

APP/20/00061 - Proposed two storey extension to warehouse and parking platform.,
WD.20/04/2020

3 Proposal

Single storey extension as a continuation from the existing warehouse with the addition of a single storey link building between the two, new parking platform near the entrance to building. The existing warehouse has a footprint of 765 sq. m, and the proposed extension would provide a further 595 Sq. m.

The structure would consist of a steel frame with the roof and walls to be clad in insulated cladding panels. There would be a facing brick plinth to the perimeter at low level (brickwork is to match existing). Part of the building would be pitched to match the existing building with a height to ridge of 4.7m, and part flat roofed with a top of parapet height of 3.7m. The doors and windows would be aluminium double glazed and in the roof there would be series of rooflights and photovoltaic panels.

A new parking platform would be constructed near the entrance to the building to provide 10 parking spaces. An area for cycle parking providing 4 stands is also proposed in this location.

The application is supported by the following reports:-

Ground Contamination
Ground Water
Flood Risk Assessment
Surface Water Drainage Strategy
Ecology
Noise Assessment
Transport Assessment

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)
CS16	(High Quality Design)
CS2	(Employment)
CS6	(Regeneration of the Borough)
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)
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Havant Borough Pre Submission Local Plan 2036

DR1	(Delivery of Sustainable Development)
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E1*	(High quality design)
E12	(Low carbon design)
IN3	(Transport and parking in new development)

Emsworth Neighbourhood Plan Post Examination Version 2020

ENP_W1	(Employment Premises & Design Quality)
ENP_D2	(Height, Mass & Materials)
ENP_D7	(Mitigate Light Pollution)

Listed Building Grade: Not applicable.

Conservation Area: Not applicable.

5 Statutory and Non Statutory Consultations

Building Control, Havant Borough Council

Fire Authority access to comply with Approved Document B

Means of escape from unit to comply with Approved Document B

Building Regulation consent will be needed for this work

Coastal Engineering, Havant Borough Council

No comments received.

Developer Services, Southern Water

Southern Water requires a formal application for any new connection to the public sewer to be made by the applicant or developer. We request that should this application receive planning approval, the following informative is attached to the consent:

A formal application for connection to the public sewerage system is required in order to service this development. Please read our New Connections Services Charging Arrangements documents which has now been published and is available to read on our website via the following link:

southernwater.co.uk/developing-building/connection-charging-arrangements

The disposal of surface water from this development shall follow the hierarchy within Part H3 of Building Regulations:

- a) An adequate soakaway or some other adequate infiltration system.
- b) A water course.
- c) Where neither of the above is practicable: a sewer.

The planning application form makes reference to drainage using Sustainable Urban Drainage Systems (SuDS).

Under certain circumstances SuDS will be adopted by Southern Water should this be requested by the developer. Where SuDS form part of a continuous sewer system, and are not an isolated end of pipe SuDS component, adoption will be considered if such systems comply with the latest Sewers for Adoption (Appendix C) and CIRIA guidance available here:

water.org.uk/sewerage-sector-guidance-approved-documents/

ciria.org/Memberships/The_SuDS_Manual_C753_Chapters.aspx

Where SuDS rely upon facilities which are not adoptable by sewerage undertakers the applicant will need to ensure that arrangements exist for the long-term maintenance of the SuDS facilities. It is critical that the effectiveness of these systems is maintained in perpetuity. Good management will avoid flooding from the proposed surface water system, which may result in the inundation of the foul sewerage system.

Thus, where a SuDS scheme is to be implemented, the drainage details submitted to the Local Planning Authority should:

- Specify the responsibilities of each party for the implementation of the SuDS scheme.
- Specify a timetable for implementation.
- Provide a management and maintenance plan for the lifetime of the development.

This should include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime.

This initial assessment does not prejudice any future assessment or commit to any adoption agreements under Section 104 of the Water Industry Act 1991. Please note that non-compliance with Sewers for Adoption standards will preclude future adoption of the foul and surface water sewerage network on site. The design of drainage should ensure that no groundwater or land drainage is to enter public sewers.

Please note: There are 1520 mm private surface water culvert and 300 mm private surface water highway drain within site.

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.

Economic Development, Havant Borough Council

No comments received

Environment Agency, Romsey Depot

no objection

Environmental Health Manager, Community Group

I have reviewed the further application in respect of this site and can confirm that the changes to the application (single storey extension, weekday operation only, removal of trade counter and relocation of car parking onsite) have gone a long way in addressing Environmental Protection' concerns in respect of future disturbance to nearby residential occupants.

I would advise therefore that Environmental Protection has no objection in principal to this application and would request that the following conditions are included in any permission you are minded to grant:

Lighting:

No external lighting/ floodlighting shall be installed on the proposed extension until such details have been submitted to and approved in writing by the Local Planning Authority. The lighting shall be installed, operated, and maintained in accordance with the approved details.

Reason - In the interests of the amenity of the occupants of neighbouring properties.

Note: When submitting details for approval, it is requested that a report from a competent Lighting Professional is provided, confirming that the external lighting installation meets the standards for Environmental Zone E3 as set out in the "Guidance Notes for the Reduction of Obtrusive Light" (Guidance Note 01/20) issued by the Institute of Lighting Professionals

Noise (in relation to externally mounted plant or equipment only):

No development above slab level shall take place until details have been submitted to and approved in writing by the Planning Authority addressing any externally mounted plant or equipment that will be used on the site, including measured background noise levels, Leq, peak noise, tonal effects, proposed mitigation measures (if needed) and the required maintenance regime for the system. The details shall be prepared by a competent person for the purpose of assessing noise nuisance to surrounding properties and based on measured levels representative for the site.

The agreed details shall be fully implemented before the use hereby approved is commenced and the equipment shall be operated and maintained in accordance with the approved details and shall be retained thereafter.

Reason - To ensure that the amenity of the area is not detrimentally affected by the use of the site.

I would also recommend, if possible, that the hours of use applied for by the applicant (08:00 - 18:00 Monday to Friday with no proposed use during Saturday/Sunday or Bank Holidays) are conditioned. Given the location of the unit Saturday working hours (08:00 - 18:00) would be acceptable however have not been proposed by the applicant. The main intention of the restricted hours of use would be to prevent the current applicant or any future occupiers of the warehouse from causing noise disturbance to nearby residential neighbours during anti-social hours (overnight/Sundays/Public or Bank Holidays).

Flood Risk / SuDS (Pollution)

The LLFA previously requested additional detail in respect of pollution control and limitation of runoff rates. I note that it has not provided comments / recommendations on this occasion, having screened out the application on the basis of scale / quantum.

The proposed drainage solution is to utilise a gravity-fed above-ground attenuation tank receiving roof water from the proposed extension. The tank will discharge at a controlled rate to the existing private surface water drain on site. This drain communicates with the public surface water sewer.

The proposed use of the site, and in particular the scale / arrangement of its service yard-, are such that it is considered unlikely that any enhanced pollution control features are required for surface water drainage. It would appear that it is possible to comply with the runoff requirements by controlling the discharge rates from roofwater (only-, as proposed). I would agree that roofwater may be regarded as uncontaminated provided that the roof panelling to the proposed building does not comprise raw zinc or copper sheet.

This surfacewater drainage design is compatible with the contamination conceptual site model, and so is supported.

The groundwater risk assessment is not considered to be sufficiently robust as to demonstrate an acceptably-low risk to off-site receptors, and so I would highlight that the limited favourable sampling presented would be insufficient to support an infiltration drainage solution (further comments on contamination risk below). It is recommended that the drainage strategy is secured by listing the June 2020 UNDA Report Ref: 89530-TFD-StationApprch-190620-v1.0 as an approved document.

Transport Assessment (Air Quality)

It is understood that the applicant is retaining a trade counter within the existing warehouse, but that no intensification of either customer footfall or logistics trips is anticipated. The Transport assessment argues that there is significant redundant haulage capacity within the vehicles already visiting the site, and that this is sufficient to accommodate the intensification of business activity that the proposal will facilitate.

I note that the Highways consultee has agreed the layout / vehicle tracking information presented, and this addresses observations previously raised by Environmental Health about site access arrangements.

The transport demand of the business is sufficiently low as to be considered negligible in emissions / air quality terms.

Air Quality - Mitigation of Emissions associated with new development

Emerging policy E23 does not apply to this development, as a result of its scale. However, I note the proposal to include a PV array at roof level, which is supported as a positive feature for local air quality.

Contamination Risk

The Soils Ltd. main investigation report ref 17974/MIR_R27 (Dec 2019) was reviewed under APP/20/00061, and has been resubmitted without amendment.

The Soils Ltd. Supplementary testing & qualitative groundwater risk assessment (letter report) ref 17974/LR (19/06/2020) was commissioned in response to comments provided by Environmental Health under APP/20/00061.

The report outlines results from one no. groundwater sample, taken from WS1 at a depth of >3.5m BEGL (groundwater level corresponding to natural soils at this location). WS4 was finished as a well, but was dry at the time of sampling.

The sampling suite selected was comprehensive, and the results were favourable. Clinker is present throughout the profile of Made soils at WS1, but the position lacks the olfactory evidence of hydrocarbon impact present at WS4, yielding the substantially elevated PAH results obtained from shallow soils at this position (deeper soils not tested, base of made ground not proven).

It is perhaps not surprising that WS4 was dry – made soils are described broadly as ‘sandy, slightly clayey gravel’, and the well was not terminated in cohesive deposits (depth of made soils not proven).

For this reason, it is unclear whether the groundwater in WS1 represents water which has percolated vertically through local soils, and accumulating in the low permeability cohesive natural soils (i.e. representative of leaching from made ground-), or whether the hydraulic conductivity of cohesive soils readily permits lateral migration of water that has not passed vertically through the made soils at the site. The EA classifies the superficial geology as a Secondary A aquifer, so it is possible that the water sample is not representative of made soils at all.

It is considered inevitable that there would be some hydraulic continuity between the made & natural cohesive soils, and so it would be unreasonable to dismiss the result entirely. However, it would similarly be inappropriate to regard the sample results as fully representative of the rates at which contaminants are capable of being liberated from made soils under a 'mobilisation by vertical percolation' mechanism.

The risk assessment presented within the 17974/LR report is very narrow, considering the chemical results only, and does not adequately consider the limitations of the sample itself, or the implications for the conceptual site model.

I regard the results presented as a helpful but inconclusive steer, providing support for additional fieldwork which includes analysis of leachate from representative samples of made ground underlying the Southern half of the site. In combination with preceding reports, this would provide a robust assessment of mobility, but would require additional intrusive work.

It is unclear from a policy perspective whether the supplementary sampling is sufficient to satisfy the requirements of NPPF paragraph 178 b). It is possible in principle for the developed site to subsequently be determined to be Contaminated Land within the meaning of Part II A of the EPA 1990, so an argument could be made for the existing information being inadequate to satisfy NPPF requirements. However, this could similarly apply to the existing warehouse at unit 3, as well as units 1 & 2.

As has previously been indicated, it is possible that the development could prejudice remediation – certainly it would reduce the list of available remedial options and could be disruptive to operations on site. Again, this would similarly apply to the existing units on Station Approach, and that these concerns might not apply to a barrier solution (notwithstanding that-, in the event that remediation is subsequently required, -installation of a barrier on a railway-adjacent embankment is likely to be challenging in engineering terms)

The proposed scheme does not represent a comprehensive redevelopment within the application red-line, and the contamination source is not likely to be limited to the development red-line area. Should it prove to be necessary, remediation of this portion of the site is not likely to address the entirety of the contamination risk represented by this significant deposit of made soils; and the burden of remedial costs could be significant as a proportion of the value of development. This provides an argument both for confirming contamination risk prior to determination (in order to ensure that any decision, and any conditions attached to it-, are rational), and for the proportionate response being to accept the presented groundwater results as 'pointing toward' contaminant mobilisation as being 'likely to be low', and to rely upon the scheme not having entirely prejudicing the possibility of remediation in the event that it becomes necessary.

Ideally, I would require confirmation of leachability of contaminants from the made soils, secured by means of a Grampian-style condition of development, but I would accept that there is a balanced planning judgement to be made.

I do not have sufficient information to dismiss the possibility that the site may be contributing unacceptable concentrations of contamination to the local secondary aquifer and local watercourses in hydraulic continuity. I similarly don't have sufficient information to conclude that remediation is necessary, as the only available result is favourable, and is likely to be at least partially representative of contaminant contributions from the site (to groundwater)

In the event that the Planning Service is minded to make a positive determination on this application, and is sufficiently comfortable on the proportionality of using a Grampian Conditions to secure the necessary fieldwork & risk assessment to determine whether remediation is necessary (and a remediation within the red line area, should the risk assessment indicate that this is necessary-); then I would recommend the following conditions be applied;

Contamination (Bespoke – omitting EDS, based on prior reports) [1]

Prior to the commencement of development hereby approved (other than any site clearance partial demolition and consequential works for the purpose of ensuring structural stability), a supplementary assessment contamination risk shall be submitted to and approved in writing by the Local Planning Authority. The assessment shall be based upon the information presented within the Soils Limited Reports referenced 17974/PIR, 17974/MIR_R27 & 17974/LR 19/06/2020, 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) Site investigation appropriate to both the previous & approved use of the site, 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 both future occupants and contamination sensitive receptors outside the curtilage of the development land.

2) The results of an appropriate risk assessment based upon (1), 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.*

3) 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: *The site is underlain by a significant depth of Made Soils known to contain elevated concentrations of contaminants. Insufficient information has been submitted to date to confirm that contaminants present within these soils do not represent an unacceptable risk to contamination -sensitive 'receptors down topographic slope'-, or 'down hydraulic gradient'- of the site. This is in line with DM10 of the Havant Borough Local Plan (Core Strategy) 2011, DM17 of the Havant Borough Local Plan (Allocations) [2014], and paragraphs 178-180 of the National Planning Policy Framework."*

Verification (Standard) [2]

*Prior to the occupation of any relevant part of the permitted development, any verification report required in accordance with **condition [1]** 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: *The site is underlain by a significant depth of Made Soils known to contain elevated concentrations of contaminants. Insufficient information has been submitted to date to confirm that contaminants present within these soils do not represent an unacceptable risk to contamination -sensitive 'receptors down topographic slope'-, or 'down hydraulic gradient'- of the site. This is in line with DM10 of the Havant Borough Local Plan (Core Strategy) 2011, DM17 of the Havant Borough Local Plan (Allocations) [2014], and paragraphs 178-180 of the National Planning Policy Framework."*

Hampshire Highways

Thank you for consultation on the above application. The Highway Authority was previously consulted and provided comments on the original application (APP/20/00061) and requested the following information:

- ☐ TRICS assessment to understand the traffic generation from the site;
- ☐ Tracking to confirm how larger vehicles will enter and turn within the confines of the site; and
- ☐ Assessment of the proposed parking provision.

As part of the revised application, the applicant has provided an addendum to the transport assessment to comment on the points above.

While no formal TRICS assessment has been undertaken, it is understood that the business will relate to online sales only, rather than physical trips to the warehouse (other than staff). The number of on site staff will increase from 5 to 7 which will be accommodated on the new parking platform.

The applicant has not provided vehicle tracking to demonstrate how a larger delivery vehicle will manoeuvre within the confines of the site to exit in a forward gear. Tracking drawings demonstrating this manoeuvre should be provided to demonstrate that this movement will not conflict with the new parking bays.

Until the tracking drawing has been provided, the Highway Authority is unable to recommend no objection to the application.

Further comments

Further to the Highway Authority's previous response, the applicant has submitted drawing number D25 which provides tracking for a rigid truck and box van within the confines of the site. The drawing indicates that there will be sufficient space to undertake the manoeuvres for both of these vehicles.

Following the provision of the tracking, the Highway Authority's remaining concern with the application has now been addressed. Therefore, no objection is raised to the application.

Hampshire Fire and Rescue Service, Business Fire Safety Description of Works:

HFRS understands that the project involves the extension of an existing warehouse with a new parking platform near the entrance to the building.

I confirm that Hampshire Fire and Rescue Service (HFRS) has received your application, dated 15 July 2020. The inspector named above has considered the information provided and has made the following comments:

Building Regulations: Access for Firefighting

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

Hampshire Act 1983 Section 12 – Access for Fire Service

Access **to** the proposed site should be in accordance with Hampshire Act 1983 Sect, 12 (Access to buildings **within the site** will be dealt with as part of the building regulations application at a later stage). Access roads **to** the site should be in accordance with Approved Document B5 of the current Building Regulations.

Fire and Rescue Services Act 2004

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

Access for High-reach Appliances

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

Water Supplies

Additional water supplies for fire-fighting may be necessary. You should contact the Community Response Support, Hampshire Fire and Rescue Headquarters, Leigh Road, Eastleigh, SO50 9SJ (risk.information@hantsfire.gov.uk) to discuss your proposals.

Fire Protection

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

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

Testing of Fire Safety Systems

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

Fire-fighting and the Environment

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

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

Officer note- Agent advised of comments.

Local Lead Flood Authority HCC, Hampshire County Council

As this application relates to a site which is a commercial application with less than 1000m² additional floor area, we would consider this as a minor application and outside of our remit. However, please direct the applicant to our website

<https://www.hants.gov.uk/landplanningandenvironment/environment/flooding/planning> for further information on recommended surface water drainage techniques.

If you specifically need our advice on this application, please contact us. A fee may be charged for this service depending on the complexity of the site.

Also, please note that if the proposals include works to an ordinary watercourse, under the Land drainage Act 1991, as amended by the Flood and Water Management Act 2010, prior consent of the Lead Local Flood Authority is required for this work. This consent is required as a separate permission to planning. Details can be found <https://www.hants.gov.uk/landplanningandenvironment/environment/flooding/changewatercourse>

officer note - agent advised of comments.

Network Rail, Town Planning Technician

The applicant should be aware that the application site contains covenants which will require the developer to engage with Network Rail's Property Services team and the Train Operating Company - South Western Trains.

The applicant will need to provide information regarding the increased use of the access to the site, as any increase / intensified use of the access will impact on the maintenance of the approach road.

Due to the proximity of the proposed works to Network Rail's land and the operational railway, the applicant will also be required to engage with Network Rail's Asset Protection and Optimisation (ASPRO) team via AssetProtectionWessex@networkrail.co.uk prior to works commencing. Our ASPRO team will ensure the works can be carried out safely and not pose a risk to Network Rail's Infrastructure. The applicant may be required to enter into an Asset Protection Agreement to get the required resource and expertise on-board to enable approval of detailed works. More information can also be obtained from our website <https://www.networkrail.co.uk/running-the-railway/looking-after-the-railway/asset-protection-and-optimisation/>.

As well as contacting Network Rail's ASPRO Team, the applicant will also be required to follow the attached Asset Protection informatives (compliance with the informatives does not remove the need to contact ASPRO).

officer note - agent advised of comments.

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: 26

Number of site notices: 1

Statutory advertisement: Not applicable.

Number of representations received: 3

Comment	Officer Comment
On the plan it shows that the additional vehicular parking area is to be built on part of the old railway embankment. This would mean that our property will be overlooked by people parking their cars.	A condition in respect to screen fencing is proposed to address this matter.
There will be a significant increase in delivery vehicles, which will have a detrimental effect on our peace and quiet.	See section 7

On the ground plan there is an outline in red which we do not believe is in the correct position, we could be wrong some clarification is required.	Agent has confirmed red outline for application site and served the necessary notices.
This business has gradually produced sufficient disturbance for most hours of the day over the last year. There are a lot of houses very close by. The current noise levels are too much. If this company expands any further, the level of noise will be too much. We all occupy a small area, with no thought given to residents	Hours of use condition recommended.

7 **Planning Considerations**

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

- (i) Principle of development
- (ii) Impact upon the character and appearance of the area
- (iii) Impact upon residential amenity
- (iv) Access and parking.
- (v) Environmental considerations

(i) Principle of development

The application site is situated within an urban area where further development is considered acceptable subject to the usual development control criteria.

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

The proposal seeks to extend an existing commercial building within an industrial estate and adjacent the railway line. The proposed extension will be single storey and is of an appropriate design and form in respect to the existing building and the location.

(iii) Impact upon residential amenity

Residential development backs onto the access road, with the closest property in Victoria Road being over 50m to the south. The site is set at an appreciably higher level than the rear gardens to these properties, however, the separation distance is such that loss of light and outlook do not support refusal. In order to mitigate potential loss of privacy from the use of the parking area proposed to the south of the access road, the applicant has agreed to a condition in respect to the submission of screen fencing details for further consideration. Additionally to address potential noise nuisance the condition recommended by the Environmental Health Officer restricting the hours of use to 08:00 - 18:00 Monday to Friday and Saturday working hours (08:00 - 18:00) is recommended.

In respect to properties fronting Washington Road, which lie to the south west, and in particular Nos. 25/27 which are located closest to the application site and at a significantly lower level, (these properties have been visited), the current application now proposes single storey development in response to concerns about the potential loss of outlook to these properties from a 2 storey height development. Whilst there is a height difference in the region of 3.5m the proposed development would be single storey and approx. 10m from the boundary to these properties. As such the impact is not considered to result in unacceptable detriment from loss of light and/or outlook.

(iv) Access and parking.

The business relates to online sales only, rather than physical trips to the warehouse (other than staff). The number of on site staff will increase from 5 to 7 which will be accommodated on the new parking platform. The adopted parking standard for a B8 warehouse use is 1 car space per 90 sqm, plus 1 long stay cycle stand per 500 sqm and 1 short stay cycle stand per 1000sqm. In accordance with the adopted standard 7 additional car parking spaces will be provided to serve the proposed extension which has a floor area of 595 Sqm. Additionally the applicant has submitted drawing number D25 which provides tracking for a rigid truck and box van within the confines of the site. The drawing indicates that there will be sufficient space to undertake the manoeuvres for both of these vehicles and the Highway Authority raised to the application.

(v) Environmental considerations

Contamination

Owing to the previous use of the site as a coal yard there is potential for contamination. The supplementary groundwater risk assessment submitted with the application is not conclusive, and therefore the Grampian Conditions proposed by the Environmental Health Officer are recommended to secure the necessary fieldwork & risk assessment to determine whether remediation is necessary (and a remediation within the red line area, should the risk assessment indicate that this is necessary).

Floodrisk and Drainage

The site lies within FRA 1 and the proposed use is classified as less vulnerable under the NPPF. The proposed warehouse extension will introduce an additional 606m² of roof area to

the site, however, the area proposed to be developed upon is already entirely underlain by concrete hardstanding. Therefore, whilst the proposal is to introduce 682m² of new impermeable surfacing (including 606m² of built footprint) the overall increase in hardstanding at the site will amount to only 76m²; associated with the car park platform element of the development.

Additionally all surface water runoff calculations have been based upon providing attenuation storage for the western section of the proposed extension, amounting to 271m². Thus a significant betterment will be provided post development.

The proposed drainage solution is to utilise a gravity-fed above-ground attenuation tank receiving roof water from the proposed extension. The tank will discharge at a controlled rate to the existing private surface water drain on site.

Ecology

The application is supported by a bio-diversity survey/assessment. The site comprises of 0.2875 ha of hard standing, and along the south boundary is a strip of scrub that is predominantly bramble. On the north, south and west boundaries are young sycamore, hazel and pine trees. No notable species were found to be present, and potential for protected species were found to be negligible. The report identifies a number of recommendations and a condition in respect to compliance with the recommendations set out in the Bio-Diversity Assessment is proposed.

8 Conclusion

The proposed extension of this commercial property is of appropriate design and form, with the provision of adequate parking and access. Subject to conditions in respect to drainage, ecology, contamination, hours of working and noise, the impact on the amenities of neighbouring properties and the environment is considered acceptably.

9 RECOMMENDATION:

That the Head of Planning be authorised to **GRANT PERMISSION** for application APP/20/00529 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:

EXISTING SITE LOCATION AND BLOCK PLANS 1727 D20
PROPOSED SITE PLAN D21
PROPOSED FLOOR PLAN AND ELEVATIONS D22
PROPOSED BUILDING SECTIONS D23
PROPOSED SITE SECTIONS D24

Reason: - To ensure provision of a satisfactory development.

- 3 Prior to the commencement of development hereby approved (other than any site clearance partial demolition and consequential works for the purpose of ensuring structural stability), a supplementary assessment contamination risk shall be submitted to and approved in writing by the Local Planning Authority. The assessment shall be based upon the information presented within the Soils Limited Reports referenced 17974/PIR, 17974/MIR_R27 & 17974/LR 19/06/2020, 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) Site investigation appropriate to both the previous & approved use of the site, 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 both future occupants and contamination sensitive receptors outside the curtilage of the development land.

2) The results of an appropriate risk assessment based upon (1), 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.

3) 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: The site is underlain by a significant depth of Made Soils known to contain elevated concentrations of contaminants. Insufficient information has been submitted to date to confirm that contaminants present within these soils do not represent an unacceptable risk to contamination -sensitive 'receptors down topographic slope'-, or 'down hydraulic gradient'- of the site. This is in line with Policies DM10 of the Havant Borough Local Plan (Core Strategy) 2011, DM17 of the Havant Borough Local Plan (Allocations) 2014, and paragraphs 178-180 of the National Planning Policy Framework.

- 4 Prior to the occupation of any relevant part of the permitted development, any verification report required in accordance with condition 3 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: The site is underlain by a significant depth of Made Soils known to contain elevated concentrations of contaminants. Insufficient information has been submitted to date to confirm that contaminants present within these soils do not represent an unacceptable risk to contamination -sensitive 'receptors down topographic slope'-, or 'down hydraulic gradient'- of the site. This is in line with Policies DM10 of the Havant Borough Local Plan (Core Strategy) 2011, DM17 of the Havant Borough Local Plan (Allocations) 2014, and paragraphs 178-180 of the National Planning Policy Framework.

- 5 No above ground work shall commence until further details in respect to the proposed SuDs scheme have been submitted to and approved in writing by the Local Planning Authority. Such details shall include
- (i) Specify the responsibilities of each party for the implementation of the SuDS scheme;
 - (ii) Specify a timetable for implementation; and
 - (iii) Provision of a management and maintenance plan for the lifetime of the development - this should include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime.

Unless agreed otherwise in writing by the Local Planning Authority, the development hereby permitted shall not be brought into use prior to the completion of the implementation of all such drainage provision in full accordance with such plans and particulars as are thus approved by the Authority.

Reason: To safeguard the amenities of the locality and ensure that all such drainage provision is constructed to an appropriate standard and quality and having due regard to policies and proposals CS16 and DM10 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

- 6 No external lighting/ floodlighting shall be installed on the proposed extension until such details have been submitted to and approved in writing by the Local Planning Authority. The lighting shall be installed, operated, and maintained in accordance with the approved details.

Reason: To protect the amenities of nearby residential properties and having due regard to policies CS16 and DM10 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

Note: When submitting details for approval, it is requested that a report from a competent Lighting Professional is provided, confirming that the external lighting installation meets the standards for Environmental Zone E3 as set out in the "Guidance Notes for the Reduction of Obtrusive Light" (Guidance Note 01/20) issued by the Institute of Lighting Professionals.

- 7 No development above slab level shall take place until details have been submitted to and approved in writing by the Local Planning Authority addressing any externally mounted plant or equipment that will be used on the site, including measured background noise levels, Leq, peak noise, tonal effects, proposed mitigation measures (if needed) and the required maintenance regime for the system. The details shall be prepared by a competent person for the purpose of assessing noise nuisance to surrounding properties and based on measured levels representative for the site.

The agreed details shall be fully implemented before the use hereby approved is commenced and the equipment shall be operated and maintained in accordance with the approved details and shall be retained thereafter.

Reason: To protect the amenities of nearby residential properties and having due regard to policies CS16 and DM10 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

- 8 Notwithstanding any description of materials in the application no above ground construction works shall take place until samples and / or a full specification of the materials to be used externally on the building(s) have been submitted to and approved in writing by the Local Planning Authority. Such details shall include the type, colour and texture of the materials. Only the materials so approved shall be used, in accordance with any terms of such approval.

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

- 9 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 and occupiers of neighbouring property and having due regard to policy CS16 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

- 10 The car and cycle 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 DM13 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

- 11 The extension hereby permitted shall not be used/occupied other than between the hours of Monday to Friday: 08.00 - 18.00 and Saturday: 08:00 - 18.00 unless otherwise agreed in writing by the Local Planning Authority.

Reason: To protect the amenities of nearby residential properties and having due regard to policy DM10 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.