
Site Address: 36 New Lane, Havant, PO9 2JL
Proposal: Construction of 6no. industrial units, within Use Classes B2, B8 and E(g), following demolition of existing buildings, to incorporate, access, parking, landscaping, and associated works.
Application Type: Full Planning Permission
Application No: APP/22/01039
Applicant: C/O Agent
A Data Ltd
Agent: Mr King
Mission Town Planning
Ward: Bondfields
Expiry Date: 16/03/2023
Case Officer: David Eaves

Recommendation: **GRANT PERMISSION**

1 Site Description

- 1.1 36 New Lane, Havant, is located to the south side of Stanbridge Road from where vehicular access is taken with two road access points and on the east side of New Lane within the existing New Lane Industrial Estate. Within the site there is currently a very substantial single industrial building with light grey cladding and two mono pitched roofs with a joining roof between. The main entrance to the building is on the west elevation facing New Lane with a loading bay on the northern elevation facing Stanbridge Drive.
- 1.2 The existing site includes HGV delivery and manoeuvring area to the north of the building and car parking to the west and part north of the site. There is some landscaping to the New Lane frontage partly beyond the site boundary. The site is currently occupied by QVIS a commercial and industrial lighting firm.
- 1.3 To the north of the site beyond Stanbridge Drive is Spring Business Park which is a relatively recent development of 12 Industrial units for B1, B2 and B8 use classes. To the south of the site is Hayward Business Centre which includes units of varying sizes. To the east is a freestanding unit which is a warehouse with ground and first floor offices. The nearest residential properties are located to the west beyond New Lane and within Littlegreen Avenue.

2 Planning History

90/54058/002 - 1. Concrete Plinth for water chillers on south side adj. to existing chillers. 2. Mezzanine floor over part of store area to accommodate Post Room.
PPNR,18/09/1990

01/54058/012 - Provision of a cranked top to existing fence to support barbed wire (height 2.24m)., PERM,12/06/2001

00/54058/010 - Two storey side extension to north elevation, PERM,19/10/2000

00/54058/011 - Erection of temporary single storey lean-to addition to existing chiller

compound on Stanbridge Road frontage., PERM,14/12/2000

00/54058/009 - Construct secure loading bay, PERM,12/06/2000

00/54058/008 - Relocating position of boundary fence fronting New Lane.,
PERM,01/06/2000

99/54058/007 - To install a portakabin to provide temporary offices for 6 months
terminating 30th September 2000, TPP,18/02/2000

97/54058/005 - Erection of 2.4m high security fence to part of north, east and south
boundaries of site, and new 2.4m high sliding gate to north boundary.,
PERM,17/04/1997

97/54058/006 - Relocation of fence to part of northern boundary., PERM,24/02/1998

94/54058/004 - Erection of 2.4m high palisade security fence and gates to northern
and western boundaries and provision of 2 new vehicular accesses,
PERM,25/05/1994

03/54058/013 - Erection of shed to south of main building., PERM,26/06/2003

04/54058/014 - Installation of third air conditioning plant and screening.,
PERM,21/10/2004

APP/17/00108 - Application for removal of Condition 7 of Planning Permission
APP/16/00659 to enable the warehouse approved under that permission to be
occupied independently of the existing development., PERM,22/03/2017

Officer Comment: *Adjacent site.*

APP/16/00659 - Proposed warehouse with ground and first floor offices (Approved
23.09.16). Request to Discharge Condition No.s 4 & 9 (27.01.17)., PERM,23/09/2016

Officer Comment: *Adjacent site*

APP/21/00818 - Prior Notification for change of use from class B1(a) office use to C3
residential use subject to prior approval covering flooding, highways and transport
issues and contamination. , WD,20/09/2021

Officer Comment: *Adjacent site*

3 Proposal

Construction of 6no. industrial units, within Use Classes B2, B8 and E(g), following
demolition of existing buildings, to incorporate, access, parking, landscaping, and
associated works.

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 Local Plan (Core Strategy) March 2011

CS11 (Protecting and Enhancing the Special Environment and Heritage of

	Havant Borough)
CS14	(Efficient Use of Resources)
CS15	(Flood and Coastal Erosion)
CS16	(High Quality Design)
CS17	(Concentration and Distribution of Development within the Urban Areas)
CS2	(Employment)
CS20	(Transport and Access Strategy)
DM10	(Pollution)
DM12	(Mitigating the Impacts of Travel)
DM14	(Car and Cycle Parking on Development (excluding residential))
DM8	(Conservation, Protection and Enhancement of Existing Natural Features)

Havant Borough Local Plan (Allocations) July 2014

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

Listed Building Grade: Not applicable.

Conservation Area: Not applicable.

5 Statutory and Non Statutory Consultations

Arboriculturalist

RECOMMENDATION Approve, subject to conditions

Reasons for Recommendation

The Council seeks to protect tree coverage in the Borough, sympathetically incorporating existing features into the overall design of the scheme including measures taken to ensure their continued survival.

The site is not within a Conservation Area and there are no trees affected that are subject to a Tree Preservation Order.

If the officer were minded to grant permission for the application, the tree works should be undertaken in accordance with Arboricultural Impact Assessment (Reference 221209-1.0-NLH-AIA-AN) and the Tree Protection Plan (Reference 221208-1.0-NLH-TPP-NC). Also, the landscaping of the site should be undertaken in accordance with Landscape Plan (Reference M425-200 Revision P1). Subject to conditions being secured the application would be in accordance with Policy CS11 and DM8 of the Core strategy (2011).

Recommended Condition:

Approval subject to the following conditions:

a) Tree Protection

Tree protection measures will be undertaken in accordance with the submitted plan 'Arboricultural Impact Assessment (Reference 221209-1.0-NLH-AIA-AN) and the Tree Protection Plan (Reference 221208-1.0-NLH-TPP-NC). Any variations to the details of the documents and plans must only be undertaken after the proposed variations have been agreed in writing by the Local Planning Authority.

Reason: To safeguard the continued health and presence of such existing trees and protect the amenities of the locality and having due regard to policies CS11 and DM8 of the Havant Borough Core Strategy (2011) and the National Planning Policy Framework.

b) Landscaping:

A scheme of soft landscaping will be undertaken in accordance with Landscape Plan (Reference M425-200 Revision P1). Any variations to the details of the documents and plans must only be undertaken after the proposed variations have been agreed in writing by the Local Planning Authority. All work comprised in the approved scheme of landscaping shall be carried out before the end of the first planting and seeding season following occupation of any part of the buildings or completion of the development, whichever is sooner, or commencement of the use. Any existing tree shown to be retained or trees or shrubs to be planted as part of the approved landscaping scheme which are removed, die, become severely damaged or diseased within five years of the completion of development shall be replaced with trees or shrubs of appropriate size and species in the next planting season.

Reason: To ensure a satisfactory appearance, which represents an important amenity feature in accordance with policies CS11 and DM8 of the Havant Core Strategy (2011) and the National Planning Policy Framework

Building Control, Havant Borough Council

This work will require Building Regulation consent

Design of soakaway tanks should take into account units foundation design and vice versa

Fire Authority Access and turning provisions should comply with AD B5 including road make up

Internal layout of units do not show WC or disable persons provisions internally

It is assumed that application is for shell only and fit out applications will follow once tenants found

Method of heating not shown so boiler flue outlets unknown

Rear path should be wide enough to not be blocked by rear door opening regarding wheelchair or similar exiting this way

Community Infrastructure, Planning Policy & Urban Design

Should a S106 agreement become necessary for this site, arising out of consultee responses, appropriate HBC S106 monitoring fees will need to be included for any HBC obligations: <https://www.havant.gov.uk/monitoring-fees>.

They are:

£798.00 per non-financial head of term (outside the scope of VAT)

5% of cost per financial head of term (outside the scope of VAT)

Councillor Alex Rennie

No comments received.

Councillor Richard Stone

No comments received.

County Archaeologist

Thank you for your consultation. Although the site lies within an area of some archaeological potential, the site has been the subject of extensive previous development which has likely compromised its archaeological potential. On this basis,

I do not wish to raise any archaeological issues.

Ecologist

Final Comments:

The application is accompanied by a Preliminary Ecological Appraisal Technical Note (Delta Simmons, September 2022). The appraisal considers the site to be of limited ecological value, comprising a large modern commercial building set within hard surfaced areas with planted ornamental vegetation. I am content that the site is of limited value overall and that the likelihood of protected or notable species being present and affected is minimal. On that basis, further ecological assessment is not justified.

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

Development shall proceed in accordance with the ecological avoidance measures as detailed in the Preliminary Ecological Appraisal Technical Note (Delta-Simmons, September 2022) unless otherwise agreed in writing by the Local Planning Authority.

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

The proposed landscaping scheme includes areas of 'species rich lawn'. This is welcome in principle, although no details are provided of the seed mix to be used nor the ongoing management of these grassland areas. I would welcome further clarification.

Original Comments

The application is accompanied by a Preliminary Ecological Appraisal Technical Note (Delta-Simmons, September 2022). The appraisal considers the site to be of limited ecological value, comprising a large modern commercial building set within hard surfaced areas with planted ornamental vegetation. I am content that the site is of limited value overall and that the likelihood of protected or notable species being present and affected is minimal. On that basis, further ecological assessment is not justified.

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

Development shall proceed in accordance with the ecological avoidance measures as detailed in the Preliminary Ecological Appraisal Technical Note (Delta-Simmons, September 2022) unless otherwise agreed in writing by the Local Planning Authority. Reason: to provide ecological protection and enhancement in accordance with the Conservation Regulations 2017, Wildlife & Countryside Act 1981, NPPF, NERC Act 2006 and Policy CS 11 of the Havant Borough Core Strategy March 2011.

As per your Landscape consultee's comments I would wish to see details of proposed landscaping and consider that this offers an opportunity to provide ecologically valuable habitats within the redeveloped site. The use of appropriate native-led plantings/seedings could provide tangible biodiversity benefits.

Crime Prevention -Major Apps

Further to my letter of the 9th January 2023.

The landscape plan shows a sheltered cycle enclosure to the south of the development. It appears to be a single shelter for use by all. The proposal does not contain details as to how access to the cycle enclosure will be managed, to provide for the security of the cycles within.

To provide for the security of pedal cycles each unit should have an individual secure cycle store. This can be an external store. Such cycle storage would be consistent with the Adopted Local Plan, Core Strategy, Policies, DM11 and DM14.

The lighting requirements are as per my previous letter.

Officer Comment: *Conditions in relation to cycle storage and lighting are recommended.*

Original Comments:

Thank you for your letter of the 20th December 2022 and the opportunity to comment upon the application. Having considered the application I have the following comments to make with reference to the prevention of crime and disorder (Anti-Social Behaviour (ASB)).

The National Planning Policy Framework makes clear the Government's continuing commitment to "create safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion and resilience".

National Planning Practice Guidance advises, that planning has a role in preventing crime and malicious threats. It reminds Local Authorities of their obligations under Section 17 of the Crime and Disorder Act 1998 (as amended), specifically "to exercise their functions with due regard to their likely effect on crime and disorder, and to do all they reasonably can to prevent crime and disorder."

The guidance advises: "Planning provides an important opportunity to consider the security of the built environment, those that live and work in it and the services it provides." It continues, "Good design that considers security as an intrinsic part of a masterplan or individual development can help achieve places that are safe as well as attractive, which function well and which do not need subsequent work to achieve or improve resilience." "Good design means a wide range of crimes from theft to terrorism are less likely to happen by making committing those crimes more difficult."

A single cycle store is provided, just inside the site entrance, presumably for use by all of those working or visiting the site. Theft of pedal cycles is a prevalent offence within the county. In the current position there is very little natural surveillance of the cycle store, whilst the store provides shelter from the weather it is not secure. These attributes increase the opportunities for crime and disorder. To reduce the opportunities for crime and disorder and provide for the security of pedal cycles each industrial unit should be provided with a secure cycle store. Such cycle storage would be consistent with the Adopted Local Plan, Core Strategy, Policies, DM11 and DM14.

Good lighting is shown to reduce crime and disorder and reduce the fear of crime. To reduce the opportunities for crime and disorder and reduce the fear of crime lighting throughout the development should conform to the relevant sections of BS 5489:2020-1 or BS EN 12464.

Southern Water

Further Comments

The comments in our response dated 10/01/2023 remain unchanged and valid for the

amended details.

For further advice, please contact Southern Water, Southern House, Yeoman Road, Worthing, West Sussex, BN13 3NX (Tel: 0330 303 0119).

Website: southernwater.co.uk or by email at: SouthernWaterPlanning@southernwater.co.uk

Original Comments:

Our investigations indicate that Southern Water can facilitate foul sewerage run off disposal to service the proposed development. Southern Water requires a formal application for a connection to the public foul sewer to be made by the applicant or developer.

To make an application visit Southern Water's Get Connected service: developerservices.southernwater.co.uk and please read our New Connections Charging Arrangements documents which are available on our website via the following link: southernwater.co.uk/developing-building/connection-charging-arrangements

In situations where surface water is being considered for discharge to our network, we require the below hierarchy for surface water to be followed which is reflected in part H3 of the Building Regulations. Whilst reuse does not strictly form part of this hierarchy, Southern Water would encourage the consideration of reuse for new developments.

- Reuse
- Infiltration
- Watercourse
- Storm sewer
- Combined Sewer

Guidance on Building Regulations is here: gov.uk/government/publications/drainage-and-waste-disposal-approved-document-h

The Council's Building Control officers or technical staff should be asked to comment on the adequacy of soakaways to dispose of surface water from the proposed development.

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.

It is possible that a sewer now deemed to be public could be crossing the development site. Therefore, should any sewer be found during construction works, an investigation of the sewer will be required to ascertain its ownership before any further works commence on site.

For further advice, please contact Southern Water, Southern House, Yeoman Road, Worthing, West Sussex, BN13 3NX (Tel: 0330 303 0119).

Website: southernwater.co.uk or by email at:

SouthernWaterPlanning@southernwater.co.uk

Economic Development

In terms of the Proposed development at 36 New Lane Havant for the demolition of the existing single industrial unit and replacement with 6no B2,B8 and E(g) units of varying sizes the comments from the Economic Development and Regeneration teams is that the proposal is supported. The existing unit whilst having a relatively modern appearance is now aging in a changing market. It is imperative for the economic sustainability of the borough that our stock of employment space is up to date with market requirements and modern methods of construction.

The success of recent developments in the immediate vicinity of the site have clearly demonstrated that the variety of unit sizes is what the market needs and being of a much higher quality than the older buildings that have been the bedrock of this successful industrial zone has attracted new employers to the area. The significant investment that the market has pumped into New Lane industrial zone is a clear demonstration of the market's belief in Havant's future economic success.

The site is in an accessible and established industrial zone that is transitioning to a modern commercial zone. There is no significant impact on any residential areas and so again the principle is to be supported.

Whilst the proposal is positive, the application does not appear to recognise that the existing unit is the headquarters of Qvis a successful lighting and security manufacturer. The application form states that there are no existing employees on the site and that employee numbers won't change. This seems incorrect, as Qvis appear to be operating at the site. Whilst the D&A statement claims a formula based number of 120 potential employees at the proposed re-development no figure is given as to the existing number of employees. Neither is there any information on the future of Qvis in the borough, which currently provides high quality jobs. Further information is needed on this point.

The proposal also states that the development will achieve BREEAM Very Good, this is applauded, although an Excellent rating would be preferred. The application states that utility infrastructure will be in place for future electric car charging points, ought this not be fully provided at the outset?

Other developments in the vicinity have been successful in attracting local employees to the development of the site and this ought to be a focus for the developer of the site as the area is in Leigh Park which does have challenges with training and employment. An Employment and Skills plan should be a condition of any planning permission.

Environment Agency

No comments received.

Environmental Health

The Application seek construction of 6 No. industrial units in a site that is already an established industrial estate. There are residential houses on the other side of New Lane. A noise impact assessment has been prepared in support of the application. The report considered the impact of plant, deliveries and operational noise breakout in accordance with BS414. The report concludes that noise is likely to have no significant impact on the nearest noise sensitive receptor. Notwithstanding, I recommend the following conditions.

Plant Noise condition

The rating level of the noise determined by the cumulative sound emissions of all items of plants shall be at least 5 dBA lower than the existing background noise level at any given time of operation. The noise levels shall be measured or predicted 1m externally to any window at the nearest residential façade. Measurements and assessment shall be made according to British Standard 4142:2014.

Reason: To obtain required sound insulation and prevent noise nuisance”.

Construction/ Demolition Management

No development shall commence, including demolition and site clearance works, until a Construction Management Plan (CMP), to include details of: (a) provision of boundary hoarding; (b) hours of operation; (c) means to control dust and emissions to air; (d) means to control noise and vibration has been submitted to, and approved in writing by, the Local Planning Authority. The CMP should be in accordance with the GLA's Supplementary Planning Guidance 'Control of Dust and Emissions during Demolition and Construction'. The development shall be constructed in accordance with the approved statement.

Reason: To ensure that the proposed development does not have a significant adverse impact on the amenities of nearby residential properties and to minimise the impacts on local air quality.

Information on External lighting

Should artificial lighting form part of the scheme, the applicant must assess the impact which could impact on residents living within proximity. The lighting impact assessment should predict lighting levels including spillage outside the site boundary. Artificial lighting on and off site must meet the Obtrusive Light Limitations for Exterior Lighting Installations contained within the Institute of Lighting Professionals Guidance Notes for the Reduction of Obtrusive Light - GN01:2011 (or as superseded)

Hampshire Biodiversity Information Centre:

Within 50m Moving Watercourse

Hampshire Highways

Final Comments:

Thank you for reconsulting the Highway Authority on the above planning application.

The Highway Authority previously recommended no objection to the proposed development, subject to S106 obligations and conditions. The latest amendments to the proposed development includes revisions to the internal site layout.

The Highway Authority has reviewed the revised layout and notes that there is not a reduction in the number of car parking spaces provided, nor has the location of the site access changed. Tracking has been undertaken in drawing number ITB18160-GA-002 Rev B which demonstrates that an artic lorry has space to enter the site and manoeuvre into the different units.

Given that the latest layout changes do not have an impact on the local highway network, nor the onsite parking provision, the Highway Authority recommends no objection, subject to the conditions noted within its previous response dated 31st January 2023.

Original Comments:

To address the highway implications of the proposed development, the applicant has submitted a Transport Assessment (TA). Following a review of this document, the Highway Authority wishes to make the following comments.

Existing Conditions

The site is located to the east of New Lane and is situated within the existing industrial estate.

It is noted that the site currently consists of 5,800sqm of B1c and B8 land uses and is accessed via one vehicular crossover and one bellmouth junction from Stanbridge Road.

Sustainable Transport**Walking and Cycling**

Footways either side of the site accesses provide onward connections to the existing facilities on New Lane to the west and towards the bridge over the railway line to the east. The existing footway on New Lane runs along the eastern side of the road, with a crossing point provided to the south opposite the Littlegreen Avenue footway link.

Reference is made to the National Travel Survey and the walking distances referred to within the document. The Highway Authority disagree with the distances referred to within the NTS and instead require the assessment to be carried out alongside the distances identified within the CIHT's 'Providing for Journeys on Foot' document which identifies 2km as the maximum walking distance.

Notwithstanding the above, the Highway Authority notes that there are a number of facilities listed in Table 5.2 of the TA which sit within a walkable distance of the site.

Both northbound and southbound cycle lanes are provided on-carriageway along New Lane which terminate to the north before Bartons Road and to the south before Eastern Lane.

Bus

The nearest bus facilities are located circa 650m away on St. Albans Road, serving the number 20 and 21 bus services which run every half hour. Whilst the bus stops are more than 400m away, it is acknowledged that there is a continuous route available for pedestrians to access the site from these facilities.

Rail

Both Warblington and Havant rail stations sit between a 1.4km – 1.5km walking distance from the site. The stations provide regular services to nearby locations in the south, along with London Waterloo.

Personal Injury Accident Data

Personal Injury Accident (PIA) data has been gathered from Hampshire Constabulary between 01/12/2016 – 30/11/2021. Whilst it is noted that this data is over a year out of date, the Highway Authority are aware of a cluster of accidents at the New Lane/Crossland Drive junction.

Hampshire County Council's Safety Engineering team will be implementing an improvement scheme at the junction to improve the safety of cyclists travelling along New Lane. Once implemented, this scheme will be monitored to determine whether the existing accident issue has been addressed.

Proposed Development

The proposed development consists of redeveloping the existing site (5,800sqm) with B use floor area (4,533sqm). The redevelopment will also feature changes to the vehicular and pedestrian access to the site. The pedestrian changes feature a new footway provided into the site to provide access to the new units. The changes to the vehicular access is discussed below.

Site Access

The current two vehicular points of access into the site will be rationalised to provide access via one bellmouth junction onto Stanbridge Road. Drawing number ITB14488-GA-001 shows westbound visibility to 44m (commensurate with a 30mph speed limit) from a 2.4m setback whilst the eastbound splay has been shown to 75m which is in excess of the posted speed limit. It is noted that no tactile paving has been included to allow for pedestrians to cross the site access. The crossing facilities should be incorporated into the design through the Section 278 process.

Tracking for an articulated vehicle has been undertaken in drawing number ITB14488-GA-002. The drawing demonstrates that an articulated vehicle can access and egress the site via Stanbridge Road and can also access the proposed parking locations within the site.

The revised access arrangement shown in drawing number ITB14488-GA-001 is considered acceptable in principle, subject to the applicant entering into a Section 278 agreement with the Highway Authority to implement the works.

Vehicle Parking

To adopt a robust parking strategy based on the proposed land uses for the site, the applicant has utilised the standards for B1 and B2, requiring 1 space per 45sqm.

The resultant requirement for 95 parking spaces has been met, with 101 spaces proposed within the site. In their capacity as local parking authority, Havant Borough Council should confirm that the proposed quantum is suitable.

Cycle Parking

A total of 28 cycle stands are proposed, located in a sheltered cycle store in the northwest corner of the site. The Highway Authority consider the quantum of parking to be suitable, along with the provision of a sheltered facility. A planning condition will be sought to secure these facilities.

Traffic Impact

To forecast the existing and proposed trip generation from the site, the applicant has utilised the TRICS database. The Highway Authority are satisfied with the assessment parameters used within the TRICS searches.

The existing floorspace split of the site has been taken into account (65% B1c

and 35% B8) within the assessment, which results in two-way vehicle movements of 26 in the AM peak hour and 20 in the PM peak hour.

A 50-50 floorspace split has been assumed between B1c and B2 when calculating the trip rates, resulting in two-way trip rates of 27 in the AM peak hour and 21 in the PM peak hour. The resultant net impact of the site compared to the extant use is an additional 1 trip in both the peak hours.

Given the minimal trip increase through the revised proposal, the Highway Authority do not require junction modelling as part of the transport assessment work.

Recommendation

The Highway Authority are satisfied that the proposed development will result in a minimal increase in trips on the local highway network. The Highway Authority therefore recommends no objection, subject to the following conditions:

- A Construction Traffic Management Plan shall be submitted to, and approved in writing, by the Local Planning Authority (in consultation with Hampshire County Council Highway Authority) before development commences. This should include construction traffic routes and their management and control, parking and turning provision to be made on site, measures to prevent mud being deposited on the highway, adequate provision for addressing any abnormal wear and tear to the highway, and a programme for construction.

Reason:

In the interest of highway safety.

- Prior to commencement of development, details for the on site provision of cycle storage facilities shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority.

Reason:

To ensure the adequate provision of on site facilities.

- Before any part of the development is occupied, the highway works shown on the drawings hereby approved and described in the letter shall have been completed in accordance with those drawings.

Reason:

To provide safe vehicular access to the site

Landscape Team, Havant Borough Council Further Comments

From a landscape perspective we have the following comments:

- We welcome the inclusion of the trees to the frontage of the site along New Lane which will go some way to mitigate the visual impact. The internal trees will help soften the overly hard landscaped area, however given the size of the internal car parking area 3 no. trees is rather meagre and another 3 trees would seem more appropriate.

Original Comments:

From a landscape perspective we have the following comment in relation to this

application:

- Given the proposals seek to bring the building footprint closer to new land we require a robust landscape buffer to act as screening. This should be in the form of trees and understorey planting.
- The applicant must demonstrate a biodiversity net gain with this application. Under the Environment Act 2021, all planning permissions granted in England (with a few exemptions) will have to deliver at least 10% biodiversity net gain. The additional tree planting will go towards mitigating the removal of the 7 trees as set out in the arb impact assessment. I would also advise the applicant consider planting trees within the hard landscaped areas similar to what has been done at the spring business park.
- We require the submission of a soft landscaping plan at an early stage of this application to understand what plants / vegetation is being lost and what is being proposed.

Local Lead Flood Authority HCC

Final Comment:

Hampshire County Council as Lead Local Flood Authority has provided comments in relation to the above application in our role as statutory consultee on surface water drainage for major developments.

This response does not reflect the position of Hampshire County Council as the Highway Authority. If there is a potential for the drainage features to be offered for adoption, this will need to be discussed separately with Highways development planning as they might not be considered acceptable by the Highway Authority.

In order to assist applicants in providing the correct information to their Local Planning Authority for planning permission, Hampshire County Council has set out the information it requires to provide a substantive response at <https://www.hants.gov.uk/landplanningandenvironment/environment/flooding/planning>

The County Council has reviewed the following documents relating to the above application:

- Flood Risk Assessment & Drainage Strategy Report, Fifth Issue (Baynham Meikle Partnership Limited, 3/8/23)

We are satisfied with the principles of the development and have no objection but recommend that the following conditions are applied to this application:

1.No development shall begin until a detailed surface water drainage scheme for the site, based on the principles within the Flood Risk Assessment & Drainage Strategy Report, has been submitted and approved in writing by the Local Planning Authority. The submitted details should include:

- a. A technical summary highlighting any changes to the design from that within the approved Flood Risk Assessment & Drainage Strategy Report.
- b. Winter groundwater monitoring and infiltration test results undertaken in accordance with BRE365 and providing a representative assessment of those locations where infiltration features are proposed.
- c. Detailed drainage plans to include type, layout and dimensions of drainage features including references to link to the drainage calculations.
- d. Detailed drainage calculations to demonstrate existing runoff rates are not exceeded and there is sufficient attenuation for storm events up to and including 1:100 + climate change.

- e. Confirmation that sufficient water quality measures have been included to satisfy the methodology in the Ciria SuDS Manual C753.
- f. Exceedance plans demonstrating the flow paths and areas of ponding in the event of blockages or storms exceeding design criteria.

2. 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 dwellings. The submitted details shall include;

- a. Maintenance schedules for each drainage feature type and ownership
- b. Details of protection measures

This response has been provided using the best knowledge and information submitted by the applicant as part of the planning application at the time of responding and is reliant on the accuracy of that information.

Further Comments:

Having reviewed the updated drainage strategy, I note that peak rainfall allowances for the 1 in 30 year storm event have not been included. This is required to ensure that flooding does not occur for that event. It is probably worth the applicant considering additional storage due to the slow half drain times for the larger events.

Once the updated calculations showing the revised climate change allowance for the 1 in 30 year storm have been submitted, I will be able to recommend a condition that insists on further investigations into the infiltration rates and groundwater levels at the site, and any subsequent revisions to the drainage strategy.

Please note, the drainage strategy still refers to a discharge to a watercourse at paragraph 8.1.1, this should be corrected to refer to the drainage strategy as proposed.

Original Comments:

Hampshire County Council as Lead Local Flood Authority has provided comments in relation to the above application in our role as statutory consultee on surface water drainage for major developments.

This response does not reflect the position of Hampshire County Council as the Highway Authority. If there is a potential for the drainage features to be offered for adoption, this will need to be discussed separately with Highways development planning as they might not be considered acceptable by the Highway Authority.

In order to assist applicants in providing the correct information to their Local Planning Authority for planning permission, Hampshire County Council has set out the information it requires to provide a substantive response at <https://www.hants.gov.uk/landplanningandenvironment/environment/flooding/planning>

The County Council has reviewed the following documents relating to the above application:

- Flood Risk Assessment & Drainage Strategy Report (Baynham Meikle Partnership Limited, August 2022)

The site is within Flood Zone 1 and is at very low risk of flooding from surface

water. The site has previously been developed.

Infiltration testing has not been undertaken and an assumed rate has been used for the surface water drainage design. Soakaways and permeable paving have been considered suitable for the site, however the drainage strategy also refers to a possible discharge to a nearby watercourse.

Without evidence in the form of infiltration testing and winter groundwater monitoring results, an infiltration strategy should not be approved. A detailed strategy has not been considered for an attenuated drainage system with a restricted discharge to a watercourse. Peak rainfall allowances should also be considered for the 1 in 30 year storm event in the network calculations. Flood exceedance flow routes should be shown on a plan.

Basic maintenance information has been provided but no assessment of water treatment in accordance with the simple index approach has been included. In order for us to provide a substantive response, the following information is required:

- A single detailed surface water drainage strategy for approval.
- Infiltration testing and winter groundwater monitoring results to support and infiltration strategy; or a detailed attenuation/restricted discharge to watercourse strategy.
- Further detail on the existing surface water drainage arrangements.
- Calculations to consider peak rainfall allowances for the 1 in 30 year event as well as the 1 in 100 year storm.
- Flood exceedance flow routes are required.
- Water treatment information in accordance with the simple index approach is required.
- Maintenance information may need to be amended depending on any changes in strategy.

We require this further information before we can make a decision on whether to recommend to the Local Planning Authority that planning permission is granted.

As a statutory consultee, the County Council has a duty to respond to consultations within 21 days. The 21 day period will not begin until we have received sufficient information to enable us to provide a meaningful response.

Please ensure all data is sent to us via the relevant Local Planning Authority.

If you require additional guidance on providing the correct information, we recommend you use our Surface Water Management Pre-application service which will enable discussions with the reviewing engineer and scope out works that would address the points raised. For full details, please visit: <https://www.hants.gov.uk/landplanningandenvironment/environment/flooding/planning> and click on pre-application advice request form.

This response has been provided using the best knowledge and information submitted by the applicant as part of the planning application at the time of responding and is reliant on the accuracy of that information.

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 DM2 seeks to safeguard existing employment sites from development proposals for non-employment uses.

The application is for the construction of 6no. industrial units, with use class B2, B8 and E totalling a gross internal area of 4,537 m² following the demolition of the existing buildings. Though it should be noted that there would be a net gross internal floorspace loss of 1,263 sqm, the submitted Planning Statement that the development would have the opportunity to create up to 121 FTE jobs.

Design and Low Carbon:

Core Strategy Policy CS16 requires high quality design in all development.

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 Results indicate the development would achieve a score of 60.03% or 'Very Good' standard in compliance with this policy.

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 an existing employment site within an established employment area. As such, the proposals is capable of support in policy terms, subject to the relevant detailed matters above being satisfactorily addressed.

Portsmouth Water Company

Further Comments:

The comments in our response dated 01/03/2023 remain unchanged and valid for the amended documentation.

Further Comments:

Portsmouth Water have reviewed the application for the construction of 6no. industrial buildings following demolition of existing buildings. Our response is based on the review of the following documents.

-

APP_22_01039-CONSULTEE_RESPONSE_-_HCC_SURFACE_WATER_MANAGEMENT1726543

APP_22_01039-FLOOD_RISK_ASSESSMENT__DRAINAGE_STRATEGY-1732814

APP_22_01039-FLOOD_RISK_ASSESSMENT__DRAINAGE_STRATEGY-1732815

APP_22_01039-FLOOD_RISK_ASSESSMENT__SECOND_ISSUE_-1732668

Drainage

The proposed surface water drainage strategy are soakaways, pervious pavements and Modular/Cellular tanks with below ground storage structure.

Portsmouth Water have no concerns with the strategy for surface water disposal, as we believe that the proposed strategy will have no adverse effect on groundwater used for public water supply.

Original Comments:

The catchment management Team at Portsmouth Water have reviewed the application and associated documentation for the planning application APP/22/01039 and have the following comments to make.

Portsmouth Water have reviewed the application for Enter Text and have the following comments. Our response is based on the review of the following documents:

Flood Risk Assessment

Proposed Drainage Strategy

Units 1-3 Floor Plan and Main Elevation

Units 4-6 Proposed Floor Plan & Main Elevations

Proposed Site Plan

Existing Site Plan

Site Setting

The site is located within the Source Protection Zone 1c (SPZ1c) for an essential Public Water Supply Source. The SPZ1c relates to subsurface activity only, where the Chalk aquifer is confined and may be impacted by deep drilling activities.

Subterranean activities such as deep drainage solutions and/or piling may pose a risk to groundwater quality at the local public water supply source. The groundwater area is of high sensitivity and consequently all measures to prevent pollution during and post construction are required in order to safeguard the local public water supply.

Therefore, we recommend the following conditions to protect groundwater quality.

Piling & Foundations

The proposed site is situated in a sensitive groundwater catchment and there is a potential risk associated with groundworks in this area.

Portsmouth Water would have no objection to piling at this location if the piles terminate within the Clay cover, if the piles penetrate the full depth of the Clay cover we would expect a piling risk assessment and method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface water infrastructure, vibration and the programme for the works) to be submitted to and approved in writing by the local planning authority in consultation with Portsmouth Water.

Land contamination

If, during development, contamination not previously identified is found to be present at the site then the local planning authority must be notified immediately. No further development (unless otherwise agreed in writing with the local planning authority in consultation with Portsmouth Water) shall be undertaken in that phase until the developer has submitted and had approved a site investigation, risk assessment and remediation strategy report, detailing how to mitigate the contamination identified. The remediation strategy approved by the local planning authority shall be implemented in full before development in that phase recommences.

Reason - To ensure that risks from land contamination to drinking water supplies are remediated

Construction Environmental Management Plan (CEMP)

No development shall start on site until a construction environmental management plan (CEMP) has been submitted to and approved in writing by the Planning Authority in consultation with Portsmouth Water detailing all pollution mitigation measures to be adopted during the construction phase. This should include management of overland runoff, storage of hazardous materials, chemical and hydrocarbons on site and temporary drainage infrastructure to ensure that water resources are not put at risk from leaks or spillages.

Reason- Fugitive emissions from the site during construction could pose a significant threat to groundwater and therefore the local public water supply source.

Surface Water Drainage

Portsmouth Water has a presumption against the use of deep-bore soakaways at this location, due to the proximity to our public water supply source. All applications for the construction and installation of deep bore soakaways should be accompanied by an adequate hydrogeological risk assessment demonstrating how the risk to groundwater would be mitigated in the proposed design.

Portsmouth Water will only agree to the use of deep pit based systems (including boreholes) for surface water disposal if the developer can show that all of the following apply:

- there are no other feasible disposal options such as shallow infiltration systems (for surface water) that can be operated in accordance with current British Standards;
- the system is no deeper than is required to obtain sufficient soakage;
- pollution control measures are in place;
- risk assessment demonstrates that no unacceptable discharge to groundwater will take place, in particular that inputs of hazardous substances to groundwater will be

prevented; and

- there are sufficient mitigating factors or measures to compensate for the increased risk arising from the use of deep structures.

Southern Gas Networks - stage 1

Please find an extract from our mains records for your proposed work area, any SGN assets are described in the map legend. **On some occasions blank maps may be sent to you, this is due to your proposed work being in a no gas area but within our operational boundaries.**

This mains record only shows the pipes owned by SGN in our role as a Licensed Gas Transporter (GT). Please note that privately owned gas pipes or pipes owned by other GTs may be present in this area and information regarding those pipes needs to be requested from the owners. If we know of any other pipes in the area we will note them on the plans as a shaded area and/or a series of x's.

The information shown on this plan is given without obligation or warranty and the accuracy cannot be guaranteed. Service pipes, valves, siphons, stub connections etc. are not shown but their presence should be anticipated. Your attention is drawn to the information and disclaimer on these plans. The information included on the plan is only valid for 28 days.

On the mains record you may see the low/medium/intermediate pressure gas main near your site. There should be no mechanical excavations taking place above or within 0.5m of a low/medium pressure system or above or within 3.0m of an intermediate pressure system. You should, where required confirm the position using hand dug trial holes.

A colour copy of these plans and the gas safety advice booklet enclosed should be passed to the senior person on site in order to prevent damage to our plant and potential direct or consequential costs to your organisation.

Safe digging practices in accordance with HSE publication HSG47 "Avoiding Danger from Underground Services" must be used to verify and establish the actual position of the mains, pipes, services and other apparatus on site before any mechanical plant is used. It is your responsibility to ensure that this information is provided to all relevant people (direct labour or contractors) working for you on or near gas pipes.

It must be stressed that both direct and consequential damage to gas plant can be dangerous for your employees and the general public and repairs to any such damage will incur a charge to you or the organisation carrying out work on your behalf. Your works should be carried out in such a manner that we are able to gain access to our apparatus throughout the duration of your operations.

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: 22

Number of site notices: 2

Statutory advertisement: 23/12/2022

Number of representations received: None

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) Business case
- (iii) Impact upon the character and appearance of the area
- (iv) Impact upon residential amenity
- (v) Flood risk and drainage
- (vi) Highways and parking
- (vii) Ecology
- (viii) Other matters

(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 control criteria. In this case the site is located within the long established New Lane Industrial estate and is currently occupied by a large industrial building in business use.

7.3 Given the location and the fact that the site is a brown field currently developed area, it is considered that the principle of business redevelopment is acceptable.

(ii) Business case

7.4 The agent has advised that the site owner and operator is seeking to provide a more sustainable form of development that better utilises the site and allows for differing operators on site. The proposal is for the erection of 4537 sqm of floorspace (including mezzanines). This would be provided within six units ranging in size from 581sqm to 1051sqm providing B2, B8 and E use classes and would be flexible in addressing market need and demand in the area.

7.5 The buildings would have an internal clear height of 9m to meet the functional needs of the units and future occupants. The existing occupant of the site, QVIS is understood to employ 108 staff and the agent has stated that providing the right property is available at the time they are in a position to relocate they will wish to remain within the Borough. The agent continues:

Given they own the property, if planning consent is not granted, they will not relocate, but it will severely inhibit their long plans for the business as well increased costs with maintaining an ageing property.

7.6 The agent continues:

The Solent Industrial market continues to remain very active with high demand and continuous low level of supply available. The lack of supply within the local market has led to new multi-let developments at Phase 1 Proxima Park in Waterlooville (now fully let) and Spring Park in Havant (10 units let and the last two under offer).

...consideration has been given to not flooding the marketing with similar sized units to that which have been built in the locality over the last few years. Most notably the adjacent Spring Business Park which offered units of circa 5,500 sq ft. There is now a shortage of units from 5-15,000 sq ft. Proxima Park in Watlooville offered units similar to this size range which is now fully let.

There is currently strong demand from industrial / warehouse occupiers seeking premises of this size.

- 7.7 It is noted that the existing on site floorspace is 5800sqm and the proposed floorspace 4537sqm (-1263sqm). The proposal is unlikely to significantly increase employment on the site (the application form states no change). It is considered however that the proposed units would provide modern, flexible units of different sizes and would support a wider range of potential occupants compared to the existing single large building. The proposal would support the long term viability of the site and the wider industrial complex where redevelopment with new units has taken place extensively in the locality ensuring the longer term future of the area to meet business needs and provide employment for residents of the Borough and others.

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

- 7.8 The site is located within the New Lane Industrial Estate, however it is relatively prominent in the street scene being located adjacent to the junction of New Lane and Stanbridge Road. The existing building is a very large building with monopitched roofs and extensive grey cladding. There are elements of glazing to the first floor level and a glazed entrance feature to the New Lane (west) elevation.
- 7.9 The proposal would introduce two new building blocks on site each accommodating three new units. The more prominent of these blocks in the wider streetscene would be units 1 to 3 as these would be positioned on the western side of the site closest to the New Lane frontage and the junction with Stanbridge Road. The original layout and elevations were considered unacceptable as they positioned the new buildings very close to the New Lane frontage and allowed very little opportunity for any meaningful landscaping to be provided. In addition the buildings had a height to eaves of approximately 10.8m and to ridge of approximately 11.6m - 12m which notwithstanding the need for an internal unrestricted height (see above) of 9m was considered unacceptable.
- 7.10 Following negotiation the position of units 1 to 3 has been set back further into the site from New Lane such that the closest parts of units 1 to 3 to the boundary with New Lane are now:

Unit 1	5m (formerly approx. 0.5m)
Unit 2	7.5m (formerly approx. 1.75m)
Unit 3	8.2m (formerly approx. 2m)

The height of units 1 to three has also been reduced slightly such that the eaves height is now 9.7m with a height to ridge of approximately 10.5m to 10.9m. The buildings are also articulated in a stepped pattern of development breaking up the mass and bulk of the units from the New Lane frontage. There are also proposed material changes to further visually break up this elevation.

- 7.11 In terms of the New Lane frontage there is now more opportunity for landscaping and

the plans show the retention of trees beyond the site on the verge with new tree planting including Blackthorn, Whitebeam, Field Maple and Hawthorn. A species rich lawn is also proposed and conditions will secure the landscaping including details of the lawn to enhance ecological habitats.

- 7.12 The context for the frontage development is set by the recently constructed development to the north of Stanbridge Road at Spring Business Park which exhibits similar features to the current scheme. On balance it is considered that units 1 to 3 and associated parking would have an acceptable impact on the character and appearance of New Lane and the corner of Stanbridge Road.
- 7.13 The new units will be more prominent in the Stanbridge Road street scene, however the layout will be similar to the units at Spring Business Park and Velocity further to the east. Additional frontage landscaping including a native hedge will help to break up the appearance of unit 4 the closest to this frontage. The impact on this streetscene is therefore considered acceptable.
- 7.14 Internally to the site that area would be extensively hardsurfaced, however, some planting has been achieved to the east of the access road within the parking area and whilst it is noted that further planting has been requested by the Landscape Officer, the agent is resistant to this as it would impact the parking layout. On balance the internal planting achieved is helpful, but the site will be intensively used internally and further planting is difficult to secure.
- 7.15 Consideration has been given to the impact on adjoining commercial uses to the south which include two storey units with windows facing the site. It is helpful that the proposed buildings are on the north side and there is a gap between the proposed units opening up part of the view. It is considered that this relationship is acceptable. There is a large building to the east in the blue line (applicants ownership). This is a modern industrial building with no windows facing the proposed units 4-6.
- 7.16 In terms of materials, the buildings would be mainly metal clad with grey and smaller bronze metallic finishes areas. These are considered acceptable subject to approval of final details/samples by condition.

(iv) Impact upon residential amenity

- 7.17 The closest properties to the site are located within Littlegreen Avenue to the western side of New Lane beyond a significant line of trees and approximately 44m from the proposed units. The set off would avoid any overbearing impact from the proposed units.
- 7.18 The Council's Environmental Health Officer has considered the proposals raising no objection to the scheme subject to conditions addressing potential for plant noise and the potential for construction/demolition impacts on residential amenity. These conditions are recommended in the interests of residential amenity. An informative is also recommended in relation to lighting avoiding residential properties. Subject to this the proposals are considered to have an acceptable impact on residential amenity.

(v) Flood risk and drainage

- 7.19 In relation to flood risk the application is supported by a Flood Risk Assessment and Drainage Strategy Report (FRA/DS) and the proposals have been subject to consultation with the relevant statutory bodies.

- 7.20 The site lies almost exclusively in flood zone 1 with a very small area to the south west corner possibly within flood zone 2. A larger part of the site is however within a future flood zone. As such notwithstanding the conclusions of the FRA/DS a sequential test has been carried out.

Sequential and Exception Test

- 7.21 The National Planning Policy Framework states that *"Inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk (whether existing or future)"*.
- 7.22 The proposed development is for commercial uses which are generally classed as Less Vulnerable uses. The NPPF requires that Local Planning Authorities steer new development to areas with the lowest probability of flooding and that development should not be permitted if there are reasonably available sites appropriate for the proposed development in areas with a lower probability of flooding.
- 7.23 As has been outlined in this report the application is for redevelopment of an existing business site which includes extensive buildings and hard surfacing areas with a development resulting in smaller built form and hard surfacing. A detailed case has been made for the requirement to replace the existing buildings with flexible modern business units. The development would retain an existing employment site in Havant Borough which is important to providing employment opportunities. The opportunity for redevelopment results directly from the demolition of the existing building and this is unlikely to be secured at an alternative site, needing owner agreement.
- 7.24 National guidance is not prescriptive in relation to the area of search to be applied to the sequential test. Instead, a pragmatic approach should be taken, appropriate to local circumstances and the particular application. The Council's own guidance considers this further and states that for commercial development the area of search should be the whole borough. It is considered that given that the proposals would not increase flood risk elsewhere (see below); that the site includes an existing larger building than that replaced; and that the opportunity to re-develop alternative sites is owner dependant, the most appropriate site for the redevelopment proposals under consideration is at the application site. The proposal is therefore considered acceptable under the sequential test.
- 7.25 In relation to the Exception Test, the development is essentially for less vulnerable use, it is not considered in this case that an Exception Test is required.

Surface Water

- 7.26 With regards to surface water the FRA/DS sets out the proposed drainage strategy. In broad terms the strategy is as follows:

- *Provide a gravity pipe drainage system to discharge to suitable sized cellular soakaways / infiltration trenches.*
- *Cellular infiltration tanks to provide adequate underground storage volume.*
- *Underground storage is to be designed such that no surcharging occurs at the 1 in 1 year Surcharging will occur in dummy pipes which need to be modelled in winds, no flooding at 1 in 30 years storm event and managed flooding for the 100 year plus climate change (if any occurred).*
- *If required allow external contained landscaping and car parking areas to flood to a*

maximum depth of 100mm

The Local Lead Flood Authority have now raised no objection to the proposed surface water drainage scheme subject to conditions which are recommended.

Foul Drainage

- 7.27 The FRA/DS states that: *The proposed foul drainage strategy is to discharge into Southern Water public sewer located on Stanbridge Road. Southern Water state that Our investigations indicate that Southern Water can facilitate foul sewerage run off disposal to service the proposed development. Southern Water requires a formal application for a connection to the public foul sewer to be made by the applicant or developer.* The foul sewage proposal is therefore considered acceptable.

Impact on ground water

- 7.28 The site lies within the Source Protection Zone and Portsmouth Water have provided comments on the proposals. They conclude that:

Portsmouth Water have no concerns with the strategy for surface water disposal, as we believe that the proposed strategy will have no adverse effect on groundwater used for public water supply.

Piling/deep bore soakaways (if required) would be subject to a condition to prevent groundwater impacts. In addition, Construction Management and Contamination requirements are recommended by Portsmouth Water / Environmental Health and appropriate conditions are therefore recommended.

- 7.29 Overall the proposals are considered to have a limited and acceptable impact on flood risk, surface and foul drainage and groundwater subject to appropriate planning conditions.

(vi) Highways and parking

- 7.30 The proposed access point is to be altered / widened and one of the existing accesses to be closed. The application has been considered by Hampshire County Council as the Highway Authority who have raised no objections to the proposals which included a Transport Assessment and swept path analysis. The main aspects for assessment are considered below:

Sustainable transport

- 7.31 New Lane is served by footpaths connecting the site to existing facilities on New Lane and towards the bridge over the railway line to the east. There are a number of facilities listed in the TA within a walkable distance of the site. There are also north and south bound cycleways on New Lane. There are bus facilities in St. Albans Road and Rail services to the South at Havant and Warblington Stations.

Personal Injury Accident Data

- 7.32 The Highway Authority are aware of a cluster of accidents at the New Lane/Crossland Drive junction and an improvement scheme will be implemented to improve the safety of cyclists travelling along New Lane, once implemented this will be monitored to see if the existing accident issue has been addressed.

Proposed Development

- 7.33 There would be a reduction in overall floor area and changes to the vehicular and pedestrian access to the site. The current two vehicular points of access would be rationalised to provide one bellmouth junction onto Stanbridge Road. Visibility splays are considered acceptable by the Highway Authority. The access alterations would need to be approved under a separate Section 278 process including pedestrian crossing tactile paving requirements. An informative is recommended to highlight these requirements. Tracking has been provided and is considered acceptable.

Vehicle Parking

- 7.34 The proposal has been assessed in relation to the requirements of the Havant Borough Parking Standards SPD although it is noted that the use classes have changed since the standards were adopted. The TA sets out that parking would be provided at a rate of 1 space / 45 sqm. This would meet the standards for most E(g) and all B2 uses and would exceed B8 use requirements and is considered to be an appropriate guide to the car parking needs of the site.
- 7.35 Based on the proposed floorspace of 4,533sqm at 1 space / 45sqm the requirement would equate to 101 spaces. The proposal includes 101 spaces and is therefore considered to comply with the car parking standards.
- 7.36 In relation to cycle parking, for former B1 (b) (c) units there would be a need for 1 long stay space / 250sqm and 1 short stay / 500sqm. For B2 uses there would be a requirement for 1 long stay space per 350sqm and 1 short stay space per 500 sqm. The TA states that taking the highest of these standards 16 long and 10 short stay cycle stands are required and it is proposed to provide 28 cycle stands throughout the site. The parking standards for B1 equivalent to class E (g) would be 1 per 250sqm long stay (19) and 1 per 500sqm (9) a total of 28 spaces. The plans show the provision of a single building to provide cycle storage. Concerns have been raised by the crime prevention officer who is concerned that cycle storage should be provided for each unit in a secure manner. A condition is recommended to secure parking provision in line with the Parking SPD.

Traffic Impact

- 7.37 The Highway Authority has assessed details of trip generation in the peak AM and PM hours which are assessed as resulting in 27 two way trips in the peak AM and 21 in the peak PM hours. The resultant net impact of the site compared to the extant use is an additional 1 trip in both peak hours. The Highway Authority therefore conclude that given the minimal trip increase they do not require junction modelling as part of the TA work.
- 7.38 Overall the Highway authority is satisfied that the proposal would result in a minimal increase in trips on the local highway network and raises no objection subject to conditions in relation to Construction Traffic Management, cycle storage and implementation of highway works. The highway impacts can therefore be suitably addressed.

(vii) Ecology

- 7.39 The proposal is accompanied by a Preliminary Ecological Appraisal Technical Note.

The appraisal considers the site of limited ecological value given its current use and this is agreed by the Councils Ecologist. A condition is recommended in relation to ecological avoidance measures. In addition, details of the proposed 'species rich lawn' will be required through the recommended landscaping condition.

(viii) Other matters

- 7.40 The proposal has been assessed by the Councils Arboriculturalist who has confirmed that there are no trees affected that are subject to tree preservation orders. Conditions are recommended in relation to tree protection and landscaping.
- 7.41 In relation to lighting, both the Crime Prevention Officer and Environmental Health have requirements in relation to lighting to prevent impacts to residential properties and provide adequate light coverage for security. A condition and Informative are recommended to address this.
- 7.42 The Economic Development Officer has requested an Employment and Skill plan condition and this is recommended. In addition BREEAM 'very good' is required and proposed this will need to be conditioned. Finally EV charging points should be provided and a condition is recommended.
- 7.43 Environmental Health have also requested conditions in relation to construction / demolition management

8 Conclusion

- 8.1 The site lies within the built up area on a brown field site in an established industrial estate where further business development is considered acceptable. Furthermore, the business case for the provision of modern, flexible units of various sizes would meet current business needs and reflects an established process of change taking place within the Borough.
- 8.2 Detailed consideration has been given to the impact on the character and appearance of the area and the plans amended to set back the units as far as possible from New Lane to allow for additional landscaping. On balance the proposals are now considered to be acceptable.
- 8.3 The site is set off the nearest residential properties to the west of New Lane, with a row of mature trees between the site and these residents. Subject to appropriate conditions, the relationship is considered acceptable.
- 8.4 In terms of flood risk and impact on the water environment, the proposals are considered acceptable subject to conditions. Highways and parking issues have been assessed and the development is likely to have a limited and acceptable impact on the Highway Network and subject to conditions would provide acceptable car and cycle parking.
- 8.5 Ecological and other matters have been set out in the report above and subject to appropriate conditions matters raised by consultees can be addressed.
- 8.6 In conclusion, the proposed development can be supported and planning permission is recommended subject to the conditions set out below.

9 RECOMMENDATION:

That the Head of Place be authorised to **GRANT PERMISSION** for application APP/22/01039

(A) subject to the following conditions

- 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:

Location Plan Drawing No. 22.015_HGP_XX_00_DR_A_0001 Rev P2

Proposed Site Plan Drawing No. 22.015_HGP_XX_00_DR_A_0011 Rev P6

Units 1-3 Floor Plan and Main Elevation Drawing No.

22.015_HGP_XX_00_DR_A_0012 Rev P3

Units 1-3 Elevations and Section Drawing No.

22.015_HGP_XX_00_DR_A_0013 Rev P3

Units 4-6 Floor Plan and Main Elevation Drawing No.

22.015_HGP_XX_00_DR_0014 Rev P2

Units 4-6 Elevations and Section Drawing No.

22.015_HGP_XX_00_DR_A_0015 Rev P2

Proposed Site Sections Drawing No. 22.015_HGP_XX_00_DR_A_0016 Rev P3

Swept Path Analysis - Articulated Vehicle Drawing No. ITB18160-GA-002 Rev B

Landscape Plan Drawing No. M425-200 Rev P1

Flood Risk Assessment & Drainage Strategy Report Ref: R100 Fifth Issue August 2023

Planning Statement Mission Town Planning Consultancy October 2022 uploaded 7th August 2023

Design and Access Statement Ref: 22.015 Rev P2

Peer Review of SPEL Stormceptor/Purceptor performance against the British Water Code of Practice for SPEL Stormwater Issue 1 28 January 2021

Arboricultural Impact Assessment Report Reference Number:

221209-1.0-NLH-AIA-AN Rev 1.0 Treework Environmental Practice

Tree Protection Plan Drawing No. 221208-1.0-NLH-TPP-NC

Environmental Noise Assessment Project No 2221292 Sharps Redmore November 2022

BREEAM 2018 Pre-Assessment Report - Issue Planning 2 Watkins Payne September 2022

Transport Assessment i-Transport Ref: SJ/SM/SPH/ITB18160 dated 30 September 2022

Framework Travel Plan i-Transport Ref: SJ/SM/SPH ITB18160-002 29 September 2022

Preliminary Ecological Appraisal Technical note Issue No. 1 23rd September

2022

Also considered for Information Only:
DRAFT Proposed Levels Strategy Plan Drawing No. 102

Reason: - To ensure provision of a satisfactory development.

- 3 No development shall commence, including demolition and site clearance works, until a Construction Management Plan (CMP), to include details of:

- (a) provision of boundary hoarding;
- (b) hours of operation;
- (c) means to control dust and emissions to air;
- (d) means to control noise and vibration;

have been submitted to, and approved in writing by, the Local Planning Authority in consultation with Portsmouth Water. The CMP shall be in accordance with the Greater London Authorities Supplementary Planning Guidance 'The Control of Dust and Emissions during Construction and Demolition'. The development shall be constructed in accordance with the approved CMP.

Reason: To ensure that the proposed development does not have a significant adverse impact on the amenities of nearby residential properties and to minimise the impacts on local air quality having due regard to policy DM10 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

- 4 A Construction Traffic Management Plan shall be submitted to, and approved in writing, by the Local Planning Authority (in consultation with Hampshire County Council Highway Authority) before development commences. This shall include construction traffic routes and their management and control, parking and turning provision to be made on site, measures to prevent mud being deposited on the highway, adequate provision for addressing any abnormal wear and tear to the highway, and a programme for construction.

Reason: In the interest of highway safety and having due regard to policies CS20, DM10 and DM11 of the Havant Borough (Core Strategy) 2011 and the National Planning Policy Framework.

- 5 The development hereby permitted including demolition shall not commence unless and until a detailed surface water drainage scheme for the site, based on the principles within the Flood Risk Assessment & Drainage Strategy Report, has been submitted and approved in writing by the Local Planning Authority. The submitted details shall include:

- a. A technical summary highlighting any changes to the design from that within the approved Flood Risk Assessment & Drainage Strategy Report.
- b. Winter groundwater monitoring and infiltration test results undertaken in accordance with BRE365 and providing a representative assessment of those locations where infiltration features are proposed.
- c. Detailed drainage plans to include type, layout and dimensions of drainage features including references to link to the drainage calculations.

- d. Detailed drainage calculations to demonstrate existing runoff rates are not exceeded and there is sufficient attenuation for storm events up to and including 1:100 + climate change.
- e. Confirmation that sufficient water quality measures have been included to satisfy the methodology in the Ciria SuDS Manual C753.
- f. Exceedance plans demonstrating the flow paths and areas of ponding in the event of blockages or storms exceeding design criteria.

Reason: To ensure that the development is acceptable in relation to flood risk and drainage having due regard to policies CS15 and DM10 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework 2011.

- 6 No development shall take place until details of existing and finished floor and site levels relative to previously agreed off-site datum points have been submitted to and approved in writing by the Local Planning Authority. The development shall be undertaken in accordance with the approved details.

Reason: To ensure that the development has an acceptable impact on the character and appearance of the area having due regard to policy CS16 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

- 7 Prior to the commencement of any specific phase of development approved by this planning permission (or such other date or stage in development as may be agreed in writing with the Local Planning Authority), an assessment of the nature and extent of contamination at the site, whether originating from within or outside the curtilage, shall be submitted to and approved in writing by the Local Planning Authority. The assessment shall be undertaken by competent persons, and the findings presented as a written report.

The assessment may comprise separate reports as appropriate, but unless specifically excluded in writing by the Local Planning Authority, shall include;

- 1) A site walk-over survey &/or sufficient desk-based research to identify & summarise;
 - Relevant previous uses of the site,
 - Potentially significant features and contaminants associated with those uses
 - Uncertainties relating to previous use or associated potential contaminants
 - A preliminary conceptual site model identifying relevant sources, exposure pathways and receptors, and;
 - Potentially unacceptable risks arising from contamination at the site.
- 2) Site investigation based on (1), to provide sufficient data and information to adequately identify & characterise any physical contamination on or affecting the site, and to inform an appropriate assessment of the risks to all receptors that may be affected, including those off site.

- 3) The results of an appropriate risk assessment based upon (1) & (2), and where unacceptable risks are identified, a Remediation Strategy that includes;
 - appropriately considered remedial objectives,
 - an appraisal of remedial &/or risk mitigation options, having due regard to sustainability, and;
 - clearly defined proposals for mitigation of the identified risks.
- 4) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out any Remediation Strategy required under (2) are complete, identifying any requirements for longer-term monitoring of pollutant linkages, maintenance of engineered mitigation measures, and arrangements for contingency action.

All elements shall be adhered to unless agreed in writing by the Local Planning Authority

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 contamination, in line with policy DM10 of the Havant Borough Local Plan (Core Strategy) 2011, DM17 of the Havant Borough Local Plan (Allocations) 2014, and paragraphs 183-185 of the National Planning Policy Framework. The proposal relates to the redevelopment of an existing industrial site with a likely presence of contaminants within areas of the development land that have not previously been investigated. The site is above a secondary superficial aquifer which may be in continuity with the River Lavant. The site is additionally underlain by a principal chalk and associated SPZ1c (at depth). Alongside the health of future occupants of the development land, and the health of occupiers of adjacent land, and the integrity of the proposed buildings and services, these receptors could potentially be impacted by contamination present on this site.

- 8 No development shall start on site until a construction environmental management plan (CEMP) has been submitted to and approved in writing by the Planning Authority in consultation with Portsmouth Water detailing all pollution mitigation measures to be adopted during the construction phase. This shall include management of overland runoff, storage of hazardous materials, chemical and hydrocarbons on site and temporary drainage infrastructure to ensure that water resources are not put at risk from leaks or spillages.

Reason: Fugitive emissions from the site during construction could pose a significant threat to groundwater and therefore the local public water supply source and having due regard to policies CS15 and DM10 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

- 9 No above ground construction shall take place unless and until details of the provision of 19 long term and 9 short term cycle parking spaces have been

submitted to and approved in writing by the Local Planning Authority. The long term cycle parking shall be provided for each unit in a secure manner. The buildings shall not be occupied unless and until cycle parking has been provided in accordance with the approved details. The approved cycle parking shall thereafter be retained and maintained in accordance with the approved details.

Reason: To provide non car based travel options in the interests of sustainability having due regard to Policy DM14 of the Havant Borough Local Plan (Core Strategy) 2011, Havant Borough Council Parking SPD July 2016 and the National Planning Policy Framework.

- 10 Notwithstanding any description of materials in the application no above ground construction works shall take place until samples and a full specification of the materials to be used externally on the buildings 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 policy CS16 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

- 11 The development shall not be brought into use unless and until details of the provision of Electric Vehicle (EV) charging points have been submitted to and approved in writing by the Local Planning Authority. Unless otherwise agreed in writing by the Local Planning Authority, the EV charging points shall be provided on the basis of a minimum of 10% of parking spaces and with a minimum of 20% of parking spaces passively equipped.

The charging points shall be installed prior to development being brought into use and thereafter retained and maintained in accordance with the approved details.

Reason: In the interests of sustainability and air quality having due regard to policies CS14 and DM10 of Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

- 12 Prior to the development being brought into use an Occupational Phase Employment and Skills Plan shall be submitted to and approved in writing by the Local Authority which shall provide the following details:

- An end user HR contact for recruitment for direct employees
- An inception meeting with the Economic Development Officer to detail the programme for launch recruitment and beyond initial occupation;
- Provision for a follow up meeting to be attended by the Borough Council including members of the end-user's PR team;
- Provision of details of the agencies/contractors that are being partnered with;
- Details of the marketing of direct employment opportunities, including specific reference to the need to target Havant residents, including those in the 18-24 category and those in Leigh Park and the immediate area.

Reason: In the interests of providing employment opportunities at the site in accordance with policy CS3 of Havant Borough Local Plan (Core Strategy) 2011.

- 13 Before any part of the development is occupied, the highway works shown on the drawings hereby approved and described in the supporting information

shall have been completed in accordance with those drawings.

Reason: To provide safe vehicular access to the site having due regard to policies CS20, DM11 and DM12 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

- 14 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 hereby approved. The submitted details shall include;

- a. Maintenance schedules for each drainage feature type and ownership
- b. Details of protection measures

Reason: To ensure the management and maintenance of the long term surface water drainage scheme having due regard to policies CS15 and DM10 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

- 15 No part of the development shall be first occupied until details of the type, siting, design and materials to be used in the construction of all means of enclosure including boundaries, screens or retaining walls, have been submitted to and approved in writing by the Local Planning Authority and the approved structures have been erected in accordance with the approved details. The structures shall thereafter be retained.

Reason: To safeguard the amenities of the locality having due regard to policy CS16 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

- 16 Prior to the occupation of any relevant part of the permitted development, any verification report required in accordance with Condition 7 shall be submitted to and approved in writing by the Local Planning Authority.

The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan, and must demonstrate that site remediation criteria have been met. Where longer-term monitoring of pollutant linkages is identified as being necessary, the report shall clearly set out plans for monitoring, provision for maintenance, relevant triggers and contingency actions (a "long-term monitoring and maintenance plan").

The long-term monitoring and maintenance plan shall be implemented as approved.

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 contamination, in line with policy DM10 of the Havant Borough Local Plan (Core Strategy) 2011, DM17 of the Havant Borough Local Plan (Allocations) 2014, and paragraphs 183-185 of the National Planning Policy Framework. The proposal relates to the redevelopment of an existing industrial site with a likely presence of contaminants within areas of the development land that have not previously been investigated. The site is above a secondary superficial aquifer which may be in continuity with the River Lavant. The site is additionally underlain by a principal chalk and associated SPZ1c (at depth). Alongside the health of future occupants of the development land, and the health of occupiers of adjacent land, and the integrity of the proposed buildings and services, these receptors could potentially be impacted by

contamination present on this site.

- 17 Within 6 months the development first becoming occupied (or such other date as may be agreed in writing by the Local Planning Authority), written documentary evidence proving that the development has achieved at minimum 'Very Good' against the BREEAM Standard (or equivalent if not available) 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 having due regard to policy CS14 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

- 18 Tree protection measures will be undertaken in accordance with the submitted plan 'Arboricultural Impact Assessment (Reference 221209-1.0-NLH-AIA-AN Rev 1.0) and the Tree Protection Plan (Reference 221208-1.0-NLH-TPP-NC). Any variations to the details of the documents and plans must only be undertaken after the proposed variations have been agreed in writing by the Local Planning Authority.

Reason: To safeguard the continued health and presence of such existing trees and protect the amenities of the locality and having due regard to policies CS11 and DM8 of the Havant Borough (Core Strategy) 2011 and the National Planning Policy Framework.

- 19 A scheme of soft landscaping shall be undertaken in accordance with Landscape Plan (Reference M425-200 Revision P1). Any variations to the details of the documents and plans must only be undertaken after the proposed variations have been agreed in writing by the Local Planning Authority. All work comprised in the approved scheme of landscaping shall be carried out before the end of the first planting and seeding season following occupation of any part of the buildings or completion of the development, whichever is sooner, or commencement of the use. Any existing tree shown to be retained or trees or shrubs to be planted as part of the approved landscaping scheme which are removed, die, become severely damaged or diseased within five years of the completion of development shall be replaced with trees or shrubs of appropriate size and species in the next planting season.

Reason: To ensure a satisfactory appearance, which represents an important amenity feature in accordance with policies CS11 and DM8 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework

- 20 Prior to the first occupation of the buildings hereby approved details of the species mix of the 'species rich lawn' shown on drawing No. M425-200 Rev P1 and its management and maintenance shall be submitted to and approved in writing by the Local Planning Authority. The approved planting details shall be carried out before the end of the first planting and seeding season following occupation of any part of the buildings or completion of the development, whichever is sooner, or commencement of the use.

Reason: In the interests of the biodiversity/ecology of the site having due regard to policy CS11 of the Havant Borough Local Plan (Core Strategy) 2011

and the National Planning Policy Framework.

- 21 Development shall proceed in accordance with the ecological avoidance measures as detailed in the Preliminary Ecological Appraisal Technical Note Issue No. 1 (Delta-Simmons, September 2022) unless otherwise agreed in writing by the Local Planning Authority.
Reason: To provide ecological protection and enhancement in accordance with the Conservation Regulations 2017, Wildlife & Countryside Act 1981, NPPF, NERC Act 2006, Policy CS11 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.
- 22 The rating level of the noise determined by the cumulative sound emissions of all items of plant shall be at least 5 dBA lower than the existing background noise level at any given time of operation. The noise levels shall be measured or predicted 1m externally to any window at the nearest residential façade. Measurements and assessment shall be made according to British Standard 4142:2014.
Reason: To obtain required sound insulation and prevent noise nuisance having due regard to policy DM10 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.
- 23 Notwithstanding the provisions of the Town and Country Planning (Use Classes) Order 1987, (as amended) and any Town and Country Planning (General Permitted Development) Order, the premises shall only be used for the following use classes B2, B8 and E(g); and for no other purposes.
Reason: To accord with the terms of the application, in the interests of amenity, highways and parking and having due regard to Policies CS16 and DM14 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.
- 24 The car parking, servicing and other vehicular access arrangements shown on the approved plans to serve the development hereby permitted shall be made fully available for use prior to the development being first brought into use and shall be retained thereafter for their intended purpose.
Reason: In the interests of highway safety and having due regard to policy DM14 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.
- 25 No article of any description shall be manufactured, assembled, altered, repaired or stored outside the building(s) hereby approved.
Reason: In the interests of the amenity of the area and having due regard to policies CS16 and DM10 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.
- 26 Lighting shall be provided to conform to BS 5489:2020 or BS EN 12464.
Reason: To ensure that adequate levels of lighting are provided in the interests of safety having due regard to policy CS8 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.
Note: Please see related informative for further information on lighting.
- 27 Should piling be proposed at this location that has the potential to penetrate

the full depth of the Clay cover at this location a piling risk assessment and method statement detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface water infrastructure, vibration and the programme for the works shall be submitted to and approved in writing by the Local Planning Authority in consultation with Portsmouth Water.

Reason: The proposed site is situated in a sensitive groundwater catchment and there is a potential risk associated with groundworks in this area having due regard to policies CS15 and DM10 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

- 28 If, during development, contamination not previously identified is found to be present at the site then the local planning authority must be notified immediately. No further development (unless otherwise agreed in writing with the local planning authority in consultation with Portsmouth Water) shall be undertaken in that phase until the developer has submitted and had approved a site investigation, risk assessment and remediation strategy report, detailing how to mitigate the contamination identified. The remediation strategy approved by the local planning authority shall be implemented in full before development in that phase recommences.

Reason: To ensure that risks from land contamination to drinking water supplies are remediated and having due regard to policies CS15 and DM10 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

- 29 No deep-bore soakaways shall be used at this site unless and until an adequate hydrogeological risk assessment demonstrating how the risk to groundwater would be mitigated in the proposed design has been submitted to and approved in writing by the Local Planning Authority in consultation with Portsmouth Water. Any deep bore soakaway thereafter provided shall be constructed in accordance with the approved details.

Reason: To ensure that risks from land contamination to drinking water supplies are remediated having due regard to policies CS15 and DM10 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

Note:

Portsmouth Water have advised as follows:

Portsmouth Water will only agree to the use of deep pit based systems (including boreholes) for surface water disposal if the developer can show that all of the following apply:

- there are no other feasible disposal options such as shallow infiltration systems (for surface water) that can be operated in accordance with current British Standards;*
- the system is no deeper than is required to obtain sufficient soakage;*
- pollution control measures are in place;*
- risk assessment demonstrates that no unacceptable discharge to groundwater will take place, in particular that inputs of hazardous substances to groundwater will be prevented; and*

- there are sufficient mitigating factors or measures to compensate for the increased risk arising from the use of deep structures.