

Site Address: 8 Downley Road, Havant, PO9 2JD

Proposal: Demolition of existing buildings and redevelopment of the industrial site comprising of a single industrial building, split into three units having a flexible set of mixed industrial uses. This includes use classes E(g) (iii), B2 and B8 along with ancillary offices, car parking, yard areas, soft landscaping and associated infrastructure.

Application Type: Full Planning Permission

Application No: APP/24/00606 Expiry Date: [25/10/2024](#)

Applicant: Mr Hughes
Royal London Property Fund

Agent: Mrs Fellows Case Officer: Kayleigh Taylor
Fellows Planning Limited

Ward: Leigh Park Central and West DMC Lead
Leigh Member

Reason for Committee Consideration:

Density:

HDS Recommendation: **GRANT PERMISSION**

The application site is situated within an urban area where further development is considered acceptable subject to the usual development management criteria. The site is also within a very long established industrial estate and comprises previously developed land. The site was formerly used for Class B2 (general industrial) use with ancillary Class E(g)(i) offices and comprised a large warehouse with attached offices which have now been demolished. The proposed redevelopment of the site would provide a gross internal floor area of 9,424 sqm, resulting in a loss of 569sqm of floor space. The Council's Planning Policy Team have raised no objection to the principle of the development and have commented that this reflects the nature of the borough's older employment stock which tends to have larger floorplates than more modern industrial accommodation.

The proposal seeks a more flexible use of the site comprising 3 units of flexible use; Classes E (g) (iii) (industrial processes that can be carried out in a residential area without detriment to its amenity), B2 (industrial) and B8 (storage or distribution) along with ancillary offices and services. The Council's Economic Development Team supports the proposed development to bring back into use high quality employment land. The proposed redevelopment of the site would result in more efficient use of the land and the proposed mixed use is acceptable in this location.

The proposal would have an acceptable layout, with the parking provision to the front of the site and the building set back closer to the railway line. The proposed building would have a large scale, bulk and mass but would be acceptable in the context of the industrial character of the area. The proposed building would have a contemporary design and would have acceptable materials and detailing. There would be adequate soft landscaping which would help to soften the appearance of the site.

The existing site access points would be retained and enhanced to provide bellmouth junctions with pedestrian crossing facilities. The proposal seeks 8 HGV loading bays and

136 car spaces. Taking into account the flexible use classes proposed, the development would require between 105 and 209 spaces, depending on the final uses. On this basis, there is potentially a significant shortfall in parking provision compared with the standards contained within the Council's Parking SPD and therefore the development would not strictly accord with Policy DM14 of the Havant Borough Local Plan Core Strategy. It is however acknowledged that the former layout of the site itself comprised only 81 parking spaces, which is below the requirements of the Council's Parking SPD for Use Class B2. Furthermore, the applicant has provided parking demand surveys of a similar site and has satisfactorily demonstrated that the parking provision would likely be adequate for the anticipated demand, and a financial contribution to improve the sustainable transport infrastructure has been agreed. Satisfactory cycle parking provision would also be provided. The Highways Authority raise no objections to the development provided S106 and condition requirements are secured.

It has also been concluded that the proposed development would not give rise to any harmful impacts on pollution, the natural environment and residential amenity, subject to conditions. The proposal would provide significant on-site Biodiversity Net Gain and is designed to meet the 'Excellent' BREEAM standard.

On balance it is considered that the redevelopment of a disused industrial site in a sustainable location with a more efficient building form and layout would have economic benefits that outweigh the potential shortfall in onsite parking provision in relation to the Council's Parking SPD guidelines. Furthermore, a financial contribution towards sustainable transport infrastructure would help to mitigate this harm. As such, the application is recommended for approval subject to conditions and completion of a S106 agreement and receiving no objection response from the LLFA.

1 Site Description

- 1 The application site, within New Lane industrial area measures approximately 1.7ha. The site is located on the eastern side of Downley Road, which has single yellow lines on both sides of the road. The site is bound by the railway line to the east, with residential properties beyond. The site is 1.5km from Warblington Train Station (approximately 20 minute walk) and 1.8km from Havant Train Station (approximately 23 minute walk). There are two pairs of bus stops within 1km of the site, located on St. Albans Road and Southleigh Road with bus services between Havant and Portsmouth and Rowlands Castle to Emsworth respectively.
- 2 The site was last occupied by Dunham-Bush (HVAC), who were manufacturers of air conditioning and heating products. The lawful use of the site was B2 (general industrial) with ancillary B1(a) offices (now Use Class E(g)(i)). Until recently, the site comprised large, vacant, dilapidated buildings with a large workshop to rear of the site with a saw-tooth roof design and attached offices to the front, which were two storeys in height with a flat roof design. The buildings on the site had a cumulative floor area of 9,933sqm. The buildings on site have now been demolished under prior approval APP/24/00600. The site benefits from two vehicular access points and formerly parking was located in the northern part of the site with 81 spaces demarked and the service yard was located to the rear.
- 3 The eastern side of Downley Road, where the application site sits has a higher ground level compared to the western side of Downley Road. The site is entirely in Flood Zone 1 and is outside any future flood zone.

2 Planning History

APP/24/00600 - Application to determine if prior approval is required for the proposed demolition of warehouse and office building. GRANT PRIOR APPROVAL 09/10/2024

APP/15/00062 - Construction of new plant room to eastern elevation., PERMIT 29/04/2015

98/56131/008 - 169 proposed car parking spaces to north of main building. PERMIT 02/10/1998

91/56131/000 - Erection of gas meter kiosk on north elevation. PERMIT

91/56131/003 - Loading bay and shutter door inserted into southern elevation. PERMIT

91/56131/004 - Retention of canopy to south elevation over access and loading bay. PERMIT

92/56131/007 - Retention of Test Rig facility to south side of existing building. PERMIT

3 Proposal

- 3.1 The description of the application is; *'Demolition of existing buildings and redevelopment of the industrial site comprising of a single industrial building, split into three units having a flexible set of mixed industrial uses. This includes use classes E(g) (iii), B2 and B8 along with ancillary offices, car parking, yard areas, soft landscaping and associated infrastructure.'*
- 3.2 Demolition of the buildings was approved under Prior Approval APP/24/00600 and subsequently the buildings have now been demolished.
- 3.3 The proposed industrial building, split into 3 units would be located to the east of the site and would measure approximately 145m in width and 59m in depth. The units would have a cumulative gross internal floor area of 9,424 sqm (101,430 sq ft) – this compares with the floor area of the demolished building of 9,933 sqm.
- 3.4 Unit 1 to the south would measure 27,395 sqft (2,545sqm), of which the warehouse area would measure 23,725sqft and would have two loading doors, the first floor office space would measure 3,670sqft.
- 3.5 Unit 2, the middle unit, would measure 35,535sqft (3,301sqm), of which the warehouse would measure 32,540sqft and would have 3 loading doors. The first floor office space would measure 2,995sqft.
- 3.6 Unit 3, the northern unit would measure 38,500sqft (3,577sqm), of which the warehouse would measure 33,400sqft. The first floor office space would measure 5,995sqft.
- 3.7 The building would have a dual gable roof design with a haunch height of 8.5m. The elevations and roof would comprise profiled metal cladding in light and dark greys. There would be dark grey aluminium windows at first floor and ground floor on the front elevation (western elevation) and side elevations (northern and southern

elevations).

- 3.8 The existing access points would be retained and enhanced to provide bell-mouth junctions with Downley Road. Car parking would be provided at the front of the site. The proposal seeks 8 HGV loading bays and 136 car spaces of which 6 would be accessible bays, 7 car sharing bays and there would be 28 EV charging bays. There would be 6 motorcycle bays and 60 cycle parking spaces provided.
- 3.9 Soft landscaping would comprise a 5m landscape buffer to the rear of the site adjacent to the railway line with scrub with tree planting. To the front of the site and northern boundary there would be hedgerow planting. There would also be tree planting along the site frontage and around the car parking provision.

4 Policy Considerations

National Planning Policy Framework

Havant Borough Council Borough Design Guide SPD December 2011

Havant Borough Council Parking SPD July 2016

Havant Borough Employment Land Review September 2024

PfSH Economic, Employment and Commercial Needs Study

Havant Borough Local Plan (Core Strategy) March 2011

CS11	(Protecting and Enhancing the Special Environment and Heritage of Havant Borough)
CS14	(Efficient Use of Resources)
CS16	(High Quality Design)
CS2	(Employment)
CS3	(Skills and Employability)
CS6	(Regeneration of the Borough)
CS20	(Transport and Access Strategy)
CS21	(Developer Requirements)
DM10	(Pollution)
DM11	(Planning for More Sustainable Travel)
DM12	(Mitigating the Impacts of Travel)
DM14	(Car and Cycle Parking on Development (excluding residential))
DM16	(Freight Transport)
DM3	(Protection of Existing Employment and Tourism Sites)
DM8	(Conservation, Protection and Enhancement of Existing Natural Features)

Havant Borough Local Plan (Allocations) July 2014

DM17	(Contaminated Land)
AL1	(Presumption in Favour of Sustainable Development)
AL2	(Urban Area Boundaries and Undeveloped Gaps between Settlements)

Emsworth Neighbourhood Plan Post Examination Version 2020

N/A

Listed Building Grade: Not applicable.

Conservation Area: Not applicable.

5 Statutory and Non Statutory Consultations

Building Control

Initial Comments received

Bin storage locations are required on the plans (Part H6).
Glazing on side elevations would exceed permitted limits (Part B4).
Public surface water drain would be within 3m of the building. Southern Water should be consulted. (Part H4)

Comments received 08/01/25:

Building Regulation consent required
Point 1 of previous comments resolved (Bin store)
Points 2 & 3 not answered from what I can find

Officer comment: *Notwithstanding the decision on this planning application, the development will need to comply with Building Regulations under separate legislation. The applicant has advised 'We have double-checked the unprotected areas of Units 1 & 3, where the 1st floor offices and ground floor undercroft windows face the south and north boundaries respectively and can confirm that the unprotected areas follow the requirements of the Building Regulations Approved document B4 as well as the BRE 187 document' and 'The southern elevation of Unit 1 has been located a minimum of 6 metres away from the alignment of the SW drain.' Southern Water has commented on the planning application as set out later in this section of this report.*

Climate Change Coordinator

Assessment:

The adopted local plan requires high quality design in accordance with policy CS16. Non-residential development over 500 sq. m is expected to meet the BREEAM 'Very Good' standard, unless proven to be financially or technically unviable in line with Policy CS14 of the adopted Core Strategy.

As part of the application the applicant has submitted a BREEAM pre-assessment produced by ESC outlining how the development can achieve a target rating of 'Excellent'.

The detail of the report shows multiple areas where the proposal can exceed expected targets in order to meet the 78% target score overall. Particular positives of the proposal include the reusability and recycling of construction materials In order to reduce waste and the carbon generated onsite.

From a low carbon perspective and trying to limit the amount of greenhouse gas emissions generated as part of the works the authority would encourage the re-use of a

building before demolition is considered. However, where demolition is the proposed course of action detail should be submitted by an applicant to demonstrate why this has been the chosen option.

Conclusion:

From the information submitted at this pre-assessment stage the development is able to achieve an 'Excellent' BREEAM standard. It is advised that the BREEAM assessment is conditioned as part of the proposal and that a post-construction BREEAM assessment is submitted to ensure these targets have been achieved onsite.

Officer comment: *Demolition of the buildings was approved under Prior Approval APP/24/00600 and subsequently the buildings have now been demolished. Notwithstanding this, the former buildings on site were in a dilapidated condition and considered to be of low energy efficiency.*

Community Infrastructure

Should a S106 be necessary the council charges a fee to monitor all planning obligations, as set out in the CIL Regulations, and this is decided at a cost per head of term contained within the obligation and is in addition to the legal charge for drafting

and checking the obligation. Havant Borough Council monitors and discharges all Hampshire County Council Covenants on behalf of the County and the charges also apply for each Hampshire County Council Head of Term. More details on our website: https://www.havant.gov.uk/planning-services/planning-policy/community_infrastructure-

Councillor Jason Horton

I'd like the above Planning Application to be reviewed by the planning committee if possible. I'm concerned primarily with the response from Hampshire Highways and the extra traffic along New Lane. In addition, I'm concerned about the noise and light pollution during construction.

Officer comment: *No objection has been raised by the Council's Environmental Health Officer and Hampshire Highway Authority as set out in the consultation responses in this section of the report.*

Councillor Munazza Faiz

No comments received.

Councillor Sharon Collings

Whilst accepting that economic development supports our community and offers opportunities which are most welcome. I have grave concerns in relation to the proposed signage and traffic management for the high volumes of HGVs and supporting vehicles that will access the site and it's neighbourhood.

The existing issues that are experienced sometimes several times a day on New Lane and neighbouring roads since the implementation of DP01 are formidable and have been enabled by poor signage and non compliance of drivers to follow instruction and guidance from their employers and sub contractors and a lack of any enforcement to discourage the behaviours to adhere to the conditions placed upon them as it relies in Number plates being captured. Whilst vehicles from DP01 aren't the only offenders - the impact from their marked vehicles are highly visible to the public but they are not the only guilty party.

Whilst it is not the burden of this applicant in relation to the management of traffic from DP01 etc it does clearly demonstrate how ineffective the proposed traffic management plan for this application as it will repeat the same mistakes that has led to the ongoing issues on New Lane which despite positive engagement from stake holders - is no closer to changing behaviours or enforcing traffic regulation.

The application will without doubt exasperate the situation further and cause real harm to residents and the environment.

I wish to call in this application to be heard before the planning committee with the view that conditions be placed to create a robust traffic management plan that includes the deployment of ANPR cameras at strategic points including the Junction of New Lane and Bartons Road, New Lane and Eastern Road and the Junction of Petersfield Road and Crosslands Drive.

This proposal is a long term cost effective solution that will enforce compliance, avoid tensions with the local community, avoid obstructions in turn enabling effective use and flow of the road system and create a sustainable environment for the growth of this key industrial space within our Borough.

Officer comment: *DP01 refers to the Amazon site located on New Lane. No objection*

has been raised by Hampshire Highway Authority as set out in the consultation response in this section of the report subject to conditions and planning obligations. With regards to the request for ANPR cameras, it would not be reasonable to attach such a requirement to this individual application, especially considering the application is for the redevelopment of a site in an existing employment area that only ceased trading last year.

County Archaeologist

There are no archaeological sites currently recorded at this location. The existing development on site is likely to have compromised or removed any archaeological potential. On that basis I would not raise any archaeological issues.

Crime Prevention -Major Apps

No comments received.

Ecologist

Initial Comments received 30/09/2024

The application is accompanied by an Ecological Appraisal (FPCR, July 2024). The site contains extensive areas of hard surfacing and with relatively small areas of modified grassland present alongside small areas of bramble-dominated scrub, small trees and some herbaceous vegetation. Two modern commercial buildings are also present. I am content that the site is not of significant value in terms of habitats. Subsequently, the site is considered generally unsuitable for supporting populations protected and notable species. There are records of foraging/commuting bats from the wider area but the buildings on site are considered to offer negligible potential for roosting bats and the absence of any substantial vegetation is unlikely to attract foraging bats. The limited areas of scrub habitat are considered suitable for small numbers of common and widespread bird species, and there is limited potential for common reptile species to occur.

If you are minded to grant permission, can I suggest that ecological avoidance, mitigation and enhancement measures are secured by condition.

Development shall proceed in accordance with the ecological avoidance, mitigation, and enhancement measures as detailed in the Ecological Appraisal (FPCR, July 2024) unless otherwise agreed in writing by the Local Planning Authority.

Reason: to provide ecological protection and enhancement in accordance with the Environment Act 2021, Conservation Regulations 2017, Wildlife & Countryside Act 1981, NPPF, NERC Act 2006 and Policy CS 11 of the Havant Borough Core Strategy March 2011.

The site is subject to mandatory Biodiversity Net Gain (BNG). A BNG report (FPCR, July 2024) has been submitted alongside a completed Biodiversity Metric. I am content that the BNG process has been followed correctly. The Metric calculations estimate that an increase in 0.36 biodiversity habitat units (a 38% increase), and an increase of 0.45 hedgerow units (% not calculable due to a zero baseline). For the purposes of this application it is assumed that all on-site BNG measures are 'significant' and that they should be secured through an appropriate planning obligation and maintained for a period of 30 years following completion of development.

If you are minded to grant permission, can I suggest that BNG measures are secured by condition. The deemed condition states that a Biodiversity Gain Plan be submitted to and approved by the local planning authority prior to the commencement of development.

Comments received 07/02/2025 following submission of updated BNG calculator

Thank you for consulting me on this application. The application is accompanied by an amended Ecological Appraisal (FPCR, January 2025), amended Biodiversity Net Gain Report (FPCR, January 2025) and an amended BNG Statutory Metric (also FPCR, January 2025). The site contains extensive areas of hard surfacing and with relatively small areas of modified grassland present alongside small areas of bramble-dominated scrub, small trees and some herbaceous vegetation. Two modern commercial buildings are also present. I am content that the site is not of significant value in terms of habitats. Subsequently, the site is considered generally unsuitable for supporting populations protected and notable species. There are records of foraging/commuting bats from the wider area but the buildings on site are considered to offer negligible potential for roosting bats and the absence of any substantial vegetation is unlikely to attract foraging bats. The limited areas of scrub habitat are considered suitable for small numbers of common and widespread bird species, and there is limited potential for common reptile species to occur.

If you are minded to grant permission, can I suggest that ecological avoidance, mitigation and enhancement measures are secured by condition.

Development shall proceed in accordance with the ecological avoidance, mitigation, and enhancement measures as detailed in the Ecological Appraisal (FPCR, July 2024) unless otherwise agreed in writing by the Local Planning Authority. Reason: to provide ecological protection and enhancement in accordance with the Environment Act 2021, Conservation Regulations 2017, Wildlife & Countryside Act 1981, NPPF, NERC Act 2006 and Policy CS 11 of the Havant Borough Core Strategy March 2011.

The site is subject to mandatory Biodiversity Net Gain (BNG). I am content that the BNG process has been followed correctly and that sufficient information has been submitted. The Metric calculations estimate an increase in 0.48 biodiversity habitat units (a 50% increase), and an increase of 0.45 hedgerow units (% not calculable due to a zero baseline). The BNG uplift can be accommodated entirely on site. For the purposes of this application it is assumed that all on-site BNG measures are 'significant' and that they should be secured through an appropriate planning condition or legal obligation and maintained for a period of 30 years following an agreed completion of development date.

If you are minded to grant permission, can I suggest that BNG measures are secured by condition. The deemed condition states that a Biodiversity Gain Plan be submitted to and approved by the local planning authority prior to the commencement of development.

Suggested wording is as follows:

- *Unless otherwise approved in writing by the Local Planning Authority, a Biodiversity Gain Plan shall be prepared in accordance with the Ecological Appraisal (FPCR, January 2025), BNG report (FPCR, January 2025) and BNG Statutory Metric (FPCR, January 2025) and must include:*
 - (1) *information about the steps taken or to be taken to minimise the adverse effect of the development on the biodiversity of the on-site habitat and any other habitat;*
 - (2) *the pre-development biodiversity value of the on-site habitat;*
 - (3) *the post-development biodiversity value of the on-site habitat;*

- (4) *any registered off-site biodiversity gain allocated to the development and the value of that gain in relation to the development;*
 - (5) *any biodiversity credits purchased for the development; and*
 - (6) *any such other matters as the Secretary of State may by regulations specify.*
- *The development shall not commence until a Habitat Management and Monitoring Plan (HMMP), prepared in accordance with the approved Biodiversity Gain Plan, has been submitted to, and approved in writing by, the local planning authority. The HMMP shall include:*
 - (7) *a non-technical summary;*
 - (8) *the roles and responsibilities of the people or organisation(s) delivering the HMMP;*
 - (9) *the planned habitat creation and enhancement works to create or improve habitat to achieve the biodiversity net gain in accordance with the approved Biodiversity Gain Plan;*
 - (10) *the management measures to maintain habitat in accordance with the approved Biodiversity Gain Plan for a period of 30 years from the completion of development; and*
 - (11) *the monitoring methodology and frequency in respect of the created or enhanced habitat.*
 - *Notice in writing shall be given to the Council when the:*
 - (a) *HMMP has been implemented; and*
 - (b) *habitat creation and enhancement works as set out in the HMMP have been completed.*
 - *No [] shall take place until:*
 - (a) *the habitat creation and enhancement works set out in the approved HMMP have been completed; and*
 - (b) *a completion report, evidencing the completed habitat enhancements, has been submitted to, and approved in writing by the Local Planning Authority.*
 - *The created and/or enhanced habitat specified in the approved HMMP shall be managed and maintained in accordance with the approved HMMP.*
 - *Monitoring reports shall be submitted to local planning authority in writing in accordance with the methodology and frequency specified in the approved HMMP.*

Reason: In the interest of securing and monitoring biodiversity net gain (BNG) and policies CS11, CS16 and DM8 of the Havant Borough Local Plan (Core Strategy) 2011, the National Planning Policy Framework and Schedule 7A of the Town and Country Planning Act 1990.

Economic Development

Economic Development support this development to bring back into use high quality employment land. We look forward to working with the developer on an Employment & Skills Plan and to promote the site to end users.

Environment Agency

We have no objection to the proposed development as submitted, provided that the following condition be attached to any planning permission granted, and that the details in relation to the condition be submitted and approved by the Local Planning Authority.

Condition

If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the local planning authority) shall be carried out until a remediation strategy detailing how this contamination.

Reason

To ensure that the development does not contribute to, and is not put at unacceptable risk from or adversely affected by, unacceptable levels of water pollution from previously unidentified contamination sources at the development site. This is in line with paragraph 170 of the National Planning Policy Framework.

HBC Environmental Health

Noise and nuisance

Comments received 28/11/2024:

This office has no objection in principle to the redevelopment of the above site for mixed industrial uses including E(g) (iii), B2 & B8

CMP:

It is noted that the Construction Management Plan (CMP) submitted for the groundworks and construction phases of the development appears to be the same as that submitted for the demolition phase.

Clarity needs to be sought then, to confirm that Metro Deconstruction Services Limited will be the principal contractor involved in the groundworks and construction phases, and the same personnel as listed for contact, will be the correct people to contact if necessary, during these phases. If this is not the case, I would recommend that the CMP be updated to include the relevant principal contractor during these phases and the contactable personnel & their contact details.

Noise:

The Noise impact assessment Rev01, dated 3 July 2024, carried out by Hoare Lea Acoustics for Canmoor Developments Ltd, has reference.

In conclusion the report states:

6. Conclusion. Assessment carried out for this report indicates that the noise climate in the vicinity of the proposed development site is mostly attributable to road traffic noise in the local area. Assessment of activity noise levels in accordance with BS 4142 indicates that noise from the proposed development would achieve a condition of 'low impact' at the nearest existing residential properties at all times and would be unlikely to give rise to noise disturbance, if consideration for a building envelope of minimum sound insulation performance Rw 33 is incorporated into the design. In accordance with the guidance provided in BS 4142:2014 with consideration for BREEAM POL05, all plant noise associated with the development shall be controlled to ensure that the overall sound pressure level at 1m from the façade of the nearest noise sensitive premises does not exceed LAeq 29 dB during the daytime (07:00 to 23:00 hrs) and LAeq 23 dB during the night (23:00 to 07:00 hrs).

The assessment as carried out, indicates that a sound insulation performance of Rw

33 dB for the building envelope is required to ensure that a condition of low impact at all times at nearest residential receptors is achieved. There is obvious potential for one or more of these units to be in operation 24 hours per day.

The report further intimates that operational noise from HGV movements and alarms as

measured using a BS4142 assessment, should be of a low impact at the nearest residential properties at all times.

However, as any internal or external plant is an unknown entity at this time, once each unit occupant establishes their plant needs, they would need to ensure that they comply with the levels established in the above noise assessment using BS4142:2014. It should also be a consideration that no air moving plant be erected along the eastern façade i.e. adjacent the railway line.

I expect any such plant especially external, would require Planning approval. This may also require a noise assessment for each unit's requirements.

Foundations:

The TRC Geo-environmental & Geotechnical site assessment dated July 2024, under paragraph 6.3, advises that shallow pad or strip foundations founded in the current soils will be appropriate to support the proposed buildings. However, should piling become a consideration, I will recommend a condition dealing with this possibility.

Lighting:

It would appear from the submitted lighting assessment, that there should be limited, if any, impact on neighbouring properties. However, the external lighting layout drawing as supplied by Engineering Services Consultancy Ltd advises the drawing is for information only. Therefore I will require a condition to cover this aspect.

If this development were to be approved, I would ask that the following conditions be applied to the decision notice:

Condition 1: Noise from plant and equipment

Each industrial unit shall provide an acoustic assessment to show that the rating level of any plant and equipment, as part of their unit, will meet the 'Noise Rating Level at nearest dwelling LAeq' as stipulated in the Hoare Lea Noise impact assessment Rev01 date July 2024 under Table 7 (A further correction would be applicable if the plant contains distinguishing features, as per BS4142:2014 guidance), which must be submitted to and approved in writing by the Local Planning Authority. The assessment must be carried out by a suitably qualified acoustic consultant / engineer and be in accordance with BS4142: 2014 Methods for rating and assessing industrial and commercial sound. Background levels have already been established in the aforementioned assessment.

Reason: To ensure the amenities of nearby residential properties are not impacted upon by any external noise levels and having due regard to policies CS16 and DM10 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework

Condition 2: Building fabric

The developer to ensure that the building envelope meets the requirements of the Hoare Lea Noise assessment with regard to the stipulated minimum sound insulation performance.

Reason: To ensure the amenities of nearby residential properties are not impacted upon by any external noise levels and having due regard to policies CS16 and DM10 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework

Condition 3: Piling

The least intrusive noise and vibration method of piling shall be employed at this site. This should be accompanied by a justification as to the reasons why a particular piling method has been chosen, and additionally the proposed mitigation methods to be employed, to ensure minimal impact on nearest residential receptors.

Reason: To ensure the amenities of nearby residential properties are not impacted upon by any external noise or vibration levels during any piling operations, and having due regard to policies CS16 and DM10 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework

Condition 4: Lighting

No floodlighting or other form of external lighting scheme shall be installed unless it has been approved by the Local Planning Authority. Such details shall include Location, height, type and direction of light sources and intensity of illumination, and a lighting contour map. Any lighting scheme agreed in writing by the Local Planning Authority shall not thereafter be altered without prior consent other than for routine maintenance, which does not change its details.

Reason: To protect the occupants of nearby residential properties, from any light disturbance / nuisance, and having due regard to policies CS16 and DM10 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework

Requirement for the Construction Management Plan:

Based on the information provided, I am satisfied that as long as the CMP is closely followed, the proposed measures should suffice in limiting impact on nearby residential receptors and other businesses, during the groundworks & construction phases. However, the current CMP should be updated to clarify that Metro Deconstruction Services Ltd will be the principal contractor on site, as the CMP still has many references to the demolition process.

Communication measures are in place for liaison between site management and nearby residential receptors, to deal with any complaints which may arise, and the same are available to this office for contact with site management.

Additional items which can be advised in the form of an informative if necessary, are as follows:

- All deliveries to and removal of materials, plant, equipment, machinery, and waste from the site must only take place within the permitted working hours.
- The use of any site lighting, whether required for safe working or for security purposes, must be used in such a manner to ensure no impact on any nearby residential receptors.
- All vehicles working on the site, that require them, are to be fitted with 'broadband' or 'white noise' reversing alarms.
- It should also be noted that besides the keeping of haul roads damp during dry weather conditions, any areas where tracked excavators, and the like are working, must be always kept damp.

The above comments shall in no way prejudice any response / comments that may be or have been, submitted by Jonathan Driver, Environmental Control officer, Environmental Health.

Pollution

Air Quality – Development as Source, Emissions Offsetting

It is noted that the Highways Authority (HA) has agreed the transport demand figures, and that relative to the extant consented use, the development is expected to result in a reduction in demand. For this reason (alongside others), I would agree the AQ assessment conclusion that the site may be screened out from the need for a detailed assessment of development (transport-derived) emissions.

I also note that the Climate change coordinator has requested a suite of BREEAM-related compliance conditions, that the applicant's energy strategy for the building avoids combustion-emissions from space- & water-heating, and that the HA is addressing the contribution of the development toward local support for sustainable transport emissions.

Given the current status of emerging local policy, I would not seek any further enhancement at this stage in pursuit of 'policy additionality' on air quality grounds.

My only comment would be that the dialogue around parking/SPD does not address provisions & preparations to be made for EV charging. This may be subject to the same policy status issues as air quality at this stage, and if we don't currently have a policy hook to go further than building regulations (as intended), then we are necessarily reliant upon the Building Regulations requirement S4 to deliver the minimum standard.

Contamination Assessment

I have reviewed the TRC Site Assessment & Intrusive Site Assessment (whether intentionally or otherwise, both Ref: 562241.0000.0000 issue 4.0, dated 08/07/2024). The desk based research was accounted for within the site investigation design, and the design was adequate to target key aspects of the conceptual model, as recommended at the pre-application enquiry. However, due to some (presumably time-) constraints on site, the investigation fell well short of it's design aims.

Consequently, only one trial hole is available for the assessment of the local groundwater body, and no assessment of local hydraulic gradient is possible. Contamination is associated with made soils, and all trial holes have shown elevated 'total volatiles' in the PID screening, which in the case of WS105 is under-stated in the report (which quotes the value on drilling, not the peak value identified in subsequent monitoring visits).

The report identifies & dismisses a single elevated dissolved copper result in-excess of the lowest available environmental screening benchmark (but only one sample was available). It's overall conclusions are that no significant contamination has been identified, but it's recommendations are for a further phase of site investigation to follow demolition of the above-ground structures, which would be justified were we to expect that significant contamination might be present in areas of the site that could not be accessed for investigation (e.g. from known potential sources), or were it not possible to assess a pathway between a suspected potential source and the/a critical receptor.

The intrusive investigation did target two above-ground storage tank compounds (our principal potential sources), and a review of planning files (internal layout schematics of the DB premises) of has not identified any other likely sources of gross contamination. Position CP102, drilled to it's target depth & intercepting groundwater, was also fortunately positioned broadly 'between' the north tank compound and the

Lavant, at least somewhat 'down-assumed-hydraulic-gradient' (based upon topography & levels monitoring), showing no concerning indications of an active linkage. It may not be well placed to make the same assessment from the southern tank compound, but the shallow trail hole advanced within the curtilage of the compound did not yield any concerning indications, and it's PID screening results were some of the lowest at the site.

On balance, I do not believe that there is policy support to require that the report's recommended additional investigation be secured by means of a planning condition that has a pre-commencement clause. It's broad justification for dismissal of the groundwater copper result is accepted, alongside it's conclusions on water pipe selection, gas risks, and human exposures – given the commercial context, and the internal volume of the proposed units.

Accepting that a substantial area has not been sampled, and that there is some uncertainty in the hydro-geological conceptual model-; I would recommend that the residual contamination risk associated with the wider site be dealt with by means of a suitable compliance condition – as suggested by the Environment Agency.

I would note however that the wording included on the agency comments is both broad, and incomplete; I would recommend that it be replaced with a more tightly-worded condition, as below:

Condition [X] – Contamination Watching Brief / Unexpected Contamination

“Reasonable vigilance for the presence of contamination and soil hazards shall be maintained during all groundwork. In the event that any or any significant buried waste material or suspected contamination is encountered (e.g. significant made soils, or any obviously contaminated, stained, discoloured or odorous soil/groundwater); works in affected areas of the site shall cease until the Local Planning Authority has been notified of the discovery and a scheme to deal with the risks associated with the suspected contamination has been submitted to- and approved in writing by- the Local Planning Authority.

The scheme may take a proportionate approach to the degree of formality adopted and may comprise separate results / reports / statements as appropriate, but unless specifically excluded by agreement shall include;

- 1) Investigation in the vicinity of the suspect material, sufficient to characterise it's nature, likely extent & mobility,*
- 2) An appropriate assessment of the risks to all receptors that may be affected, based upon 1), and;*
- 3) Where potentially unacceptable risks are identified by 2), a Remediation / Risk Management Strategy that includes appropriately considered remedial objectives and clearly defined proposals for achieving these, having due regard to sustainability*

All investigation, assessments & other actions required by 1)-3) above (and B, below) shall be undertaken & documented by competent persons, and the findings presented in a written format. The scheme shall be implemented as approved.

Prior to the occupation of any relevant part of the permitted development, EITHER of the following shall be submitted to the Local Planning Authority;

- A) *A written statement confirming that no suspected contamination was identified during development, OR;*
- B) *Documentation in accordance with 1) & 2) above; together with a Verification Report (where appropriate) which demonstrates that the agreed remediation objectives (3)) have been met.*

Reason: *Site investigation has concluded that there remains a risk that discrete deposits of contaminating material / contaminated soils which have not been intercepted by the initial intrusive works could still be present at the site, and that such deposits could potentially pose a risk to future occupiers of the site or to the local water environment. This is in line with DM10 of the Havant Borough Local Plan (Core Strategy) 2011, DM17 of the Havant Borough Local Plan (Allocations) [2014], and paragraphs 187, 196 & 197 of the National Planning Policy Framework 2024."*

Hampshire Fire & Rescue

Building Regulations: Access for Firefighting

Access and facilities for Fire Service Appliances and Firefighters should be in accordance with Approved Document B5 of the current Building Regulations.

Hampshire Act 1983 Section 12 – Access for Fire Service

Access to the proposed site should be in accordance with Hampshire Act 1983 Sect, 12 (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 the current Building Regulations.

Fire and Rescue Services Act 2004

The following recommendations are advisory only and do not form part of any current legal requirement of this Authority.

Access for High-reach Appliances

High reach appliances currently operated by the HIWFRS exceed the maximum requirements given in Section 17 of the Approved Document B. When considering high rise buildings these variations should be considered as additions and incorporated as follows. Structures such as bridges, which a high-reach appliance may need to cross should have a maximum carrying capacity of 26 tonnes. Where the operation of a high reach vehicle is envisaged, a road or hard standing is required 6m wide. In addition, the road or hard standing needs to be positioned so that its nearer edge is not less than 3m from the face of the building.

Water Supplies

Additional water supplies for fire fighting may be necessary. You should contact the Water Management Team, Hampshire & IOW Fire and Rescue Headquarters, Leigh Road, Eastleigh, SO50 9SJ (hydrants@hantsfire.gov.uk) to discuss your proposals.

Fire Protection

HIWFRS would strongly recommend that consideration is given to installation of an Automatic Water Fire Suppression Systems (AWFSS) to promote life safety and property protection within the premises.

HIWFRS is fully committed to promoting Fire Protection Systems for both business and domestic premises. Support is offered to assist all in achieving a reduction of loss of life and the impact of fire on the wider community.

Testing of Fire Safety Systems

HIWFRS strongly recommends that, upon commissioning, all fire safety systems are fully justified, fully tested and shown to be working as designed. Thereafter, their effectiveness should be reconfirmed periodically throughout their working lifecycles.

Fire-fighting and the Environment

Should a serious unsuppressed fire occur on the premises, the water environment may become polluted with 'fire water run-off' that may include foam. The Service will liaise with the Environment Agency at any incident where they are in attendance and under certain circumstances, where there is a serious risk to the environment, a 'controlled burn' may take place. This of course could lead to the total loss of the building and its contents.

Premises' occupiers have a duty to prevent and mitigate damage to the water environment from 'fire water run off' and other spillages.

Officer comment: *Notwithstanding the decision on this planning application, the development will need to comply with Building Regulations under separate legislation.*

Hampshire Highways

Initial Comments received 05/09/2024

The applicant engaged in pre-application discussions with the Highway Authority ahead of a planning submission being made. The planning submission has since been made, however a number of outstanding matters raised within the pre-application response have not been included or resolved within the submitted documentation. The Highway Authority have engaged in direct discussions with the applicant to discuss the contents of the pre-application response with further assessment work to be submitted for consideration through the planning process.

As discussed within the aforementioned meeting, it was requested that the submitted Transport Assessment would be submitted to include and clarify matters that the Highway Authority considered were outstanding from the pre-application response. In summary the key matters relate to off-site walking and cycling improvements, parking provision and the access and internal layout provision of the industrial units themselves.

This information is yet to be submitted for comment. The Highway Authority will provide a detailed formal response on all matters collaboratively once this revised information has been submitted for consideration.

In the meantime, should the Planning Authority wish to determine this planning application, the Highway Authority should be contacted directly for their recommendation.

Further Comments received 10/12/2024 following submission of additional information

I refer to your consultation for the above planning application and would offer the following comments. The development is for the demolition of the existing building and redevelopment of the site to provide three new buildings of approximately 9,423 sqm of flexible E(g)(iii)/B2/B8 use.

These comments have been made based on the information which has been provided, including the Transport Assessment dated July 2024 and a supplementary Technical Note dated October 2024.

Stage One Road Safety Audit (RSA1)

As requested the applicant has undertaken a Stage One Road Safety Audit (RSA1) of the proposed site access arrangements and internal road network. The audit did not raise any safety issues which is noted.

Site Access

The Application Site is located to the east of Downley Road within an existing industrial area which is accessed via New Lane and Stanbridge Road. To the west of New Lane is residential area, with Havant Town Centre to the south and the railway line to the east. Downley Road is an adopted highway which is subject to a 30mph speed limit.

Access to the site is currently gained via two existing accesses which are located at either end of the site frontage. The accesses take the form of a vehicle footway crossovers. There is a drop off layby in front of the building, central along the site frontage. This is also served by two vehicle crossovers. The two main site accesses are proposed to be retained and upgraded to simple priority junctions which would operate as an informal entry/exit arrangement with one-way operation within the site. The amendment to the accesses to priority junction is considered to be necessary given the likely level of HGV movements which will be generated by the proposals.

The Applicant should note that as the proposed access works involve works within the highway, the works would be subject to a S278 Agreement and a subsequent S278 approval will be required prior to implementation. As such early engagement with the S278 team would be advised. Details of the S278 process can be found via the following link:

<https://www.hants.gov.uk/transport/developers/constructionstandards>

The submitted Technical Note (TN) states that the proposed site access junction visibility splays are 2.4m x 61m to the left and 2.4m x 120m to the right. The TN states that the splays exceed the minimum requirements outlined in Manual for Streets for a design speed of 37 mph, which is 59m. It also references Hampshire County Council's TG3 guidance, which requires visibility splays to be based on recorded 85th percentile speeds. However, the TN considers it unlikely that speeds will exceed 37 mph on this section of Downley Road, given the 30 mph (48 kph) posted speed limit and the road's nature as a dead-end route. Consequently, the note concludes that the proposed visibility splays are generous and appropriate for the type of road and anticipated traffic conditions. This position is not accepted by the Highway Authority and the need for speed surveys has been made clear since the pre-application stage. No evidence has been provided which proves that the 85th percentile speeds are below 37mph. Furthermore, TG3 is clear that for priority junctions, visibility splays must be based on speed survey data. On this basis, speed survey data is required in order to justify the site access visibility splays, and compliance with TG3 has not been demonstrated.

The submitted swept path analysis plans are acceptable and demonstrate that the geometry can accommodate the likely vehicle types which would use the accesses.

The proposed access plans do not appear to show any pedestrian crossing

facilities. The proposed bellmouth arrangements should include the provision of dropped kerbs with tactile paving, to facilitate inclusive crossing facilities across the site access arrangements for all users. All dropped kerb crossing points should be supported by TG3 compliant pedestrian visibility splays

Traffic Generation

The existing B2 use is not operational, therefore, The Transport Assessment (TA) includes a TRICS assessment to establish the quantum of trips for a typical B2 uses traffic generation. Whilst site specific surveys are the preferred approach of the Highway Authority, given the above, the use of TRICS data is considered acceptable in this instance and was agreed at the pre-application stage. The results provided in the TA are replicated below:

Time Period	Arrivals	Departures	Total
AM	46	24	70
PM	19	45	63
Daily	377	368	745

A TRICS assessment has also been undertaken for the proposed development, and is based on both B2 and B8 uses, given the flexible use proposed. The results provided in the TA are as follows:

Time Period	Arrivals		Departures		Total	
	E(g)(iii)/B2	B8	E(g)(iii)/B2	B8	E(g)(iii)/B2	B8
AM	43	18	23	15	66	34
PM	18	15	42	24	60	39
Daily	358	299	349	284	707	583

Our assessment of the TRICS database suggests slightly different development trip rates, however this is unlikely to have a bearing on the wider result, and it is accepted that the proposals are unlikely to result in a material increase in development traffic generation. On this basis, detailed junction modelling and traffic distribution would not be necessary.

The TRICS outputs provided within the TA outline that there would be an average of 3 two-way movements per hour should the site be in E(G)(iii)/B2 use and 12 two-way movements an hour if the site was fully occupied by B8 users. Whilst it is acknowledged that there is an overall net reduction in trips for the proposed change of use, should all units be in B8 use this would increase the number of HGV movements over the peak hour and daily period.

Proposed Internal Layout

Parking Provision

A total of 60 cycle parking spaces are proposed. This level of cycle parking provision is considered to accord with the local parking standards.

A total of 6 motorcycle spaces are proposed. This level of parking provision is also considered to accord with the HBC standards.

The proposed development includes 136 parking spaces, including 5% disabled

spaces. Referring to the HBC parking standards and taking into account the flexible use classes proposed, the development would require between 105 and 209 spaces. On this basis, there is a significant shortfall in parking provision.

The TA states that the proposed development parking provision equates to a ratio of 1 space per 69 sqm. This provision is below the adopted HBC Parking SPD standards for E(g)(iii)/B2 uses, which require 1 space per 45 sqm, but exceeds the requirement for B8 use, which is 1 space per 90 sqm.

The TA highlights that similar developments within Hampshire, including the nearby Velocity development, have been approved with parking ratios below the adopted standards without resulting in parking issues. A parking accumulation exercise using TRICS trip rates predicts a maximum parking demand of 94 spaces for the proposed site. The Highway Authority at the pre-application stage raised concern with the use of TRICS data for parking accumulation purposes. Whilst it can provide a good base assumption, it does not consider fluctuations in demand for parking due to shift patterns for example. This position was accepted by the applicant.

It was therefore requested that a parking survey was undertaken at a representative site within the county to justify a reduction in parking in accordance with the SPD. The applicant has undertaken a survey at the adjacent Velocity site which has been agreed to be considered representative by the Highway Authority. The survey has been undertaken between Wednesday 18th September – Monday 23rd September at 30-minute intervals between 07:00-19:00 to add to the initial survey date of Tuesday 2nd September which accords with the requirements of both the Parking Authority and the Highway Authority. The survey outlined minimal movements on a Saturday-Sunday and therefore it is considered reasonable to assume that weekend activities do not occur at this development.

The Highway Authority have reviewed the survey data provided within table 4-1 of the response note and Appendix E which outlines that the maximum demand was 45% of the total parking capacity (116 spaces). Upon interrogating the data further, Appendix E does not appear to provide snapshots of the data collected which was provided within the initial TA and therefore the Highway Authority are unable to corroborate the data provided. Additionally, the survey also appears to include HGV loading bays within the total count of 116 spaces which would skew the parking stress results. This would need to be discounted from the calculations.

Irrespective of the above, the TA concludes that the proposed parking provision is adequate to meet likely demand and will not lead to overspill parking on surrounding streets. It also notes that surrounding streets are controlled by single yellow line TRO restrictions, which is recognised by the Highway Authority, further minimising the risk of overspill parking in the immediate vicinity of the development. However, it should be noted that the presence of illegal parking has been observed on site visits and on Google Street view along Downley Road itself.

The reference to parking levels at other similar sites in the district is noted and the information provided in relation to the Velocity development is acknowledged, nevertheless, each development must be assessed on its own merits. The TRICS parking accumulation calculations are also acknowledged; however, the calculations are based on an average number of arrivals and departures for multiple sites, therefore, the calculations themselves carry limited weight, and actual parking demand is likely to differ from what the data predicts.

Overall, although the TRICS data and reference to other sites carries some weight, it must be acknowledged that these are theoretical calculations, based on other developments. In the case of the application site, given that the end user is unknown the actual level of parking demand is also unknown. Other unknown factors, such as staff shift changes, will also influence parking demand. A potential shortfall of 73 spaces is significant and remains a concern to the Highway Authority. On the assumption that the Highway Authority can corroborate the parking survey data with the provision of snapshot images, it is considered that indirect mitigation to significantly reduce potential parking demand, should be provided to ensure that parking demand does not exceed the assumed lower supply levels.

Servicing:

The submitted swept path analysis plans demonstrate that a 16.5m articulated vehicle can enter the loading bays and adequately manoeuvre within the site. There are no concerns with the swept path drawings that have been provided, and the layout is likely to be able to adequately accommodate HGV and refuse vehicle movements.

Other Layout Comments:

The Applicant states there is ample space between loading and car parking spaces. However, no dimensions or tracking have been provided as evidence for this. Fire tender swept path analysis in accordance with TG2 is as required under building regs and has not been provided for review. This should be provided for consideration.

As discussed within the HCC pre-application response, the position of the internal crossing would mean that should pedestrians cross at the first crossing point within the site, HGV's would partially be located within the carriageway, which is an obstruction. Any obstructions of the highway raise highway safety concerns and would not be accepted by the Highway Authority. It is requested that the layout amended, and location of the crossing points revised in order to ensure that the HGV trailers do not need to obstruct the carriageway, at any time.

Accessibility by Non-Car Travel Modes

There is limited narrative within the TA on the walking and cycling connections to the site. It is understood pedestrians can access the site via Stanbridge Road and New Lane from northern and southerly directions utilising the existing pedestrian infrastructure. Footways also abut both sides of the carriageway along Stanbridge Road and Downley Road. The applicant also refers to a network of footways however does not confirm their widths or the general suitability or condition for use by pedestrians. Any deviation from a minimum 2.0m width does not accord with HCC TG10.

Regarding cycling, the SN identifies provision of cycle lanes along New Lane. The width of these and quality of the infrastructure when assessed against LTN1/20 have not been confirmed. The National Cycle Network (NCN) Route 22 runs to the west of the development along Leigh Road connecting into NCN Route 2 running to the south of the site both providing connections to the wider cycle network.

As requested at the pre-application stage, the applicant has undertaken a Walking and Cycling Audit which considers three active travel routes which are laid out below. These have been agreed with the Highway Authority through pre-application

discussions.

1. To Havant Railway Station
2. To Bartons Road bus stops
3. To St Albans bus stops

For Route 1, the audit identifies the pedestrian and cycle infrastructure along New Lane, including uninterrupted cycleways and tree-lined footways. The report highlights visibility issues at the New Lane/Eastern Road crossing due to overgrown vegetation, which the audit suggests could be improved by trimming the hedge. Additional wayfinding along New Lane was also recommended to match the high-quality signage near Havant Station and Town Centre. However, no details of proposed wayfinding features have been provided. Wayfinding is beneficial in making pedestrians and cycles clear of the route to take increasing the attractiveness of travel via these modes. The identified crossing point at the New Lane/Eastern Road junction could be improved as suggested. It does appear there would be scope within the existing highway, to possibly extend the footway west to a more suitable crossing location or undertake amendments to the radius of the junction to accommodate a more appropriate crossing point. The Highway Authority would therefore seek for the proportionate contribution secured to include the delivery of this crossing improvement to improve sustainable connectivity to and from the site to Havant railway station.

For Route 2, the audit noted the infrastructure along New Lane and recommends improvements to the bus stop facilities, such as adding shelters, seating, and real-time information displays. This deficit had been previously identified by the Highway Authority during the preapplication process. It is noted that the distance of these bus stops from the site fall outside the recommended walking distance as laid out within the ATE guidance (400m).

Both bus stops along Bartons Road are currently only equipped with bus stop poles. On this basis, the improvements to the bus stop infrastructure are acceptable in principle. However, it is unclear if these improvements have been discussed with the public transport operator or with the HCC public Transport team. It is likely that any financial contribution sought from this site would seek to also utilise this to improve the bus stop infrastructure.

Additionally, crossing provision to access the bus stops on the opposite side of the carriageway is poor and improvements should be identified to improve the route to the bus stops. Whilst this deficit is acknowledged, improvements to upgrade the crossing facilities in the form of a pedestrian refuge island in this location is to be delivered by the housing development on the Colt International site. Given the improvements to be delivered, the cost of these works would be significant compared to the contribution proposed by the applicant.

For Route 3, the audit found the route to be well-lit and accessible but identified a lack of tactile paving at a crossing on Littlegreen Avenue. Adding tactile paving to existing dropped kerb crossing points was recommended to improve accessibility for visually impaired users. The Highway Authority would seek to secure the financial contribution towards these improvement works identified. Depending on the direction of travel for future employees' improvements to both sets of bus stops identified would be beneficial to encourage use of sustainable modes.

The audit concludes that while the current infrastructure is considered to be sufficient, it states that the suggested improvements would make the routes more attractive and accessible for active travel users. The findings of the audit are accepted in principle,

and it is considered that the suggested deficits should be overcome in order to enhance the accessibility of the site, in accordance with local and national policies which seeks to promote active travel. Additional improvements to pedestrian, cycle and public infrastructure are required, particularly in light of the shortfall in parking provision.

The applicant has proposed a contribution of an £11,000 sustainable transport contribution towards the deficits identified through the audit process. The contribution proposed would not be sufficient to deliver any of the improvements identified, due to the engineering complexities, therefore not achieving any benefit of improving sustainable connectivity to and from the site and reducing car dependency to support the lower parking quantum proposed or to comply with the NPPF and LTP4. It is noted that the contribution value has not been supported by any costings and it is unclear how the applicant considers this to be fair and proportional to address the highway considerations of the site.

In addition to the above and as raised at the pre-application stage, the Highway Authority through study work undertaken by Sustrans have identified the need to improve crossing facilities at the Crossland Drive/Petersfield Road junction to provide a signalised crossing point for pedestrian and cyclists. This improves the connectivity for cyclists wishing to cross and access the NCN route along Petersfield Road on the opposite side of the junction but also for those utilising the shared use provision on the southern side of Crossland Drive. Additionally, the Highway Authority have also identified the need for the existing zebra crossing to be upgraded to a parallel crossing also providing facilities for cyclists to access the continuation of the shared use provision on the southern side of Crossland Drive which is currently lacking. In its current format cyclists are expected to dismount.

The Havant LCWIP identifies a number of improvements to the pedestrian and cycle infrastructure along New Lane towards Havant railway station however, the Highway Authority consider it more proportionate given the scale of development for a contribution to be sought for improvements to the cycle crossing provision at the Crossland Drive/Petersfield Road junction.

The Crossland Drive/New Lane junction has an inherent accident history and safety risk for active modes. As part of the 32 New Lane planning application (APP/21/00200) a financial contribution to improve the safety of this junction for cyclists was secured. This includes provision of an uncontrolled crossing point south of the New Lane junction for cyclists to cross safely to access the dedicated cycle infrastructure on the either side of Crossland Drive. At present crossing infrastructure for cyclists is limited along Crossland Drive and therefore accessing New Lane is not continuous. The current controlled crossings along the route cater for pedestrians only. Upgrading the current zebra to a parallel crossing would provide a continuous cycling route for those wishing to access the site from the NCN route on Petersfield Road and combined with travel planning measures reduce vehicle dependency of this development.

Using the walking and cycling audit, and deficits in the infrastructure identified at the pre-application stage the Highway Authority would expect a contribution to be secured the following walking and cycling strategy (in no priority order):

- a) Bus stop improvements along Bartons Road
- b) Wayfinding provision
- c) Pedestrian and cycle improvements within the vicinity of the Crossland Drive/Petersfield Road junction
- d) Crossing improvements at New Lane/Eastern Road junction

e) Provision of tactile paving at Littlegreen Avenue junction

The cost of upgrading an existing zebra crossing to a parallel crossing is c. £169,298.00 taken from the cost of undertaking these works at alternative locations in Hampshire. It would seem appropriate to use this figure to base a proportionate contribution for this development site. The Highway Authority welcome a discussion with the applicant to agree an appropriate contribution figure based on the above.

LTP4 identifies the need to reduce car dependency even on brownfield sites and actively encourage the use of sustainable transport modes to travel to and from the site. Therefore, a contribution towards the identified measures as laid out above will be required in order to ensure that the proposals fully meet local and national policies which seek to reduce reliance on the private car and promote sustainable travel. Furthermore, as raised above the Highway Authority consider that the potential shortfall in car parking provision must be appropriately mitigated by appropriate sustainable travel infrastructure to ensure parking demand does not exceed the supply. The provision of a proportionate contribution towards the walking and cycling strategy as identified above would have a benefit to reducing the car dependency of the site.

Travel Plan

The submitted Framework Travel Plan is considered to be acceptable, subject to the document and associated approval fee, monitoring fee and bond amounts being secured as part of the S106 Agreement.

Personal Injury Accident Data

The TN includes PIA data obtained from Hampshire Constabulary for a five-year period up to February 2024. This shows that within the study area, 7 accidents were recorded, including 4 'slight' accidents and 3 'severe' accidents. When taking into account the location of the accidents and their likely causation factors, no significant highway safety issues are apparent, and it is deemed unlikely that the proposed development will create an adverse highway safety impact in this context.

Framework Construction Traffic Management Plan

The submitted Framework CTMP is considered to be acceptable in principle, subject to it being secured by planning condition.

Recommendation

Having regard to the above the Highway Authority require the further information requested before a formal recommendation can be made. The Highway Authority welcome engagement with the applicant to agree a proportionate contribution to be secured to mitigate the impact of the development.

Final comments received 24/01/2025 following the submission of further information.

Site Access

The applicant has undertaken ATC surveys to establish the recorded speeds along Downley Road. In accordance with HCC TG3 and CA185 guidance, two separate weeks of data have been obtained for the weeks commencing 16 December 2024 and

06 January 2025. ATC's have been placed within the vicinity of the site accesses which is considered appropriate. This has been agreed with the Highway Authority. The results for both set of speed surveys identify that the 85th percentile speeds along Downley Road are around 30mph, with the maximum 85th%ile speed recorded at 30.4mph. The visibility splays previously demonstrated to the Highway Authority (drawing 425.065366.00001_AT_SK02 Rev C) are therefore considered to be robust given that these are in excess of the requirements for a 30mph speed limit (45.0m). Pedestrian crossing facilities have been provided at both bellmouth access points to provide safe and inclusive crossing provision for all users. Pedestrian visibility splays of 1.5m X 43.0m in accordance with HCC TG3 commensurate with the 30mph speed limit as confirmed by the recorded speeds have been demonstrated within drawing 425.065366.00001_AT_SK04 Rev D. The Highway Authority are content that appropriate pedestrian visibility can be achieved. Vehicular and pedestrian visibility splays will be suitably conditioned through any future planning consent to ensure that obstructions do not exceed 0.6m in height.

Internal Layout

Parking:

In response to previous comments, the raw parking survey data has been submitted to the planning portal for review by the Highway Authority. The Highway Authority have reviewed this data in conjunction with the results provided within the previous TN (dated 16 October 2024).

It is understood that reference to 116 spaces within Appendix E for the surveys collected on Tuesday 2nd July 2024 is an error and in total at the Velocity site 123 standard bays, 5 disabled parking bays and 8 loading bays are present. The applicant has confirmed that to calculate the parking stress, the applicant has utilised a total parking quantum of 128 spaces excluding the loading bays.

Generally, across the survey the Highway Authority are able to corroborate the parking stress data provided within Table 4-1 of the TN dated 16 October 2024 with the snapshot data (photo's) provided. It is noted that the unit to the far left (Unit 3) appears to be unoccupied as no parking or HGV activity has been observed over the survey period undertaken (except for the 1 day surveyed in July 2024). Including the full parking count therefore provides an overly positive picture of the total parking stress on site given that the unit appears to be unoccupied for the majority of survey dates. It is considered that the parking allocation for this unit should be discounted for robustness.

Removal of these parking spaces therefore leads to a total parking quantum of 88 across the site (Units 1 and 2). This increases the maximum parking stress from 43% as calculated by the applicant to 63%. The shortfall in parking on the site remains a concern to the Highway Authority, however the parking stress would indicate that there is theoretical scope for reduced parking demand at the development site. As raised previously, indirect mitigation in the form of a financial contribution to improve the sustainable transport infrastructure is necessary to support this planning application to mitigate the lower parking supply levels.

Other Layout Comments

As previously requested, swept path analysis has been undertaken within drawing 425.065366.00001_AT_C03 for a fire tender navigating the internal layout. The drawing demonstrates that a fire tender is able to access the units and manoeuvre

within the site appropriately. It should be noted that the dimensions utilised does not accord with that set out within HCC TG2 however there would remain sufficient space within the internal road network to accommodate use of a larger vehicle. The planning authority should confirm whether the tracking provided meets the building regulation requirements.

For clarity the Highway Authority have previously agreed the HGV and refuse tracking provided. The revisions within the TN reflect the updated layout following changes to the internal crossing provision as discussed further below.

The applicant has clarified the internal arrangement as to how parking spaces are to be accessed adjacent to loading bays. Figure 3-1 within the TN outlines that the car parking access adjacent to the loading areas is separate and therefore conflicts will not arise. There appears to be a misunderstanding as the comments related to the parking bays that are to be located within the loading bays itself. It would appear that should an HGV present in the loading bay, the parking spaces on the northern boundary would become obstructed.

The management of the internal parking bays within the loading bays will be for the applicant and the private management company to manage to ensure that conflicts do not occur between HGV and car users.

In response to previous comments the pedestrian crossing location has been revised within the internal layout as demonstrated within drawing PL004 Rev N. The swept path analysis for the HGV identifies that HGVS are able to wait within the internal road network should pedestrians be waiting to cross without obstructing Downley Road itself. This is considered acceptable.

Accessibility by Non-Car Travel Modes

The Highway Authority have previously set out the need to provide realistic opportunities to travel to and from the site sustainably to accord with the NPPF and LTP4. Through the applicants own walking and cycling audit, and through schemes identified by the Highway Authority, the following strategy was put forward within the previous formal response of which a financial contribution would be sought to improve the sustainable transport infrastructure within the vicinity of the site:

- a) Bus stop improvements along Bartons Road
- b) Wayfinding provision
- c) Pedestrian and cycle improvements within the vicinity of the Crossland Drive/Petersfield Road junction
- d) Crossing improvements at New Lane/Eastern Road junction
- e) Provision of tactile paving at Littlegreen Avenue junction

The strategy to agree the proportionate contribution figure towards the above works identified has been discussed and agreed with the applicant directly.

The Highway Authority have been mindful that the proposed development leads to a net reduction in trips on the highway network. Notwithstanding this, the need to encourage sustainable travel to and from the site to comply with the NPPF and LTP4 and in-direct mitigation due to the shortfall in parking in accordance with the parking standards remains. It has therefore been agreed with the applicant that a fair and proportionate contribution of £50,544 will be paid by the applicant towards one or more of the schemes as identified above, in no priority order. Delivery of one or more of the schemes set out above is considered to provide appropriate opportunities to encourage sustainable travel and reduce the reliance on the private car to access the

site.

Operational Management Plan (OMP)

An Operational Management Plan will be required to be secured as part of any future planning application. Whilst it is acknowledged that the site has an overall net reduction in trips on the highway network, there would be an increase in overall HGV trips should all units be in B8 use.

The OMP should set out the peak hour and hourly HGV trip generation for each associated unit once the end user is known and set out the HGV route.

This should secure and be in accordance with the HGV numbers that have been assessed through the planning process which for clarity should not exceed:

- c. 3 two-way movements per hour if the site is all in E(g)(iii)/B2 use
- c. 12 two-way movements per hour if the site is all in B8 use

HGVs will be required to follow the existing signed route via Petersfield Road and Crossland Drive and this should be set out within the OMP. Under no circumstances should vehicles access the site from any routes other than the signed route.

The OMP will be secured via an appropriate planning condition and would need to be formally varied to allow different occupiers for each of the units to use the site should their operational needs vary from those units that will have been initially assessed and secure within the OMP.

Travel Plan

For clarity, the Highway Authority have previously agreed the framework travel plan which is to be secured within the s106 agreement for a full plan to be provided and agreed with the Highway Authority along with the associated approval, monitoring and cash deposit/bond prior to occupation.

Recommendations

Having regard to the above the Highway Authority provide no objections to this planning application subject to the following s106 obligations and conditions:

S106 obligations:

- Prior to commencement a financial contribution of £50,544 with respect to sustainable transport improvements to be secured towards the following (in no priority order):
 - a) Bus stop improvements along Bartons Road
 - b) Wayfinding provision
 - c) Pedestrian and cycle improvements within the vicinity of the Crossland Drive/Petersfield Road junction
 - d) Crossing improvements at New Lane/Eastern Road junction
 - e) Provision of tactile paving at Littlegreen Avenue junction
- Prior to commencement a highways agreement to be entered into with respect to the northern and southern site access works along Downley Road as shown indicatively within drawing 425.065366.00001_AT_SK04 Rev D
- Prior to occupation the site access works along Downley Road to be completed to completion certificate standard
- Prior to occupation, a full travel plan, to be submitted to and agreed in writing by the Highway Authority
- Prior to occupation payment (by developer) of HCC fees in respect to approval

- (£1,500) and monitoring (£15,000) of the full travel plan
- Prior to occupation, provision of a bond or cash deposit of £11,000 with respect to costed measures within the travel plan

Conditions:

- No development shall start on site until a construction method statement has been submitted to and approved in writing by the Planning Authority, which shall include:
 - a) A programme of and phasing of demolition (if any) and construction work;
 - b) The provision of long-term facilities for contractor parking;
 - c) The arrangements for deliveries associated with all construction works;
 - d) Methods and phasing of construction works;
 - e) Access and egress for plant and machinery;
 - f) Protection of pedestrian routes during construction;
 - g) Location of temporary site buildings, compounds, construction material, and plant storage areas;
 - h) Details of the methodology for ensuring dirt is not transferred onto the highway from the site (i.e. wheel washers), and onwards mitigation should this fail, such as the employment of mechanical road sweepers, and the subsequent refresh of street lining (as and when required) should this be damaged during the process.
 - i) Details of how the CTMP measures are integrated and managed with the adjoining consents.

Demolition and construction work shall only take place in accordance with the approved method statement.

Reason - In order that the Planning Authority can properly consider the effect of the works on the amenity of the locality and in the interest of Highway Safety

- Prior to occupation, to provide a Full Operational Management Plan to be submitted and approved in writing by the Highway Authority. This should set out the peak hour HGV trip generation for each associated unit and the associated HGV routeing. The OMP should also provide a commitment to allow the formal variation of the OMP for each industrial unit should the operational needs vary from the operation and use of the units that have previously been assessed and secured.

Reason: In the interests of Highway Safety

- The approved lines of site splays on 425.065366.00001_AT_SK02 Rev C and 425.065366.00001_AT_SK04 Rev D shall be kept free of any obstruction exceeding 0.6m in height above the adjacent carriageway.

Reason – In the interest of highway safety

HCC Arboricultural Consultancy

1. The planting of 37 trees (as proposed in the Planting Plan reference BEA-24-042-06 rev 4) is welcome, especially as some are planted on the frontage to Downley Road so will enhance the public realm. This will serve to replace the loss through demolition.

2. I would strongly suggest that the species selection is reviewed: the current industry guidance is that a range of species, genera and families is a much more sustainable way to plant, especially given the harsh conditions in urban environments and the impacts of climate change.

3. Of the 37 trees 34 belong to the Rosaceae family. I would urge this is reconsidered, and that a wider range of families is represented. The stock type is acceptable, though being larger will need careful maintenance to establish them well.

4. While accepting the total amount of green infrastructure is significantly improved over the current status, I would also ask that some medium-sized species trees are included: those proposed are generally small, and as a result will deliver fewer ecosystem services as a result. This will assist with the BNG delivery as well.

5. Finally, if granted, the planting plan Planting Plan reference BEA-24-042-06 rev 4 must be conditioned through planning, and a 5-year maintenance programme must be agreed and resourced (perhaps through a landscape contract) prior to commencement.

Officer comment: *The submitted planting scheme shows 7 different tree species to be planted. Furthermore, the Council's Landscape Officer has raised no objection to the proposal.*

Landscape Team, Havant Borough Council

No landscape objection. Recommend to condition soft landscaping, hard landscaping and external building materials.

Network Rail, Town Planning Technician

Network Rail is the statutory undertaker for maintaining and operating railway infrastructure of England, Scotland and Wales. As statutory undertaker, NR is under license from the Department for Transport (DfT) and Transport Scotland (TS) and regulated by the Office of Rail and Road (ORR) to maintain and enhance the operational railway and its assets, ensuring the provision of a safe operational railway.

Due to the close proximity of the proposed development to Network Rail's land and the operational railway, Network Rail requests the applicant / developer engages Network Rail's Asset Protection and Optimisation (ASPRO) team prior to works commencing. This will allow our ASPRO team to review the details of the proposal to ensure that the works can be completed without any risk to the operational railway.

The applicant / developer may be required to enter into an Asset Protection Agreement to get the required resource and expertise on-board to enable approval of detailed works. To start the process with our Asset Protection team, the applicant / developer should use the Asset Protection Customer Experience (ACE) system found on Network Rail's Asset Protection website (<https://www.networkrail.co.uk/running-the-railway/looking-after-the-railway/asset-protection>)

Where applicable, the applicant must also follow the attached Asset Protection informatives. The informatives are issued to all development within close proximity to the railway (compliance with the informatives does not remove the need to engage with our ASPRO team).

Planning Policy

Policy Status:

The Local Plan (Core Strategy) and the Local Plan (Allocations), together with the Hampshire Minerals and Waste Plan, provide the development plan for the borough. The following policies are of particular relevance:

- CS2 – Employment

- CS14 – Efficient Use of Resources
- CS16 – High Quality Design
- CS19 – Effective Provision of Infrastructure
- CS21 – Developer Requirements
- DM10 – Pollution
- DM13 – Car and Cycle Parking on Residential Development

Principle of Development:

Policy CS2 of the Core Strategy prioritises the use of previously developed land for the provision of new employment floorspace, whilst Policy DM3 seeks to safeguard existing employment sites from development proposals for non-employment uses. It is proposed to demolish the existing vacant building resulting in 9,424 sq m of new gross internal area based on a single new building split into three industrial units having E(g)(iii), B2 & B8 uses. Overall, there would be a small net loss of employment floorspace, but this reflects the nature of the borough's older employment stock which tends to have larger floorplates than more modern industrial accommodation. Nevertheless, the application proposals would result in an intensification and redevelopment of an employment site within a well-established industrial area. As such, it is supported in policy terms.

Design and low carbon:

The adopted local plan requires high quality design in accordance with policy CS16. Non-residential development over 500 sq. m is expected to meet the BREEAM 'Very Good' standard, unless proven to be financially or technically unviable in line with Policy CS14 of the adopted Core Strategy. The submitted BREEAM Pre-Assessment indicates that the development is likely to achieve BREEAM Excellent (78%). The Council's Climate Change Coordinator may be able to offer further advice on this matter.

Source Protection Zones:

The site lies within Groundwater Source Protection 1c for Bedhampton and Havant Springs. Policy DM10 (in the Adopted Local Plan) is therefore of relevance. The Environment Agency and Portsmouth Water will be able to provide further advice in terms of where solution features are present, and if any conditions should be imposed.

Parking:

The proposals would need to ensure that appropriate parking provision is provided in accordance with Policy DM13 and the Council's Parking SPD.

Summary:

The development proposals would secure the redevelopment of a redundant employment site within an established industrial area. As such, the proposals are supported in policy terms subject to detailed matters being satisfactorily addressed.

Portsmouth Water Company

Thank you for consulting Portsmouth Water on the above application reference APP/24/00606. The catchment and environment team have reviewed the application,

located within Source Protection Zone 1c of the Havant and Bedhampton Springs catchment. The bedrock geology beneath the site is London Clay formation approximately 30 meters deep, which provides a layer of protection to groundwater. We therefore have no concerns regarding impacts to groundwater quality and do not recommend any planning conditions to be included on the planning permission.

Southern Water

Development Site is not within Southern Water's Supply Area

The development site is not located within Southern Water's statutory area for water supply.

Please contact Portsmouth Water who are the relevant statutory undertaker.

Connection to public sewer

Southern Water requires a formal application for a connection to the public sewer to be made by the applicant or developer. To make an application visit Southern Water's Get Connected service: <https://developerservices.southernwater.co.uk> and please read our New Connections Charging Arrangements documents which are available on our website via the following link:

<https://www.southernwater.co.uk/developing-building/connection-charging-arrangements>

We request that should this planning application receive planning approval, the following informative is attached to the consent:

Construction of the development shall not commence until details of the proposed means of foul sewerage and surface water disposal have been submitted to and approved in writing by the Local Planning Authority in consultation with Southern Water.

6 Community Involvement

This application was publicised in accordance with the Council's Code of Practice for Publicity of Planning Applications approved at minute 207/6/92 (as amended), as a result of which the following publicity was undertaken:

Number of neighbour notification letters sent: 40

Number of site notices: 2

Statutory advertisement: 17/01/2025

Number of representations received: 0

7 Planning Considerations

7.1 Having regard to the relevant policies of the development plan it is considered that the main issues arising from this application are:

- (i) Principle of development
- (ii) Impact upon the character and appearance of the area
- (iii) Impact upon residential amenity
- (iv) Highways impacts and parking provision
- (v) Pollution and Source Protection Zones
- (vi) Ecology and Biodiversity Net Gain

- (vii) Sustainability and BREEAM
- (viii) Flood Risk and Drainage
- (ix) Community Infrastructure Levy and S106 Agreement

(i) Principle of development

- 7.2 The application site is situated within an urban area where further development is considered acceptable subject to the usual development management criteria. The site is also within a very long established industrial estate which lies mainly to the east of New Lane and to the west of the Portsmouth to Waterloo railway line. The site itself formerly comprised a large warehouse with ancillary office space occupied by Dunham-Bush (HVAC), who were manufacturers of air conditioning and heating products. The lawful use of the site is therefore Class B2 (general industrial) with ancillary offices Use Class E(g)(i)).
- 7.3 Policy CS2 of the Havant Borough Local Plan (Core Strategy) 2011 prioritises the use of previously developed land for the provision of new employment floorspace, whilst Policy DM3 of the Havant Borough Local Plan (Core Strategy) 2011 seeks to safeguard existing employment sites from development proposals for non-employment uses. The Council's Employment Land Review September 2024 identifies an unmet need of 21,500 sqm of industrial floor space. Furthermore, The PfSH Economic, Employment and Commercial Needs Study identifies a need for 36,500 sq. m of industrial space to delivered by 2040.
- 7.4 The former buildings onsite (now demolished) had a cumulative floor area of 9,933sqm. The proposed redevelopment of the site would provide a gross internal floor area of 9,424 sqm, resulting in a loss of 569sqm of floor space. An officer site visit was carried out during the pre-application stage, prior to the demolition of the buildings on site. On this site visit it was evident that the former buildings were outdated and the sawtooth roof was failing over the warehouse area.
- 7.5 The Council's Planning Policy Team have commented '*Overall, there would be a small net loss of employment floorspace, but this reflects the nature of the borough's older employment stock which tends to have larger floorplates than more modern industrial accommodation. Nevertheless, the application proposals would result in an intensification and redevelopment of an employment site within a well-established industrial area. As such, it is supported in policy terms.*'
- 7.6 The proposal seeks a more flexible use of the site comprising Use Classes E (g) (iii) (industrial processes that can be carried out in a residential area without detriment to its amenity), B2 (industrial) and B8 (storage or distribution) along with ancillary offices and services. The Council's Economic Development Team supports the proposed development to bring back into use high quality employment land.
- 7.7 The proposed redevelopment of the site would result in more efficient use of the land and the proposed mixed use is acceptable in this location, subject to the considerations set out in the following sections of this report.

(ii) Impact upon the character and appearance of the area

- 7.8 Policy CS16 of the Havant Borough Core Strategy requires proposed developments to be of a high standard.
- 7.9 Prior to demolition of the existing buildings of the site, ancillary offices fronted Downley

Road with the warehouse set behind. Parking was located to the north of the building. The proposed layout shows the building set back further into the site with parking provision to the front. There is not a regular building line or pattern of development along Downley Road and as such this alternative approach to the layout of the site is considered acceptable. Furthermore, it would create an open frontage and the building mass would screen views of the operational use of the building when viewed from the residential development to the east beyond the railway line.

- 7.10 The proposed building would have a large scale, bulk and mass. When viewed from Downley Road the proposed building would have a ridge height of 11.6m (9m to the eaves) and width of 145m. This would appear larger than the former office building which had a flat roof design which measured approximately 8.7m in height and 130m in width. However, given that the building would be set further into the site it would not be unduly prominent within the streetscene. Furthermore, there are several existing buildings within the locality with similar heights. This includes buildings on the Velocity site located at the corner of Stanbridge Road, approximately 180m south from the application site, which have ridge heights of approximately 14.4m and eaves heights of 11.5m (Outline APP/15/00284 and Reserved Matters APP/16/00812). Spring Business Park (approved under APP/19/00660) is also located approximately 70m to the south-west of the application site and the buildings have ridge height of approximately 11m and an eaves height of approximately 9.3m. Whilst Spring Business Park sits on lower ground to the application site the buildings are closer to the road than proposed.
- 7.11 The dual gable roof design would appear acceptable. There would be solar arrays on the western roof slope, which fronts Downley Road. The proposed building would have a contemporary industrial appearance. The elevations and roof would comprise profiled metal cladding in light and dark greys. There would be dark grey aluminium windows at first floor and ground floor on the front elevation (western elevation) and side elevations (northern and southern elevations), these materials would appear acceptable. The fenestration would have a regular rhythm and would break up the front and side façades. The rear façade would be broken up using differing cladding treatments.
- 7.12 The proposed parking provision would be more visually prominent when viewed from Downley Road compared to the former layout of the site and there would be a large expanse of hard surfacing. However, the presence of parking to the front of the site would not detract from the prevailing urban character of the area. Furthermore, soft landscaping would help to break up the expanses of hard landscaping and soften the appearance of the development as a whole.
- 7.13 The existing site is urban in appearance and has a few scattered trees, most of which will be removed to facilitate the proposed development. The proposed landscaping scheme would provide 37 new trees including crab apple trees, hawthorn, bird cherry and whitebeam. This is a significant uplift to the current number of trees on site. The proposed trees are flowering varieties and will provide seasonal interest. The trees would be planted amongst native scrub planting on the rear boundary, adjacent to the railway line, which would soften the rear façade. There would also be trees along the site frontage and between parking spaces. There would be robust native hedgerow planting along the site frontage and along part of the northern boundary, which would comprise triple staggered rows with multiple species including field maple and hawthorn. There would also be evergreen ground cover, wildflower grassland and flowering lawn along the site boundaries and around the tree planting. The Council's Landscape Officer is satisfied with the proposal subject to landscaping being secured

by planning condition.

- 7.14 Having regards to the above it is considered that the proposal would accord with policy CS16 of the Havant Borough Local Plan (Core Strategy) 2011 and the NPPF.

(iii) Impact upon residential amenity

- 7.15 Officers are satisfied that the owing to the separation distances to residential properties, the proposal would not result in material harm by way of loss of light, loss of privacy or overbearing impact on neighbouring occupiers. The main issues in relation to impacts on residential amenity are considered to relate to the following matters:

- Construction phase
- Operational phase: Noise and disturbance; Lighting

Construction phase

- 7.16 The application is supported by a Construction Management Plan (CMP). This contains measures to minimise disturbance to neighbouring residents. Whilst the contents of the CMP is acceptable, the Council's Environmental Health Officer has commented that the CMP will need to be updated to include the details of the principal contractor involved in the groundworks and construction phases. This has been reflected in the recommended conditions. The applicant has confirmed no piling is required in the construction of the building.

Operational phase: Noise and disturbance; Lighting

- 7.17 The submitted Design and Access Statement sets out that *'the layout has been purposely designed so the buildings are located towards the rear of the site to screen any noise and activities within the service areas so these face the road, away from residents beyond the railway embankment to the east. The application will not have an adverse effect on neighbouring properties given the sensitively designed layout, appropriate separation distances of some 30-40m or so and intervening mature vegetation/mature tree belt on the other side of the railway.'*
- 7.18 The application is supported by a Noise Impact Assessment prepared by Hoare Lea Acoustics. This concludes that noise from the proposed development would achieve a condition of 'low impact' at the nearest existing residential properties at all times and would be unlikely to give rise to noise disturbance. The Council's Environmental Health Officer has reviewed this report and has recommended conditions to control noise from plant and equipment and to ensure that the building fabric would meet the requirements set out in the Noise Impact Assessment.
- 7.19 The applicant has submitted a lighting assessment, the Council's Environmental Health Officer has commented that there should be limited, if any, impact on neighbouring properties. The lighting would be controlled by condition.
- 7.20 Having regards to the above, it is considered that the proposal would not result in material harm to neighbouring occupiers. It is also noted that no letters of third party representation have been received.

(iv) Highways impacts and parking provision

- 7.21 The existing access points would be retained and enhanced to provide bellmouth junctions with Downley Road. The County Highway Authority have commented that pedestrian crossing facilities have been provided at both bellmouth access points to

provide safe and inclusive crossing provision for all users. Vehicular and pedestrian visibility splays would be secured by condition.

- 7.22 Policy DM14 of the Havant Borough Local Plan (Core Strategy) 2011 states that development will only be permitted where it provides parking for cars, motorcycles and cycles in accordance with the relevant standards. Such parking provision must be appropriately located in relation to the development and be practical for its intended use.
- 7.23 The Council's adopted car parking standards SPD sets out minimum vehicular parking requirements. For Light/general industrial uses it requires 1 car parking space per 45qm, whilst for Storage/distribution there is a requirement for 1 car parking space per 90sqm. Taking into account the flexible use classes proposed, the development would require between 105 and 209 spaces. The proposal seeks 136 car spaces and therefore there is the potential for a significant shortfall in parking provision, depending on the blend of uses that emerge on the site.
- 24 That said, within the Council's Parking SPD it states *'on any other site where a lower level of parking is proposed, this will be assessed on a case by case basis. A justification would need to be provided which should consider accessibility to shops and services, accessibility to public transport and the site's relation to the relative accessibility of different areas'*. It also states that Parking *'Surveys should be undertaken over a period of at least one week including both weekends and weekdays at a variety of times throughout the day including late in the evening and early in the morning. This will allow a true reflection of the existing car parking arrangements to be established and this should be submitted with the planning application.'*
- 25 The former layout comprised 81 parking spaces on the site. It must be acknowledged that this is significantly less than the current standards for a B2 use would require (221 for 9933 sqm floor area). At the same time the planning history suggests that there had been demand for additional parking at the site, with planning permission previously granted for development totalling 169 parking spaces on site (application reference: 98/56131/008); albeit that this had not been implemented such that the significant shortfall remained.
- 26 Downley Road has parking restrictions and therefore there is no onstreet parking available within close proximity of the application site. The applicant has however provided parking demand surveys of a similar site (Velocity) which is within close proximity to the application site and has a mixed use like that proposed. The County Highway Authority have interrogated this and have requested further information during the course of the application to corroborate the 'parking stress' data. Parking stress (or demand) surveys look at the number of occupied spaces compared to the number of parking spaces available. These surveys were undertaken over a week and taken at different times of the day to give an average percentage of spaces occupied. The County Highway Authority concludes that there is a parking stress of 63%. The shortfall in parking on the site below the Council's SPD guidelines remains a concern to the County Highway Authority, however the parking stress results for a comparable site in close proximity to the application site indicates that there is theoretical scope for reduced parking demand at the development site. The County Highway Authority state in their consultation response that indirect mitigation in the form of a financial contribution to improve the sustainable transport infrastructure is necessary to support this planning application to mitigate the lower parking supply levels. A financial contribution of £50,544 has been agreed with the applicant and would be secured by S106 agreement.

- 27 In terms of cycle provision, 60 spaces are proposed which would accord with the requirements of the parking SPD. Furthermore, it is noted that the site is within walking distance of Warblington Train Station, Havant Train Station and there are two pairs of bus stops within 1km of the site and the aforementioned financial contribution would be used for improvements to the local sustainable transport infrastructure.
- 7.28 The proposal also seeks 8 HGV loading bays. The County Highway Authority has considered the internal layout of the site and is satisfied that fire tender, HGVs and refuse vehicles could adequately access and turn within the site.
- 7.29 In terms of traffic generation the County Highway Authority has reviewed the Transport Assessment (TA) and compared this with their own TRICS assessment and is satisfied that the proposals are unlikely to result in a material increase in development traffic generation. The TRICS outputs provided within the TA outline that there would be an average of 3 two-way movements per hour should the site be in E(G)(iii)/B2 use and 12 two-way movements an hour if the site was fully occupied by B8 users. The County Highway Authority acknowledged that whilst there is an overall net reduction in trips for the proposed change of use, compared to the existing lawful use of the site, should all units be in B8 use this would increase the number of HGV movements over the peak hour and daily period. A travel plan would be secured by S106 agreement and an Operational Management Plan would be secured by planning condition to control HGV movements once occupiers are known.
- 7.30 The Highways Authority raise no objections to the development provided the recommended S106 and condition requirements are secured. Whilst the proposal would not meet the requirements of the standards contained within the Council's Parking SPD for full light/general industrial usage and therefore would not strictly accord with Policy DM14 of the Havant Borough Local Plan Core Strategy, the proposed parking provision does exceed the anticipated parking demand based on surveys of a nearby site and furthermore the site is reasonably sited in relation to sustainable transport modes and a financial contribution to improve the sustainable transport infrastructure has been agreed. Officers are therefore satisfied that the proposal would not result in an unacceptable impact on highway safety, nor result in residual cumulative impacts on the road network that would be severe subject to conditions and obligations secured through the S106 agreement.

(v) Pollution and Source Protection Zones

- 7.31 The site lies within Groundwater Source Protection 1c for Bedhampton and Havant Springs. Portsmouth Water have confirmed *'The bedrock geology beneath the site is London Clay formation approximately 30 meters deep, which provides a layer of protection to groundwater. We therefore have no concerns regarding impacts to groundwater quality and do not recommend any planning conditions to be included on the planning permission'*. Furthermore, the Environment Agency have raised no objection to the proposal.
- 7.32 The application is accompanied by an Air Quality Assessment and Geoenvironmental and Geotechnical site assessments.
- 7.33 The submitted information has been assessed by the Council's Environmental Health Team and subject to condition no objection is raised. The Council's Environmental Health Officer noted that in terms of the contaminated land assessment a substantial area was not sampled and that there is some uncertainty in the hydro-geological

conceptual model, it is therefore considered reasonable to impose a condition requiring a contamination watching brief.

- 7.34 The proposal is therefore considered that the proposal would accord with policies DM10 of the Havant Borough Local Plan (Core Strategy) and DM17 of the Havant Borough Local Plan (Allocations) 2014.

(vi) Ecology and Biodiversity Net Gain

- 7.35 The application is accompanied by an Ecological Appraisal (FPCR, July 2024). The Council's Ecologist has reviewed this report and is content that the site is not of significant value in terms of habitats. Subsequently, the site is considered generally unsuitable for supporting populations protected and notable species. A condition is recommended to ensure compliance with the ecological avoidance, mitigation, and enhancement measures as detailed in the Ecological Appraisal.

- 7.36 The application is accompanied by a Biodiversity Net Gain (BNG) Report and accompanying BNG Metric. The Council's Ecologist is content that the BNG process has been followed correctly. During the course of the application the BNG report and metric have been updated. The latest metric calculations estimate that an increase in 0.48 biodiversity habitat units; an increase of 50.06%, and 0.45 hedgerow units; which is an increase, but a % can't be calculated, as the baseline is 0.

- 7.37 Subject to BNG being secured through planning conditions a monitoring fee is secured through the S106 Agreement it is considered that the proposal would comply with the BNG legislation and would accord with policies CS11, CS16 and DM8 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

(vii) Sustainability and BREEAM

- 7.38 Policy CS14 of the adopted Core Strategy requires non-residential development over 500 sqm to meet the BREEAM 'Very Good' standard, unless proven to be financially or technically unviable.
- 7.39 A BREEAM pre-assessment has been undertaken which concludes an overall BREEAM rating of Excellent (78%). A post-construction BREEAM assessment would be secured by condition.

(viii) Flood Risk and Drainage

- 7.40 The application is supported by a Flood Risk Assessment and Drainage Strategy (FRA&DS) Report prepared by I&L Consulting Ltd. The site is situated within Flood Zone 1, which is considered to have a low probability of fluvial and tidal flood risk. The FRA&DS also set out that the site is at low risk of surface water flooding and medium risk of ground water flooding.
- 7.41 In terms of the proposed surface water drainage the FRA&DS states that owing to the sites location within a Zone 1 – Subsurface Activity' Ground Water Source Protection Zone, infiltration has been ruled out due to contamination risks. There are no watercourses nearby to discharge to, so the proposal seeks to discharge surface water into the existing public sewer. The existing brownfield site is connected directly to the public sewer with no formal surface water runoff reduction in place. The proposal seeks to incorporate permeable asphalt in the carpark and underground

restricted attenuation to reduce the discharge to the public sewer at a reduced Greenfield (urban) rate, including climate change allowances. There would be a petrol interceptor to control pollution. The surface water design will be subject to Building Regulations. From a planning perspective, the proposal appears that it would result in a betterment in terms of surface water drainage compared with the existing situation. However, the recommendation is subject to receiving a no objection response from the Lead Local Flood Authority (LLFA).

(ix) Community Infrastructure Levy and S106 Agreement

7.42 The development is not CIL liable.

7.43 Having regard to the consultation responses received and the planning considerations set out above, the impacts of the proposed development on key infrastructure have been assessed, in particular with respect to highways. Mitigation for the potential impacts on infrastructure has been proposed by both the applicant and consultees and would be the subject of a S106 agreement. The following obligations are considered to comply with the tests set out by Regulation 122, which requires that obligations sought are (a) necessary to make development acceptable; (b) directly related to development; and (c) fairly and reasonably related in scale and kind to the development.

These obligations would secure the following matters:

- Employment and Skills Plan
- BNG monitoring fees
- HBC Monitoring fees
- A financial contribution of £50,544 with respect to sustainable transport improvements to be secured towards the following (in no priority order):
 - Bus stop improvements along Bartons Road
 - Wayfinding provision
 - Pedestrian and cycle improvements within the vicinity of the Crossland Drive/Petersfield Road junction
 - Crossing improvements at New Lane/Eastern Road junction
 - Provision of tactile paving at Littlegreen Avenue junction
- A S278 highways agreement with respect to the northern and southern site access works along Downley Road
- A full travel plan
- HCC fees in respect to approval and monitoring of the full travel plan
- Bond or cash deposit of £11,000 with respect to costed measures within the travel plan

8 Conclusion

8.1 The application site is situated within an urban area where further development is considered acceptable subject to the usual development control criteria. The site is also within a very long established industrial estate and comprises previously developed land. The site was formerly used for B2 (general industrial) with ancillary Class E(g)(i) offices and comprised a large warehouse with attached offices which have now been demolished. The proposed redevelopment of the site would provide a gross internal floor area of 9,424 sqm, resulting in a loss of 569sqm of floor space. The Council's Planning Policy Team have raised no objection to the principle of the development and have commented that this reflects the nature of the borough's older employment stock which tends to have larger floorplates than more modern industrial

accommodation.

- 8.2 The proposal seeks a more flexible use of the site comprising 3 units of flexible use; E (g) (iii) (industrial processes that can be carried out in a residential area without detriment to its amenity), B2 (industrial) and B8 (storage or distribution) along with ancillary offices and services. The Council's Economic Development Team supports the proposed development to bring back into use high quality employment land. The proposed redevelopment of the site would result in more efficient use of the land and the proposed mixed use is acceptable in this location.
- 8.3 The proposal would have an acceptable layout, with the parking provision to the front of the site and the building set back closer to the railway line. The proposed building would have a large scale, bulk and mass but would be acceptable in the context of the industrial character of the area. The proposed building would have a contemporary design and would have acceptable materials and detailing. There would be adequate soft landscaping which would help to soften the appearance of the site.
- 8.4 The existing site access points would be retained and enhanced to provide bellmouth junctions with pedestrian crossing facilities. The proposal seeks 8 HGV loading bays and 136 car spaces. Taking into account the flexible use classes proposed, the development would require between 105 and 209 spaces. On this basis, there is a significant shortfall in parking provision compared with the standards contained within the Council's Parking SPD and therefore would not strictly accord with Policy DM14 of the Havant Borough Local Plan Core Strategy. The applicant has however provided parking demand surveys of a similar site and has satisfactorily demonstrated that the parking provision would likely be adequate for the anticipated demand, furthermore, and a financial contribution to improve the sustainable transport infrastructure has been agreed. Satisfactory cycle parking provision would also be provided. The Highways Authority raise no objections to the development provided S106 and condition requirements are secured.
- 8.5 It has also been concluded that the proposed development would not give rise to any harmful impacts on pollution, the natural environment and residential amenity, subject to conditions. The proposal would provide significant on-site Biodiversity Net Gain and is designed to meet the 'Excellent' BREEAM standard.
- 8.6 On balance it is considered that the redevelopment of a disused industrial site in a sustainable location with a more efficient building form and layout would have economic benefits that outweigh the shortfall in onsite parking provision in relation to the Council's Parking SPD guidelines. Furthermore, a financial contribution towards sustainable transport infrastructure would help to mitigate this harm. As such, the application is recommended for approval subject to conditions and completion of a S106 agreement and receiving no objection response from the LLFA.

That the Head of Place be authorised to **GRANT PERMISSION** for application APP/24/00606 subject to:

- (C) No objection from the LLFA being received;
- (D) The completion of a Section 106 Agreement to the satisfaction of the Solicitor of the Council to secure the following;
- Employment and Skills Plan
 - BNG monitoring fees
 - HBC Monitoring fees

- A financial contribution of £50,544 with respect to sustainable transport improvements to be secured towards the following (in no priority order):
 - Bus stop improvements along Bartons Road
 - Wayfinding provision
 - Pedestrian and cycle improvements within the vicinity of the Crossland Drive/Petersfield Road junction
 - Crossing improvements at New Lane/Eastern Road junction
 - Provision of tactile paving at Littlegreen Avenue junction
- A S278 highways agreement with respect to the northern and southern site access works along Downley Road
- A full travel plan
- HCC fees in respect to approval and monitoring of the full travel plan
- Bond or cash deposit of £11,000 with respect to costed measures within the travel plan ; and

(C) The following conditions (subject to such changes and/or additions that the Head of Planning considers necessary to impose prior to the issuing of the decision)

- 1 The development must be begun not later than three years beginning with the date of this permission.
Reason: To comply with the requirements of Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.
- 2 The development hereby permitted shall be carried out in accordance with the following approved plans:

Application Form - Original Submission – Uploaded 07/08/2024
 Certificate B – Uploaded 15/01/2025

CIL Form - Original Submission – Uploaded 07/08/2024
 Employment & Skills Plan Downley Rd (November 2024 update) Fellows
 Planning - Revised Submission -Uploaded 17/01/25
 Statement of Community Involvement 060724 Fellows Planning - Original
 Submission -08.07.24
 23076 Design & Access Statement dated rev00 08.07.24 Hale Architecture -
 Original Submission -08.07.24
 23076-PL001A-Site Location Plan Rev A Hale Architecture - Revised
 Submission – Uploaded 03/01/2025
 23076-PL002B-Existing Site Plan Rev B Hale Architecture - Revised
 Submission - Uploaded 03/01/2025
 23076-PL003-Site Block Plan Hale Architecture - Original Submission –
 Uploaded 07/08/2024
 23076-PL004J-Proposed Site Plan Rev N Hale Architecture - Revised
 Submission - Uploaded 03/01/2025
 23076-PL005A-Extg_Prop Outline Plan Rev A Hale Architecture - Original
 Submission - – Uploaded 07/08/2024
 23076-PL010-Existing Site Sections Hale Architecture - Original Submission –
 Uploaded 07/08/2024
 23076-PL011D-Proposed Site Sections Hale Architecture - Original
 Submission — Uploaded 07/08/2024
 23076-PL015D-Unit GA Plan Hale Architecture - Original Submission -
 Uploaded 07/08/2024
 23076-PL016D-Proposed GA Elevations Hale Architecture - Original
 Submission – Uploaded 07/08/2024
 23076-PL018-Proposed Roof Plan Hale Architecture - Original Submission –
 Uploaded 07/08/2024
 BEA 2442 Arboricultural Impact Assessment - Dunham Bush Site, Downley
 Road, Havant – Uploaded 07/08/2024
 24-042-01-P01 A0 Tree Survey Plan BEA Landscaping - Original Submission -
 – Uploaded 07/08/2024
 24-042-02-P01 A0 Tree Constraints Plan BEA Landscaping - Original
 Submission - – Uploaded 07/08/2024
 24-042-03-P02 A0 Arboricultural Impact Plan BEA Landscaping -
 Original Submission – Uploaded 07/08/2024
 24-042-04-P01 A0 Tree Retention & Removal Plan BEA Landscaping -
 Original Submission – Uploaded 07/08/2024
 24-042-05-P04 A0 Tree Protection Plan BEA Landscaping - Revised
 Submission -Uploaded 17/10/24
 24-042-06-P07 A0 Planting Plan BEA Landscaping - Revised Submission - –
 Uploaded 08/01/2025
 2442 Arboricultural Method Statement - Dunham Bush Site, Downley Road,
 Havant BEA Landscaping - Original Submission — Uploaded 07/08/2024
 Tier 1 Ground Investigation Report TRC - Original Submission -08.07.24
 Tier 2 Ground Investigation Report TRC - Original Submission -08.07.24
 Hoare Lea Air Quality Assessment - Original Submission – Uploaded
 07/08/2024
 Hoare Lea Noise Impact Assessment Rev. 01 - Original Submission –
 Uploaded 07/08/2024
 Transport Assessment V2 SLR (Vectos) -Original Submission – Uploaded
 07/08/2024
 Travel Plan Revision 04 (October 2024) SLR (Vectos) - Revised Submission
 -17.10.24
 FPCR Ecological Appraisal (January 2025 update) - Revised Submission

-17.01.25
 BNG Metric 4.0 – 15/01/2025 FPCR - Revised Submission – uploaded 27/02/25
 Landscape & Ecological Specification & Management Plan 08.07.24
 FPCR - Original Submission – Uploaded 07/08/2024
 12241 BNG Report (Rev C January 2025) - Revised Submission -17.01.25
 Lighting Report 0465-ESC-00-ZZ-RP-Z-0016 P2 ESC - Original Submission – Uploaded 07/08/2024
 Lighting plan 0000-ESC-00-ZZ-DR-E-2100 P2 ESC - Revised Submission -22.01.25
 Sustainability Statement Rev 3 ESC - Original Submission – Uploaded 07/08/2024
 BREEAM Pre-Assessment V6 ESC - Original Submission – Uploaded 07/08/2024
 Planning Energy Statement ESC - Original Submission – Uploaded 07/08/2024
 SO1 Revision T1 Proposed Foundation Design T&L Constructing Ltd - Submission -22.01.25
 425.065366.00001 AT SK04 REVISION D - Proposed Site and Egress Plan SLR (Vectos) - Submission -22.01.25
 Downley Road Speed Survey Results - 15th January 2025 SLR (Vectos) - Submission -17.01.25
 Parking Survey Results/Photos Highway Technical Note (SLR) 24.12.24 SLR (Vectos) – Uploaded 10/01/2025
 Construction Management Plan (CMP) and Associated Appendices and pre-condition survey Metro - Revised Submission -30.10.24
 Walking and Cycling Assessment Rev 04 (October 2024) SLR (Vectos) - Submission -16.10.24 – Uploaded 17/10/2024
 SK0050 PO1 Unprotected Area North & South Elevations Hale Architecture Response to Building Control question - Submission -17.09.24
 SK0050 PO2 Unprotected Area North & South Elevations Site Plan Hale Architecture Response to Building Control question - Submission -17.09.24
 Flood Risk Assessment and Drainage Strategy (24-011-CAN Downley Road, Havant) – Revised submission uploaded 21/03/2025
 I&L response to LLFA consultation comments (2) uploaded 10/04/2025
 Proposed Drainage Plan 24-011-I&L D00 P4

Reason: - To ensure provision of a satisfactory development.

- 3 Development shall proceed in accordance with the ecological avoidance, mitigation, and enhancement measures as detailed in the Ecological Appraisal (FPCR, July 2024) unless otherwise agreed in writing by the Local Planning Authority.
Reason: to provide ecological protection and enhancement in accordance with the Environment Act 2021, Conservation Regulations 2017, Wildlife & Countryside Act 1981, NPPF, NERC Act 2006 and Policy CS11 of the Havant Borough Local Plan (Core Strategy) 2011.
- 4 The Biodiversity Gain Plan shall be prepared in accordance with the Ecological Appraisal (FPCR, January 2025), BNG report (FPCR, January 2025) and BNG Statutory Metric (FPCR, January 2025), unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interest of securing biodiversity net gain (BNG) and having regard to the BNG hierarchy and policies CS11, CS16 and DM8 of the Havant Borough Local Plan (Core Strategy) 2011, the National Planning Policy Framework and Schedule 7A of the Town and Country Planning Act 1990. This decision is subject to a deemed pre-commencement BNG condition requiring a Biodiversity Gain Plan as required by legislation.

- 5 No development above slab level shall commence until a Habitat Management and Monitoring Plan (the HMMP), prepared in accordance with the approved Biodiversity Gain Plan and including:

(a) a non-technical summary;

(b) the roles and responsibilities of the people or organisation(s) delivering the HMMP;

(c) the planned habitat creation and enhancement works to create or improve habitat to achieve the biodiversity net gain in accordance with the approved Biodiversity Gain Plan;

(d) the management measures to maintain habitat in accordance with the approved Biodiversity Gain Plan for a period of 30 years from the completion of development; and

(e) the monitoring methodology and frequency in respect of the created or enhanced habitat to be submitted to the local planning authority, has been submitted to, and approved in writing by, the local planning authority, unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interest of securing biodiversity net gain (BNG) and policies CS11, CS16 and DM8 of the Havant Borough Local Plan (Core Strategy) 2011, the National Planning Policy Framework and Schedule 7A of the Town and Country Planning Act 1990. This is a pre-commencement condition as it relates to the deemed BNG condition requiring a Biodiversity Gain Plan as required by legislation and therefore goes to the heart of the permission.

- 6 Notice in writing shall be given to the Council when the:

(a) HMMP has been implemented; and

(b) habitat creation and enhancement works as set out in the HMMP have been completed.

Reason: In the interest of securing and monitoring biodiversity net gain (BNG) and policies CS11, CS16 and DM8 of the Havant Borough Local Plan (Core Strategy) 2011, the National Planning Policy Framework and Schedule 7A of the Town and Country Planning Act 1990.

- 7 a) Where the approved HMMP under Condition 5 proposes offsite habitat creation and/or offsite habitat enhancement works, the commercial units hereby permitted shall not be occupied until evidence that such works have been secured and/or delivered in accordance with the HMMP has been submitted to, and approved in writing by the Local Planning Authority.

(b) Where the approved HMMP under Condition 5 proposes onsite habitat creation and/or onsite habitat enhancement works, these works shall be carried out in full accordance with the approved details either prior to the first occupation of the commercial units hereby permitted or within the first planting season thereafter. Evidence of the completed onsite habitat works shall be submitted to the Local Planning Authority within 1 month of the completion of

these works. In order to discharge this condition, the evidence must be approved in writing by the Local Planning Authority.

Reason: In the interest of securing and monitoring biodiversity net gain (BNG) and policies CS11, CS16 and DM8 of the Havant Borough Local Plan (Core Strategy) 2011, the National Planning Policy Framework and Schedule 7A of the Town and Country Planning Act 1990.

- 8 The created and/or enhanced habitat specified in the approved HMMP shall be managed and maintained in accordance with the approved HMMP.

Reason: In the interest of securing biodiversity net gain (BNG) and policies CS11, CS16 and DM8 of the Havant Borough Local Plan (Core Strategy) 2011, the National Planning Policy Framework and Schedule 7A of the Town and Country Planning Act 1990.

- 9 Monitoring reports shall be submitted to local planning authority in writing in accordance with the methodology and frequency specified in the approved HMMP

Reason: In the interest of securing and monitoring biodiversity net gain (BNG) and policies CS11, CS16 and DM8 of the Havant Borough Local Plan (Core Strategy) 2011, the National Planning Policy Framework and Schedule 7A of the Town and Country Planning Act 1990.

- 10 Within 6 months of any part of the development first becoming occupied (unless an alternative timescale has been agreed in writing by the Local Planning Authority), written documentary evidence proving that the development has achieved at minimum 'Excellent' against the BREEAM Standard in the form of post construction assessment and certificate as issued by a legitimate BREEAM certification body shall be submitted to the Local Planning Authority for its approval.

Reason: To ensure the development contributes to sustainable construction in accordance with Policy CS4 of the Havant Borough Local Plan (Core Strategy) 2011.

- 11 Prior to the first occupation of each industrial unit, an acoustic assessment to show that the rating level of any plant and equipment, as part of their unit, will meet the 'Noise Rating Level at nearest dwelling LAeq' as stipulated in the Hoare Lea Noise impact assessment Rev01 date July 2024 under Table 7 (A further correction would be applicable if the plant contains distinguishing features, as per BS4142:2014 guidance), shall be submitted to and approved in writing by the Local Planning Authority. The assessment must be carried out by a suitably qualified acoustic consultant / engineer and be in accordance with BS4142: 2014 Methods for rating and assessing industrial and commercial sound. Background levels have already been established in the forementioned assessment. Thereafter, there shall be no additional plant installed without prior agreement in writing by the Local Planning Authority.

Reason: To ensure the amenities of nearby residential properties are not impacted upon by any external noise levels and having due regard to policies CS16 and DM10 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework

- 12 Prior to the first occupation of each industrial unit, the building envelope shall meet the requirements of the Hoare Lea Noise Assessment with regard to the stipulated minimum sound insulation performance and therefore sound insulation measures shall be retained in accordance with these requirements.
Reason: To ensure the amenities of nearby residential properties are not impacted upon by any external noise levels and having due regard to policies CS16 and DM10 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework
- 13 There shall be no piling carried out on site unless a detailed methodology has been submitted to and approved in writing by the Local Planning Authority. The methodology should seek the least intrusive noise and vibration method of piling and shall detail proposed mitigation methods to be employed, to ensure minimal impact on the nearest residential receptors and minimise the risks to groundwater quality.
Reason: To safeguard the amenities of the locality and in the interests of safeguarding ground water quality and having due regard to policy DM10 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.
- 14 There shall be no external lighting installed on site other than that on the approved documents Lighting Report 0465-ESC-00-ZZ-RP-Z-0016 P2 ESC - Original Submission -08.07.24 and Lighting plan 0000-ESC-00-ZZ-DR-E-2100 P2 ESC - Revised Submission -22.01.25, unless otherwise agreed in writing by the Local Planning Authority.
Reason: To protect the occupants of nearby residential properties, from any light disturbance / nuisance, and having due regard to policies CS16 and DM10 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.
- 15 Prior to each occupation of each of the units, a full Operational Management Plan (OMP) shall be submitted to and approved in writing by Local Planning Authority in consultation with the County Highway Authority. This should set out the peak hour HGV trip generation for each associated unit and the associated HGV routeing. The OMP shall also provide a commitment to allow the formal variation of the OMP for each industrial unit should the operational needs vary from the operation and use of the units that have previously been assessed and secured.
Reason: In the interests of Highway Safety and having due regard to policies CS16 and CS20 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.
- 16 Notwithstanding any description of materials in the application no above ground construction works shall take place until samples and / or a full specification of the materials to be used externally on the buildings and for hard landscaping have been submitted to and approved in writing by the Local Planning Authority. Such details shall include the type, colour and texture of the materials. Only the materials so approved shall be used, in accordance with any terms of such approval.
Reason: To ensure the appearance of the development is satisfactory and having due regard to policies CS11 and CS16 of the Havant Borough Local

Plan (Core Strategy) 2011 and the National Planning Policy Framework.

- 17 The soft landscaping scheme shall be carried out in full accordance with the approved plans 24-042-06-P07 A0 Planting Plan BEA Landscaping - Submission -08.01.25 and Landscape & Ecological Specification & Management Plan 08.07.24 by FPCR, prior to the first occupation of the development or within the first available planting season following the first occupation of the development. Thereafter the soft landscaping shall be maintained in accordance with Landscape & Ecological Specification & Management Plan 08.07.24 by FPCR unless otherwise agreed in writing by the Local Planning Authority. Any tree or shrub planted or retained as part of such approved landscaping scheme which dies or is otherwise removed within the first 5 years shall be replaced with another of the same species and size in the same position during the first available planting season, unless agreed in writing by the Local Planning Authority.

Reason: To ensure the appearance of the development is satisfactory and having due regard to policies CS11 and CS16 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

- 18 Prior to any construction or groundwork commencing on the site the approved tree protective measures, including fencing and ground protection, as shown within the Tree Retention & Removal Plan and Tree Protection Plan prepared by BEA Landscaping. No arboricultural works shall be carried out to trees other than those specified and in accordance with the submitted Arboricultural Method Statement prepared by BEA Landscaping. Within the fenced area(s), there shall be no excavations, storage of materials or machinery, parking of vehicles or fires.

Reason: To ensure the enhancement of the development by the retention of existing trees and natural features during the construction phase in accordance with the objectives of the National Planning Policy Framework and Policy CS16 of the Havant Borough Local Plan (Core Strategy) 2011.

- 19 Reasonable vigilance for the presence of contamination and soil hazards shall be maintained during all groundwork. In the event that any or any significant buried waste material or suspected contamination is encountered (e.g. significant made soils, or any obviously contaminated, stained, discoloured or odorous soil/groundwater); works in affected areas of the site shall cease until the Local Planning Authority has been notified of the discovery and a scheme to deal with the risks associated with the suspected contamination has been submitted to and approved in writing by the Local Planning Authority.

The scheme may take a proportionate approach to the degree of formality adopted and may comprise separate results / reports / statements as appropriate, but unless specifically excluded by agreement shall include;

- 1) Investigation in the vicinity of the suspect material, sufficient to characterise its nature, likely extent & mobility,
- 2) An appropriate assessment of the risks to all receptors that may be affected, based upon 1), and;
- 3) Where potentially unacceptable risks are identified by 2), a Remediation / Risk Management Strategy that includes appropriately considered remedial

objectives and clearly defined proposals for achieving these, having due regard to sustainability

All investigation, assessments & other actions required by 1)-3) above (and B, below) shall be undertaken & documented by competent persons, and the findings presented in a written format. The scheme shall be implemented as approved.

Prior to the occupation of any relevant part of the permitted development, EITHER of the following shall be submitted to the Local Planning Authority;

A) A written statement confirming that no suspected contamination was identified during development, OR;

B) Documentation in accordance with 1) & 2) above; together with a Verification Report (where appropriate) which demonstrates that the agreed remediation objectives (3)) have been met.

Reason: Site investigation has concluded that there remains a risk that discrete deposits of contaminating material / contaminated soils which have not been intercepted by the initial intrusive works could still be present at the site, and that such deposits could potentially pose a risk to future occupiers of the site or to the local water environment. This is in line with Policy DM10 of the Havant Borough Local Plan (Core Strategy) 2011, DM17 of the Havant Borough Local Plan (Allocations) [2014], and the National Planning Policy Framework.

- 20 The approved lines of site splays on 425.065366.00001_AT_SK02 Rev C and 425.065366.00001_AT_SK04 Rev D shall be provided prior to the first occupation of the site and shall be kept free of any obstruction exceeding 0.6m in height above the adjacent carriageway thereafter.

Reason: In the interest of highway safety and having due regard to policies CS16 and CS20 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

- 21 The development shall be carried out in strict accordance with the submitted Construction Management Plan (CMP) and Associated Appendices prepared by Metro (submitted 30.10.24) and the agreed Framework Construction Traffic Management Plan (ref DPP_1592_R0) dated 08 October 2024, unless otherwise agreed in writing by the Local Planning Authority. Should at anytime the appointed principal contractor change, the Local Planning Authority and Council's Environmental Health Team shall be notified in writing prior to a new principal contractor starting on site and shall be provided with the relevant contact details.

Reason: To safeguard the amenities of the locality and in the interests of traffic safety and having due regard to policies CS16 and DM10 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework

- 22 Notwithstanding the provisions of the Town and Country Planning (Use Classes) Order 1987 (as amended) and the Town and Country Planning (General Permitted Development) Order 2015 (as amended), or in any other

statutory instrument amending, revoking and re-enacting that Order, the building hereby permitted shall be used for Use Classes E(g) (iii), B2 and B8 along with ancillary offices and for no other purpose. The floor areas of the ancillary offices shall not be increased without prior agreement of the Local Planning Authority in writing.

Reason: To safeguard the amenities of the locality and in the interests of ensuring sufficient parking provision and having due regard to policies CS16 and DM14 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

- 23 The development shall be carried out in full accordance with the submitted Flood Risk Assessment and Drainage Strategy (24-011-CAN Downley Road, Havant) uploaded 21/03/2025, I&L response to LLFA consultation comments (2) uploaded 10/04/2025 and Proposed Drainage Plan 24-011-I&L D00 P4, unless otherwise approved in writing by the Local Planning Authority.

Reason: To ensure that the site is adequately drained and having due regard to policy CS15 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

- 24 Details for the long term maintenance arrangements for the surface water drainage system shall be submitted to and approved in writing by the Local Planning Authority prior to the first occupation of any of the Units. The submitted details shall include;
- a. Maintenance schedules for each drainage feature type and ownership
 - b. Details of protection measures

Reason: To ensure that the site is adequately drained and having due regard to policy CS15 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework

Appendices:...