant is preparing a formal response to this consultation from the LLFA however they have indicated informally that dates for delivery remain imprecise at the current time whilst the reserved matter applications remain undetermined. As for maintenance, it is expected that IFA2 will retain control and responsibility for the long term drainage maintenance. Subject to the formal submission of these details and their agreement with the LLFA, the details pursuant to condition 9 are considered acceptable.

Condition 28 (Television Signal interference):

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 Planning Committee was previously advised that the applicant's report in support of the hybrid application indicated that the total number of households likely to be affected as a result of shadowing from the Rowridge transmitter was 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 purpose of condition 28, therefore, is to establish a baseline position now before any building takes place so that the Planning Authority can fully understand the impacts on terrestrial television signal should an impact occur once the converter station is constructed.

Given the specialist nature of this type of work the Council has sought external consultancy support (TUV-SUD) to peer review and critique the applicant's submission pursuant to

condition 28.

The detailed assessment submitted by the applicant concludes that shadowing may impact a total of 4 households based on a statistical approach (bearing in mind that the condition requires only a desk top assessment) that results in a "negligible" impact. Although this number appears low, a further examination of the affected shadowing area (set out within Appendix A of the applicants report) using "Google Earth" and "Street View" confirms that very few houses exhibit rooftop television antenna. It is the advice of TUV-SUD to the Local Planning Authority that criterion a) of the condition is appropriately met.

With regard to criterion b) of the condition the applicant's report concludes that at all locations, terminated received signal levels were in excess of recommended minimum amounts and the technical quality of received signals was found to be good. TUV-SUD has also advised that the gathering of the data and measurements are acceptable.

TUV-SUD has advised the Local Planning Authority that the applicant's submission provides a range of mitigation measures for any affected households and notes that where a problem is confirmed to be due to the development it becomes the responsibility of the developer to resolve. The range of mitigating factors 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.
- In the event that the above solutions may not be appropriate it may be that the use of new television services are required.

TUV-SUD advise the Local Planning Authority that this package of mitigation measures are acceptable in addressing the requirements of part c) of the condition.

Conclusion

The details submitted pursuant to condition number 28 have been assessed and are considered to be satisfactory. The majority of the details relating to condition no. 09 are also considered to be satisfactory, with the exception of criteria related to drainage delivery and maintenance to address comments from the Lead Local Flood Authority. Subject to the receipt of satisfactory additional details it is therefore recommended that the details submitted pursuant to these conditions are approved.

Recommendation

Subject to the receipt of satisfactory additional details regarding the submission for condition 09 APPROVAL OF DETAILS pursuant to conditions 09 and 28 of hybrid planning permission P/16/0557/OA as submitted within application P/16/0557/DP/B.

1) The development is to be carried out in accordance with the finally amended and approved plans and documents as follows:

Condition 09:

- Document Titled "Civil & Structural Report Site Drainage Strategy", ref:30000764-IRV-0001, prepared by Baker Hicks
- Drawing 3000064-IDV-4200 Revision P2, "Site Plan Showing Drainage General Arrangement", prepared by Baker Hicks
- Plus any additional or amended documents submitted

Condition 28:

- Document titled "National Grid IFA2 Converter TV and Radio Reception Study", reference OVE-IFA2-REP-001, Issue 3, dated 11 September 2017, prepared by ARUP
- Document titled "Baseline Television Signal Survey, IFA2 Converter", Issue 1, dated 7/8/17, prepared by GTech Surveys Limited.

REASON: In the interests of an appropriate and comprehensive development

Background Papers

P/16/0557/DP/B