

P/17/0834/RM

NATIONAL GRID IFA2 LTD

STUBBINGTON

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

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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.

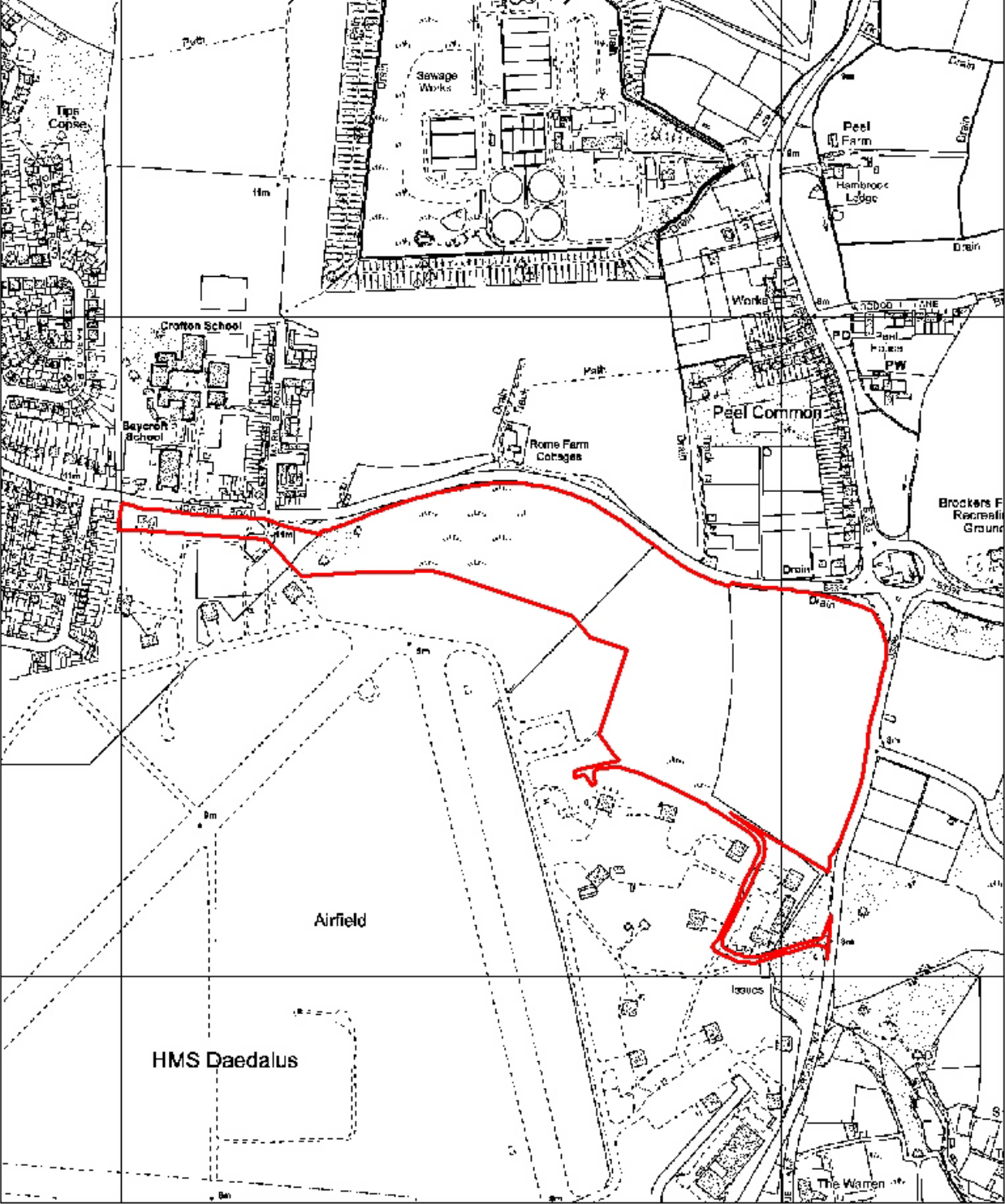
4) Details of the measures to be implemented to provide a visual segregation of the main 3m wide pedestrian/cycleway through the open space, shall be submitted to and approved in writing by the Local Planning Authority prior to its installation on site. The development shall be carried out in accordance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

FAREHAM BOROUGH COUNCIL



Land at Daedalus
Scale 1:7,500



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