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Application reference: APP/24/00237
Your reference: CONS/2024/0206

Proposed Gas fuelled Capacity Mechanism embedded generation plant to support the National Grid. A resubmission of previously approved applications (APP/21/00809) in order to secure changes to the site layout and technology following transfer of ownership of the site at Land at Hermitage Park, Harts Farm Way, Havant.

Dear Andy,

Thank you for your consultation response to the planning application. The Applicant has considered the impact and proposed mitigation of the Proposed Development on the three safeguarded sites mentioned in relation to Policy 16 and Policy 26 of the Hampshire Minerals and Waste Plan (2013) (HMWP):

Harts Farm Way HWRC, Havant operated by Hampshire County Council,
Harts Farm, Way, Havant operated by Keltbray Environmental,
Bedhampton Aggregates Wharf, Havant operated by Solent Aggregates Ltd & Tarmac Limited.

Each of the environmental disciplines mentioned in your response have been considered under subheadings below for noise, dust, visual impact, odour and traffic movements.

Noise

As shown by the Noise Impact Assessment (Appendix B) submitted with the application, the predicted noise levels of the plant, once operational, at the

safeguarded sites would be in the region of 45-55 dBA for the Harts Farm Way site, and 45-50 dBA for Bedhampton Aggregates Wharf.

The background noise baseline for the noise impact assessment was measured close to the nearest sensitive receptors and was 57 dB in the daytime (07:00-23:00) and 42 dB in the night-time (23:00-07:00). If this measurement is used as representative for the MSA sites too, it is considered that any noise emissions from the plant in the daytime would not be heard at the MSA plants. Furthermore, as the baseline measurement was taken in a residential area, it is likely the background noise at the MSA sites would be much louder during the daytime whilst operational. Although it is likely that noise emissions from the proposed development could be heard at the MSA sites during the night time, it is not expected the impact would be significant due to the sites not being operational during the hours of 23:00-07:00.

Dust

Once operational, there is unlikely to be any impact of dust from the proposed development. There is a potential for dust to be emitted during construction, however, this will be mitigated by standard dust control measures with a CEMP, detailed with the oCEMP (Appendix G) submitted with the planning application. With those measures in place, it is not expected that any dust would reach the MSA site.

Visual Impact

The visual impact of the proposed development has been assessed within the submitted Visual Impact Assessment (Appendix E) and includes a visualisation from Harts Farm Way at the entrance road to the Havant HWRC site. The proposed development would be visible from this location, however, it is considered to be in keeping with the surrounding industrial uses. The Proposed Development Site would not be visible further along Harts Farm Way either to the south west due to intervening vegetation or to the north east due to the adjacent industrial structures. It is not expected that the proposed development would be visible from the Bedhampton Aggregates Wharf site.

Odour

The proposed development will be powered by natural gas which does not produce any odour when operational. With regards to more local odours from VOCs, none of the raw materials stored on site are considered to be particularly odorous and storage would be in appropriate containers. It is not considered there would be any odour impact from the proposed development on the MSA sites.

Traffic Movements

Once operational, the proposed development will be a largely unmanned facility as it will be controlled remotely. This means that traffic movements would only be associated with occasional routine maintenance visits by a field service engineer. It is therefore envisaged there would be no permanent impact on traffic movements for the MSA sites from the proposed development.

The construction traffic movements have been set out in the Construction Traffic Management Plan (Appendix H). It is proposed that construction traffic would reach the site using Harts Farm Way, which is also the access road to the MSA sites. However, any impacts to the local road network from the proposed development would be temporary, so it is not considered that construction would pose a significant impact on the highways.

As set out under each of the subheading above, the proposed development will not pose any significant impact to the three MSA safeguarded sites from noise, dust, visual impact, odour or traffic movements. It is therefore considered that the proposed development accords with Policy 16 and Policy 26 of the HMWP 2013.

Many thanks,



Rachael Chambers CEnv
On behalf of CF Planning