

P/16/1162/FP

STUBBINGTON

NATS

AGENT: BILFINGER GVA

25 METRE HIGH RADAR TOWER, RADAR EQUIPMENT CABIN WITHIN A SECURE FENCED COMPOUND AND ASSOCIATED DEVELOPMENT

MCA DAEDALUS AERODROME BROOM WAY FAREHAM PO13 9YA

Report By

Mark Wyatt. Direct Dial (01329) 824704

Site Description

The application site is located on the west side of the former second runway at Daedalus, some 315m north of the southern most taxiway. The site is essentially a 21m by 25m compound currently laid to grass with the remainder of the site being existing hard surfacing on the airfield.

Description of Proposal

This application seeks to revise the siting of the previously permitted NATS radar at Daedalus. The radar will be sited within a fenced compound off the western side of the former second runway. A small area of hardstanding is also proposed for access and parking when personnel are on site at the radar. The red edge includes the permanent operational site access from the south, off Daedalus Drive and a temporary construction access from Meteor Way around the rear of the Innovation Centre.

The radar itself remains as previously permitted; it is a curved antenna approximately 15m tall and is finished with orange and white stripes (which are set by Statutory Legislation). The radar will, once operational, sit centrally on top of a 10m high tower with an equipment cabin at ground level. The finished radar height, therefore, is 25m. There are also two lighting finials proposed and these have a finished height of 27m.

The previous location for the radar was due south of the current site on the north side of Daedalus Drive at the eastern end of the hardstanding adjacent to the MCA complex and driving test centre.

Policies

The following policies and guidance apply to this application:

National Planning Policy Framework (NPPF)

Planning Practice Guidance (PPG)

Approved Fareham Borough Core Strategy

CS5 - Transport Strategy and Infrastructure

CS11 - Development in Portchester, Stubbington and Hill Head

CS12 - Daedalus Airfield Strategic Development Allocation

CS14 - Development Outside Settlements

CS17 - High Quality Design

CS22 - Development in Strategic Gaps

Development Sites and Policies

DSP3 - Impact on living conditions

Relevant Planning History

The following planning history is relevant:

<u>P/16/0270/FP</u>	The erection of a new 25 metre high radar tower, Radar Equipment Cabin within a secure fenced compound and associated development	
	APPROVE	27/05/2016

<u>P/16/0689/FP</u>	The erection of a new 25 metre high radar tower, Radar Equipment Cabin within a secure fenced compound and associated development (Revised application from P/16/0270/FP)	
	APPROVE	26/07/2016

Representations

One letter received from the Chairman of Solent Microlights:

- Based in Hangar T I am supportive of the radar with the proviso that it will not affect the operation of aircraft from the newly provided Microlight Grass Strip running 14/32.
- Without this proviso, I oppose this application.

Consultations

INTERNAL CONSULTEES:

Airport Manager: I have ensured that the proposed construction and installation of the radar will have no adverse effect on the airport operations now or in the future.

Environmental Health (Contaminated Land): Response awaited.

EXTERNAL CONSULTEES:

Gosport Borough Council: Response awaited

Planning Considerations - Key Issues

The key issues for consideration in the determination of this application are:

- The principle of development
- The Daedalus Enterprise Zone and the Airport
- Landscape Impact
- Neighbouring amenity and Health Implications

THE PRINCIPLE OF DEVELOPMENT:

The application site is, for the purposes of planning policy, within the designated countryside and Strategic Gap such that policies CS14 and CS22 of the Core Strategy apply. The site is also within the strategic Daedalus employment allocation designated by policy CS12 although the site is outside of the areas identified for development on the inset maps of the Core Strategy.

CS14 seeks to restrict new built development outside of the defined urban settlement

boundaries to that essential to agriculture, forestry or essential infrastructure. The reason for this policy is "...to protect the countryside and coastline from development which would adversely affect its landscape character, appearance and function".

Whilst not a policy requirement to consider other sites, the submission sets out that NATS has considered twenty one other sites for the proposed radar. These are listed in the submission as well as the reason why they have been discounted. The application also sets out that this site has been identified from the previous location on the south side of the airfield due to "...unforeseen technical difficulties".

The radar proposal is as considered previously. It is simply the siting that has changed as a result of this application. As such the radar will not be directly linked to the Daedalus Airport operations and it is not directly related to the air traffic arriving and departing from the airfield. However, it does feed into a NATS system which supports twenty three other radar sites in order to provide a blanket cover of air traffic over the UK. The application sets out that in order for the applicant to maintain the continued operation of these radar sites, an additional radar site is required with the primary purpose of providing NATS with a radar for training and testing purposes without the need to impact upon the operational radar network.

Having this dedicated radar facility is key to maintaining the current NATS radar surveillance and to ensure the very highest levels of safety for air traffic control and navigation. Given the nature of air traffic, there are no set identifiable times that the radar would be used. It would be used as necessary by the applicant.

In addition, paragraph 31 of the NPPF advises that Local Authorities should, working with other stakeholders, develop strategies for the provision of viable infrastructure necessary to support sustainable development including the growth of airports. Appropriate air traffic control will inevitably assist in this growth.

THE DAEDALUS ENTERPRISE ZONE AND THE AIRPORT:

Previously concerns were expressed by the residents in the Borough of Gosport about the possible impacts of the radar on the operations of the airfield and also the impacts upon potential businesses within the buildings known as Daedalus Park to the south of the airfield.

For the land allocated by policy CS12, the policy requires developments to not adversely affect the existing or future potential general aviation operation of the airfield. Similarly the policy also seeks to deliver development that retains and strengthens the marine and aviation employment clusters. As described above, the application site is now further away from the buildings in Daedalus Park and there have been no representations received for this application expressing any concern at the impacts of the radar operations upon sensitive equipment within the businesses locating to the enterprise zone.

It is acknowledged that the NPPF seeks to build a strong, competitive economy by planning positively for the location of and expansion of clusters or networks or knowledge driven, creative or high technology industries (para 21), such as those advanced manufacturing uses sought at the Solent Enterprise Zone. However, the NPPF does advise that when planning for airports plans should take account of the growth and role that they play in serving business, leisure, training and emergency service needs (para 33).

Additionally the NPPF when supporting proposals for high quality communications infrastructure, such as telecom masts, advises that Local Planning Authorities should have evidence that the telecommunications infrastructure does not cause significant and irredeemable interference with other electrical equipment including air traffic services (para 44).

The location of the radar more centrally within the airfield, further north than its permitted site, is unlikely to give rise to impacts upon other businesses. Previously the applicant agreed to undertake an airport survey and safeguarding exercise. They will also undertake an independent radiology impact assessment on first transmission from the radar. Officers believe these matters should still be addressed and that any impacts can be addressed through the imposition of appropriate planning conditions.

Third party comments have sought assurance that the proposed radar will not affect the microlight grass runway. As was the case previously, there are no plans identified in the Development Plan for a grass runway in this part of the airfield. It is also noted that in the Council's recent consultation on the Daedalus Vision, there was no grass runway proposed in the vision other than the retention of the existing grass runway which runs from the south west to the north east parallel to and on the southeastern side of the main runway.

The applicant submits that in their view the radar proposal will not affect the provision of a cross wind grass runway strip. However the airport manager has indicated that the re-positioning of the radar will affect the use of the landing strip identified in the representation and as such the third party comments are to be recorded as an objection to the proposal. However this grass landing strip is unlicensed and the Airport Manager has confirmed it is an unofficial landing strip which holds no bearing to the airports operational needs. As stated above there are no development plan policies that seek the retention of or provision of such a strip. The Airport Manager has confirmed that the siting of the radar will have no adverse effect on the airport operations now or in the future.

LANDSCAPE IMPACT:

As well as being within the countryside, the application site is also within the designated Strategic Gap. The policy test in policy CS22 is that development should not affect the integrity of the gap and the physical and visual separation of settlements.

The integrity of the gap in this part of the borough is that of the open, short cut grass airfield. This open character of the airfield, functions well as an effective part of the gap in the visual and physical separation of Stubbington and Lee-on-the-Solent.

The proposed radar, whilst not directly related to the airfield operations, is a feature related to aviation activities and as such its location on an airport would not appear as alien in the landscape.

The revised siting of the radar brings it more central within the airfield away from the more urban edge of the site and in turn away from the southern edge of the Gap. However the tower on which the radar sits is of lattice type construction and, whilst within an open part of the site, it is confined to a relatively small compound such that the building will not result in the visual or physical coalescence of settlements.

It is also noted that there are large buildings that exist on the airport and others that are permitted nearby. It is considered that the integrity of the strategic gap will remain to the

effect that Stubbington and Lee-on-the-Solent will not have coalesced, Officers do not consider the Gap will be materially harmed.

NEIGHBOURING AMENITY AND HEALTH IMPLICATIONS:

The nearest residential properties are to the south of the site, within the Borough of Gosport. These dwellings lie some 340 metres from the radar itself; which is now approximately 200m further north than previously permitted. It was previously found that whilst the radar will be seen from these dwellings, it was of a far enough distance that the rotating radar would not give rise to any material harm to the amenity of these dwellings. With a greater separation distance now proposed, this scheme will also not have a demonstrably harmful impact upon the amenity of these dwellings.

The NPPF advises that with communications infrastructure applications should be supported with a statement that self certifies that the cumulative exposure, when operational, will not exceed International Commission on Non-Ionising Radiation Protection Guidelines (ICNIRP).

In this case NATS has submitted the necessary self-certification for ICNIRP compliance. NATS has additionally confirmed that the radar operates under the frequencies authorised by Ofcom and therefore there should not be any interference or health issues as a result of the radar operations.

CONCLUSION:

In summary the proposal will provide an important piece of essential infrastructure to ensure the safety of air traffic control. The proposal is not considered to be an alien feature on an airport and the siting of the radar is such that the integrity of the strategic gap will not be materially harmed and the settlements of Lee-on-the-Solent and Stubbington will remain both physically and visually separate.

The proposal is not considered to pose any health risks or be a risk to those operating from the airport. The applicant will ensure that any transmission from the radar does not affect the current or future airfield operations or the businesses located in the Enterprise Zone.

The proposal will be a sufficient distance from neighbouring residential properties such that there is no material harm to the amenity of these dwellings.

Officers consider that the proposal is in accordance with policies CS5, CS12, CS14, CS22 and DSP3 of the Development Plan and is recommended for Permission accordingly.

Recommendation

Subject to the comments of Environmental Health (Contaminated Land) being received and any additional conditions that are recommended,

PERMISSION subject to conditions:

1) The development shall commence before the expiry of three years from the date of this decision notice.

REASON: To comply with Section 91 of the Town and Country Planning Act 1990.

2) The development shall be carried out in accordance with the following approved plans:

- DS08700AA109ASPT Sheet 5 of 5 Site Access Plan
- DS08700AA109ASPT Sheet 4 of 5 Western Elevation
- DS08700AA109ASPT Sheet 3 of 5 Southern Elevation
- DS08700AA109ASPT Sheet 2 of 5 Site Plan and Block Plan
- DS08700AA109ASPT Sheet 1 of 5 Local Area Map and Site Location Plan

REASON: To secure the satisfactory appearance of the development in accordance with Policy CS17 of the Adopted Fareham Borough Core Strategy.

3) No development shall take place until a construction method statement has been submitted to and approved in writing by the Local Planning Authority. The method statement shall provide for:

- Details of the parking arrangement for site vehicles and contractors
- the management and coordination of deliveries of plant and materials and the disposing of waste resulting from construction activities so as to avoid undue interference with the operation of the public highway, particularly during the Monday to Friday AM peak (08.00 to 09.00) and PM peak (16.30 to 18.00) periods.
- areas for loading and unloading;
- areas for the storage of plant and materials;
- security hoarding position and any public viewing platforms (if necessary);
- site office location;
- construction lighting details;
- wheel washing facilities;
- dust and dirt control measures;
- a scheme for the recycling of construction waste;

The development shall be carried out in accordance with the approved details.

REASON: To ensure that the construction period does not have a detrimental impact upon the environment or highway safety in accordance with Policies CS5, CS12, CS14 and CS17 of the Adopted Fareham Borough Core Strategy.

4) Should unidentified contamination be encountered during the works, construction should stop and the contamination investigated and an agreed scheme of remedial measures shall be submitted to an agreed in writing by the Local Planning Authority before work recommences. The remediation measures shall be fully implemented prior to the first use of the radar and confirmed as completed in writing to satisfaction of Local Planning Authority.

REASON: To ensure that the construction period does not have a detrimental impact upon the environment or future users of the site

5) All construction work in relation to the development hereby approved, including works of demolition or preparation prior to operations, shall only take place between the hours of 08.00 hours and 18.00 hours Monday to Friday and 08.00 hours and 13.00 hours Saturdays and at no time on Sundays and recognised bank/public holidays unless otherwise agreed in writing with the Local Planning Authority.

REASON: To ensure that the construction period does not have a detrimental impact upon the environment and amenities of neighbouring properties in accordance with Policy CS17 of the Adopted Fareham Borough Core Strategy.

6) Prior to the first transmission of the radar details of the radiological test to be undertaken on the first transmission of the radar as set out in the letter dated 19th April 2016 from Mark

Taylor of NATS submitted to planning application P/16/0689/FP shall be submitted to and approved in writing by the Local Planning Authority. These details will include when the test will be undertaken, how the test will be undertaken and who will undertake the test. Any necessary mitigation measures needed as a result of this test shall be documented and submitted to and approved in writing by the Local Planning Authority. The mitigation measures shall be fully implemented before the second transmission from the radar and mitigation measures will then be retained at all times whilst the radar is operational.

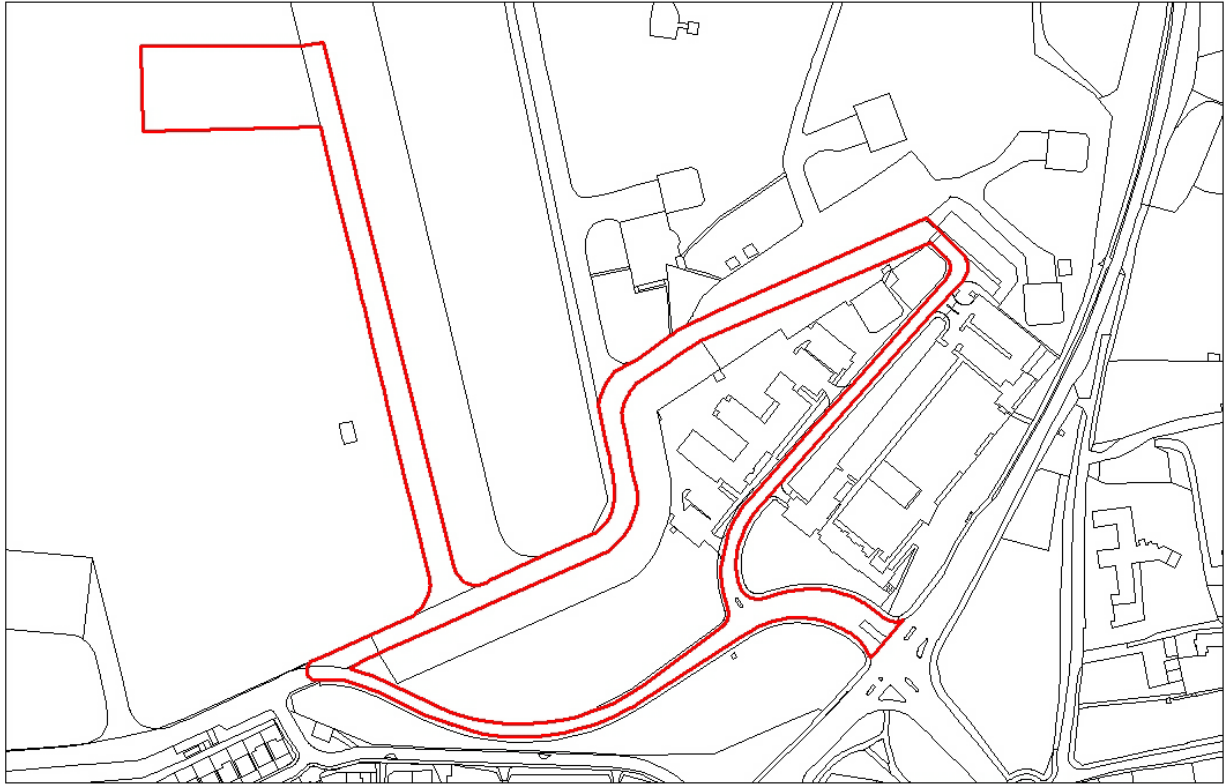
REASON: To ensure that the site does not impact upon other businesses within the Solent Enterprise Zone and in the interest of the operational airfield.

Background Papers

see "relevant Planning History" section above.

Updates

As a point of clarification, the radar enclosure is a 25m by 25m compound and not 21m by 25m as referenced in the agenda report.



FAREHAM
BOROUGH COUNCIL

Daedalus

Scale 1:2500

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