

Recommendation: **GRANT OUTLINE CONSENT**

- Design and Access Statement
- Planning Statement
- Transport Assessment
- Travel Plan
- Ground Investigation Report
- Flood Risk Assessment
- Noise Assessment
- Extended Phase 1 Habitat Survey Report
- Bat Emergence/Return Report
- Archaeology Assessment
- Air Quality Assessment
- Arboricultural Impact Assessment
- Utility Report

2 Planning History

01/50098/016 - Renewal of Temporary Permission 99/50098/15 for retention of research test rig for environmental monitoring located on roof on east side of building., TPP,12/07/2001

99/50098/015 - Research test rig for environmental monitoring located on roof on east side of building, TPP,16/03/2000

93/50098/006 - Raising roof on existing store on north elevation to form test house, PERM,

04/50098/017 - To replace wooden perimeter fence along Bartons Road and Martin Road boundaries with galvanised steel palisade fence to a height of 2 metres., PERM,20/12/2004

APP/17/01001 - Application to determine whether prior approval is required for the method of demolition of buildings including slab removal and any proposed restoration of the site (Approved 11.10.17). Request to Discharge Condition No.s 3, 6 and 7 (16.01.18). , PAYA,11/10/2017

APP/18/00089 - Dust Mitigation Plan (condition 3) Tree Protection Plan and Temporary Fencing Plan (condition 6) Materials Storage Area shown on Site Constraints Plan (condition 7), UNK,

3 Proposal

Outline application with all matters reserved. Mixed use development comprising up to 100 new homes, including up to 40% affordable, 2860 sqm of employment floorspace and improved access onto New Lane and Martin Road. On-site parking for residential and employment uses. Landscaping to be provided, including acoustic bund to rear of employment units and naturalisation of existing watercourse (full details to be submitted at a later stage).

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

CS1	(Health and Wellbeing)
CS11	(Protecting and Enhancing the Special Environment and Heritage of Havant Borough)
CS13	(Green Infrastructure)
CS14	(Efficient Use of Resources)
CS15	(Flood and Coastal Erosion)
CS16	(High Quality Design)
CS17	(Concentration and Distribution of Development within the Urban Areas)
CS19	(Effective Provision of Infrastructure)
CS2	(Employment)
CS20	(Transport and Access Strategy)
CS21	(Developer Requirements)
CS6	(Regeneration of the Borough)

CS8	(Community Safety)
CS9	(Housing)
DM10	(Pollution)
DM11	(Planning for More Sustainable Travel)
DM12	(Mitigating the Impacts of Travel)
DM13	(Car and Cycle Parking on Residential Development)
DM14	(Car and Cycle Parking on Development (excluding residential))
DM3	(Protection of Existing Employment and Tourism Sites)
DM8	(Conservation, Protection and Enhancement of Existing Natural Features)

Havant Borough Local Plan (Allocations) July 2014

DM17	(Contaminated Land)
AL1	(Presumption in Favour of Sustainable Development)
DM18	(Protecting New Development from Pollution)
DM24	(Recreational Disturbance to Special Protected Areas (SPAs) from Residential 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, Havant Borough Council

I have no objection providing the work is carried out in accordance with the Arboricultural Method Statement and Tree Protection Plan.

Building Control, Havant Borough Council

Insufficient information provided to be able to comment under Building Regulations only layout plan A090070-182(ST1)51 revision A does not give suitable information

Building Regulations consent will be required for this work which will allow formal discussion on proposal

Community Infrastructure

This is an outline application so CIL is not chargeable. A liability notice will be issued at Reserved Matters Stage or if a replacement full application is subsequently received. This response includes further information on CIL for reference purposes only.

CIL

The CIL rate is set out in our Charging Schedule:

<http://www.havant.gov.uk/sites/default/files/documents/HBC%20CIL%20Charging%20Schedule%20Full%20Document%20Feb%202013.pdf>

The amounts in the Charging Schedule are indexed according to the year in which permission is issued.

A reserved matters or full application would need to be accompanied by:

- CIL Form 1: Assumption of Liability and
- The form titled 'Community Infrastructure levy (CIL) - Determining whether a Development may be CIL Liable'.

Further information on CIL including relief in respect of affordable housing can be found on the Planning Portal:

https://lcms.planningportal.co.uk/info/200126/applications/70/community_infrastructure_levy

Please note that the Charging Schedule is currently under review, more information can be found on our website:

<http://www.havant.gov.uk/community-infrastructure-charging-schedule-review>

S106

Subject to statutory consultee responses we would expect the S106 to include (amongst any other site specific obligations necessary):

1. Affordable Housing
2. Monitoring Fees*
3. Management Company
4. Management Plan
5. Solent Recreation Mitigation Strategy (see further information)**
6. Education (HCC)
7. Travel Plan (HCC)
8. Highway Works (HCC)
9. Site Specific Transport Improvements (HCC)
10. Others?

SEE THE HBC DEVELOPER CONTRIBUTIONS GUIDE FOR ADDITIONAL INFORMATION:

<http://www.havant.gov.uk/planning-and-environment/planning-policy/community-infrastructure-levy/developer-contributions-guide>

Monitoring Fees: It is customary with the S106 to charge an amount for monitoring.

-Solent Recreation Mitigation Strategy

Based on the maximum number of dwellings and bedroom sizes; formula to be incorporated

in S 106. More information on our website here:

<http://www.havant.gov.uk/unilateral-undertaking-solent-recreation-mitigation-strategy>

No of Bedrooms	Amount	Monitoring Fee
1	£:337	Plus 5% of total
2	£:487	
3	£:637	
4	£:749	
5+	£:880	

County Archaeologist

Thank you for your consultation. I would refer you to the Archaeological Desk-Based Assessment (DBA) submitted with this application, which I would endorse to you.

This DBA concludes that the site lies within a rich archaeological landscape with the potential for prehistoric, Roman, Anglo-Saxon and medieval remains to exist within the site. In particular the projected route of the Rowlands Castle to Havant Roman road passes within 40 metres to the site's western boundary. The DBA highlights the

fact that much of the site has been levelled and truncated by the modern development, other than the western car park. Due to this terracing, all but the western car park can be considered to be archaeologically sterile. The DBA recommends some archaeological response prior to the commencement of any new development within that western area. I would concur but recognise that archaeology does not present an overriding concern, I would advise that the assessment, recording and reporting of any archaeological deposits affected by construction be secured through the attachment of a suitable condition to any planning consent that might be granted. For instance:

'That no development shall take place until the applicant has secured the implementation of a programme of archaeological assessment in accordance with a Written Scheme of Investigation (WSI) that has been submitted to and approved by the Planning Authority in order to recognise, characterise and record any archaeological features and deposits that may exist within the site. The assessment should take the form of trial trenching across those parts of the site not impacted by modern ground reduction activity. If the results of the evaluation are deemed significant enough by Havant Borough Council, then a programme of archaeological mitigation of impact, based on the results of the trial trenching, should be carried out in accordance with a further Written Scheme of Investigation that has been submitted to and approved by the Planning Authority. Following the completion of all archaeological fieldwork, a report will be produced in accordance with an approved programme including, where appropriate, a post-excavation assessment consisting of specialist analysis and reports together with a programme of publication and public engagement.'

Ecologist

The application is accompanied by a Preliminary Ecological Appraisal (WYG, February 2017). I note that a Bat Dusk Emergence / Dawn Return Surveys report (WYG, June 2017) which was submitted with the previous iteration is not included (although I have taken account of its findings in my response). The site is unremarkable, comprising large modern commercial structures surrounded by extensive hardstanding, amenity grassland, scrub and planted trees. A small linear waterbody is present in the south and west of the site.

Bat surveys of one of the buildings recorded no emergences or re-entries and therefore it is concluded that roosting bats are not present within the site. Two larger trees on site are considered to offer low potential for supporting tree-roosting bats. No further survey works are considered necessary and, if being removed, these trees will be subject to soft-felling methods.

Several holes within a grass embankment were shown in 2017 to be occupied by foxes rather than badgers. More recent assessment work (by another ecological consultancy, although not submitted with this application) has apparently suggested that badgers may indeed be present and that monitoring should take place. I am not sure if this monitoring has taken place yet - perhaps clarification can be provided and any recent reports submitted?

The recent issues in relation to nesting gulls on some buildings have highlighted the need for vigilance in respect to ecological features. Provision for nesting gulls should be explored.

Provided that any missing ecological information can be provided, I would have no significant concerns in relation to the site and, if you are minded to grant permission,

can I suggest that ecological mitigation and enhancement measures are secured by condition. Given the scale of this proposal I would suggest that there is ample opportunity to include a wide range of inexpensive enhancement features such as bird and bat boxes, including nest boxes for common swift. The proposals for the watercourse in the west of the site are an excellent opportunity for embedding ecological gain. Any proposed landscaping strategy should aim to incorporate suitable native-led themes.

Prior to the commencement of development activities, a single site-wide ecological mitigation and enhancement strategy shall be submitted in writing to and agreed by the Local Planning Authority. It shall include (but not necessarily be restricted to): details of all measures (methods, location, timings) to protect ecological features and measures (methods, location, number, type and ongoing maintenance) to compensate and enhance the site post-development. All ecological mitigation and enhancement features shall be permanently retained and maintained.

Reason: to protect biodiversity in accordance with the Conservation Regulations 2017, Wildlife & Countryside Act 1981, the NERC Act (2006), NPPF and Policy CS 11 of the Havant Borough Core Strategy March 2011.

Officer comment:

The issue of the grass embankment holes has been raised with the agent and the following response received:

In his consultation response to the above application, Tristan requests clarification regarding the presence/absence of badgers in the holes on the grass bank.

Given that the current application is in outline and that it could be some time before development commences, can this requirement be secured through a pre-commencement condition instead? I am concerned that if a survey is carried out now, it will be out of date by the time the permission is actually implemented.

I hope this provides a suitable way forward, but in the event that a survey is required before the application can be determined, please could you let me know as soon as possible to avoid any further delays?

County Ecologists Response:

OK, that's fine but the applicant will need to propose a sensible re-survey schedule for us to then secure. I'd suggest an initial visit c.3 months prior to development works commencing, followed up by another visit closer to the start date. Clearly if there are any issues then we would need to see a detailed mitigation strategy at that time.

Officer Comment:

A pre-commencement condition is recommended to secure this re-survey with further potential requirements if required. The County Ecologist has confirmed that recommended ecological conditions are acceptable.

Southern Water

Please find attached a plan of the sewer records showing the approximate position of foul sewer within the site boundaries. The exact position of the public sewers must be determined on site by the applicant before the layout of the proposed development is finalised.

Please note:

- No development or new tree planting should be located within 3 metres either side of the external edge of the foul sewer.
- No new soakaways should be located within 5m of a public sewer.
- All existing infrastructure should be protected during the course of construction works.

Furthermore, due to changes in legislation that came in to force on 1 st October 2011 regarding the future ownership of sewers it is possible that a sewer now deemed to be public could be crossing the above property. Therefore, should any sewer be found during construction works, an investigation of the sewer will be required to ascertain its condition, the number of properties served, and potential means of access before any further works commence on site.

The applicant is advised to discuss the matter further with Southern Water, Sparrowgrove House, Sparrowgrove, Otterbourne, Hampshire S021 2SW (Tel: 0330 3030119) or www.southernwater.co.uk".

Our initial investigations indicate that because the application details propose to remove pre-development surface water run off flows contributing to local foul sewerage network, Southern Water can provide foul sewage disposal to service the proposed development. Southern Water requires a formal application for a 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 contact Atkins Ltd, Anglo St James House, 39A Southgate Street, Winchester, S023 9EH (tel 01962 858688), or www.southernwater.co.uk". 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 <https://beta.southernwater.co.uk/infrastructure-charges>.

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

Under current legislation and guidance SUDS rely upon facilities which are not adoptable by sewerage undertakers. Therefore, 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.

The application details for this development indicate that the proposed means of surface water drainage for the site is via a watercourse. The Council's technical staff and the relevant authority for land drainage consent should comment on the

adequacy of the proposals to discharge surface water to the local watercourse.

Land uses such as general hardstanding that may be subject to oil/petrol spillages should be drained by means of oil trap gullies or petrol/oil interceptors.

We request that should this application receive planning approval, the following condition is attached to the consent: "Construction of the development shall not commence until details of the proposed means of foul and surface water sewerage disposal have been submitted to, and approved in writing by, the Local Planning Authority in consultation with Southern Water."

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.

No swales, ponds, surface water attenuation tanks or other water retaining or conveying features shall be located within 5 meters of public or adoptable sewers.

Reference should be made to Southern Water publication "A Guide to Tree Planting near water Mains and Sewers" with regards to any Landscaping proposals.

The proposed development would lie within a Source Protection Zone around one of Southern Water's public water supply sources as defined under the Environment Agency's Groundwater Protection Policy. Southern Water will rely on your consultations with the Environment Agency to ensure the protection of the public water supply source.

Economic Development - Commercial and Housing, Economic Development - Commercial and Housing

No comments received

Economic Development - Commercial, Business Development/External Funding Officer

No comments received

Engineering Services, Havant Council

No comments received

Environment Agency Environment Agency Position

We consider that planning permission should only be granted to the proposed development as submitted if the following planning conditions are imposed as set out below. Without these conditions, the proposed development on this site poses an unacceptable risk to the environment and we would wish to object to the application.

Condition 1

No development approved by this planning permission shall commence until a remediation strategy to deal with the risks associated with contamination of the site has been submitted to, and approved in writing by, the Local Planning Authority. This strategy will include the following components:

1. A preliminary risk assessment which has identified:
 - all previous uses;
 - potential contaminants associated with those uses;
 - a conceptual model of the site indicating sources, pathways and receptors; and
 - potentially unacceptable risks arising from contamination at the site.
2. A site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.
3. The results of the site investigation and the detailed risk assessment referred to in (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.
4. A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

Any changes to these components require the written consent of the local planning authority. The scheme shall be implemented as approved.

Reason

To ensure that the development is not put at unacceptable risk from, or adversely affected by, unacceptable levels water pollution in line with paragraph 109 of the National Planning Policy Framework.

The applicants 'Ground Investigation Report' (reference A090070-182) has identified potential sources of contamination at the site requiring further investigation once the site is fully accessible. This is needed in order to confirm whether any contamination present poses a risk to groundwater in the chalk aquifer underlying the site and whether remediation is required. The site is located in the groundwater Source Protection Zone 1c for the Bedhampton and Havant springs. Public drinking water supplies may be at risk from contamination at the site.

Condition 2

Prior to *any part of the permitted development being brought into use* a verification report demonstrating the completion of works set out in the approved remediation strategy and the effectiveness of the remediation 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 to demonstrate that the site remediation criteria have been met.

Reasons

To ensure that the site does not pose any further risk to human health or the water environment by demonstrating that the requirements of the approved verification plan have been met and that remediation of the site is complete. This is in line with paragraph 109 of the National Planning Policy Framework.

Condition 3

If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until a remediation strategy detailing how this contamination will be dealt with has been submitted to and approved in writing by the Local Planning Authority. The remediation strategy shall be implemented as approved.

Reasons

To ensure that the development is not put at unacceptable risk from, or adversely affected by, unacceptable levels water pollution from previously unidentified contamination sources at the development site in line with paragraph 109 of the National Planning Policy Framework.

Condition 4

Piling using penetrative methods shall not be carried out other than with the written consent of the local planning authority. The development shall be carried out in accordance with the approved details.

Reason

To ensure that the proposed development, does not harm groundwater resources in line with paragraph 109 of the National Planning Policy Framework. *Piling* using penetrative methods can result in risks to potable supplies from, for example, by mobilising contamination and drilling through different aquifers and creating preferential pathways.

Advice to applicant

We recommend that developers should:

5. Follow the risk management framework provided in CLR11, Model Procedures for the Management of Land Contamination, when dealing with land affected by contamination.
6. Refer to the [Environment Agency Guiding principles for land contamination](#) for the type of information that we required in order to assess risks to controlled waters from the site. The Local Authority can advise on risk to other receptors, such as human health.
7. Consider using the [National Quality Mark Scheme for Land Contamination Management](#) which involves the use of competent persons to ensure that land contamination risks are appropriately managed.

Refer to the [contaminated land](#) pages on GOV.UK for more information.

Officer Comment:

The draft conditions have been discussed with the EA who have confirmed that they are content with the wording.

Environmental Health

I have no objections to this proposal but due to the scale of this development the following conditions should be applied:

1. You are hereby requested to ensure that the Environmental Health Pollution team, at Havant Borough Council are advised in writing as to what measures are to be put in place for the control of any dust that might emanate from the development site. This is in order to protect the occupants of nearby residential properties from dust pollution.
2. You are hereby requested to ensure that no bonfires take place on this site, during any phase of the operation i.e. demolition, excavation, clearance and construction works. If you feel you have a legitimate reason for a bonfire, it is recommended you enquire with the Environmental Health Pollution team, at Havant Borough Council, prior to taking this action. This is in order to protect the occupants of nearby residential properties from smoke pollution.
3. You are hereby requested to ensure that no works or ancillary operations associated with any demolition, excavation, clearance and construction works at the development, which are audible at the site boundary, shall take place on any Sunday or Bank / Public Holiday, nor on any other day except between the following times: Monday to Friday: 08.00 - 18.00 and Saturday: 08:00 - 13.00. This is in order to protect the occupants of nearby residential properties from noise and vibration nuisance
4. You are hereby requested to ensure that any external lighting that may be installed on this site, within the grounds or attached to the building, is so positioned so as not to cause nuisance to neighbouring properties. This is in order to protect the occupants of nearby residential dwellings from light pollution.

Environmental Health, Environmental Control Officer Observations I Comments:

I have reviewed the new & revised WYG assessments, and would like to make some brief comments. I am unclear on whether this application is for access (to serve an assumed development quantum of 100 dwellings I -2900 sq.m employment), or a hybrid application (detailed for access, outline consent for the development quantum); which obviously affects the appropriate consent to seek conditions.

As there were no detailed junction layouts, and the accesses are essentially the extant highway access points; I have reviewed the application as if it were the latter (Outline for quantum), and will make recommendations on this basis.

Air Quality, Transport & Travel

Transport & Parking

The full traffic survey data are not presented. The extrapolation of peak flows to the road network follow a simplified / idealised model which is clearly related to the survey data, but the detailed procedure (assumptions) is unclear. From the peak flows presented, the AADT estimates and routing biases presented in the air quality assessment would appear to be not unreasonable.

It is noted that all junctions modelled in immediate vicinity of the site (bearing the greatest impact from the development travel demand) retain ample spare capacity under all scenario's.

I agree that the site is adequately served by public transport - Havant train station is within a reasonable walking distance, and bus stops are located within 250m of both site entrances, and are reasonably served by local operators. Low-carriageway speed routes are available for cycles, and the site is close to NCN routes. The concept of the development, in seeking to co-locate businesses (services & employment opportunities) with residential property; is compatible with local and national policy, and is in and of itself a measure for reducing the need for travel. In this way, the development would appear well situated, and I would have no adverse comment to make on the 'in principle' scheme, especially as it is noted that the applicant is proposing a monitored travel plan to further mitigate the new travel demand represented by the residential element of the scheme.

As regards parking - the site is not considered to be so well situated / served as to justify seeking a <SPD parking provision, and it is recognised that in order for businesses to be successful (and to co-exist amicably with their residential neighbours), adequate provision for staff & customer access is necessary in order to avoid overspill parking on the public highway or private roads. I do not object to the -+15% (cf. SPD) commercial provision, or the marginal >SPD residential provision made; though it does serve to illustrate the need for a strong employment travel plan in order to avoid the generous parking provision serving to encourage employee single occupancy vehicle trips.

In terms of the cycle parking/storage provision for residences, the outline proposals appear reliant upon properties with ample sized garages, and with gardens large enough for secure sheds (to be provided). This cycle storage provision will need to be readily accessible if the choice to adopt sustainable and active travel is to be made as effortless as possible for residents (thus maximising the probability of residents choosing to cycle, or choosing to cycle more frequently). I note that a good proportion of properties on the indicative Masterplan are terraced, and I would point out that cycle storage which requires the carrying of a cycle through the dwelling is unlikely to be regularly used.

I would strongly recommend that detailed designs coming forward take accessibility in to account, and not just the physical space required to store a cycle / cycles.

Travel Plan

The travel plan is relatively generic, arguably with a bias toward the residential element of the scheme. Mode shift targets are common (apply for residential & commercial elements), seeking -10% (reduction) in single occupancy vehicle trips. Monitoring & oversight is proposed to be through HCC, and the success of the scheme will be reliant upon both the s106 provisions to secure funding to implement and oversee the plan, and the HCC Travel Planning officer to engaging with the Travel Plan Coordinator to drive measures to improve mode shift in the event of poor performance in years 1-3, or poor survey returns.

Some common measures are notably missing from the options considered, mostly relating to measures targeted at employers / employees - making available a small number of low emission pool cars (for business trips), provision of dedicated car share spaces & / or EV charging bays, and supporting the adoption of an 'employment bias' to locally resident persons (etc.).

I also note that the range of travel info referred to for residents does not include the excellent 'MyJourney' Hampshire site, or make reference to school travel schemes (e.g. modeshift stars, park & stride).

As is always the case with Travel Planning documents - the document is 'live' and may be subject to amendment / development at any stage during its lifetime - the above are (therefore) recommendations both for the plan, and for detailed proposals coming forward under the future reserved matters applications.

In planning terms, it will suffice to ensure that the travel plan is listed as a document in accordance with which the development must proceed (and/or against which subsequent reserved matters consents will be bound to proceed in accordance with-). It will also likely be necessary to secure a bond as part of any s106 agreement to secure funding for HCC to adequately monitor the implementation and progress of the plan, and to engage with the coordinator to push for its targets to be met within the lifetime of the plan.

Air Quality

The Transport Assessment only presents trip generation figures on the basis of peak periods. MDT figures are provided within the Air Quality assessment which derive from TRICS data presented in the appendices to the Transport Assessment - equating to ca. 869 2-way trips MDT for both the commercial and residential uses. As the accesses are split (commercial to New Ln, Residential to Martin Rd.), it follows that the trip generation split is around 55%/45% (Residential / Commercial). No HDV/HGV trip generation figures are presented for the commercial element, but I note from the survey data that New Lane already carries >13% HDV, and that the proposed commercial space is unlikely to represent a busy B8 type use which may represent a disproportionate number of HGV trips.

Even before discounting the existing theoretical trip generation rate for the extant (prior lawful) use, the trip generation impact fails to meet the screening criteria of the NSCA guidance, and an air quality assessment would not normally be considered to be necessary.

It is perhaps unsurprising (therefore) that the Air Quality assessment is favourable, even where vehicle fleet emissions rates are (artificially) assumed static (for a conservative / worst case assessment), all results returned indicate acceptable predicted ambient air quality, and negative impacts of negligible magnitude. The assessment itself was comprehensive, considering both PM10 & NO2 emissions at key junctions including areas of known poor kerbside air quality at the Plaza / Havant College Roundabout, and the A27 Havant Bypass Junction.

The NPPF requires that local policy should '...sustain compliance with and contribute towards [the meeting of current and future-] EU limit values or national objectives for pollutants'. In the absence of a specific local air quality policy, it is considered appropriate to interpret related policies through this 'lens', seeking measures where possible which serve to achieve incremental reductions in emissions which contribute to declining aggregate rates (i.e. reduce background pollution). The following are design recommendations relating to the final scheme design coming forward, referring to Air Quality relevant policy.

I note that the Landscape consultee is pushing for screening planting along the Northern Boundary to soften the 5 & 4 storey elements. As indicated in the explanatory text to DM8, green boundaries close to roads serve to intercept and absorb road traffic pollutants - for this reason, I support the incorporation of green boundary treatments, protection of extant mature trees, and planting of additional trees for both landscape and environmental purposes. For the purpose of contributing to stripping traffic pollutants from the air, ideally, native tree species should be selected which have moderately dense canopy and round-spreading habit; complemented by native shrubby understory planting or formally laid hedging. Understory planting 1 hedging is most effective where within around 7.5m of the kerbside (i.e. before too much dilution 1 dispersion has occurred from source).

Officer Comment: Landscaping is a reserved matter, however it is understood that planting along the northern boundary is difficult due to the retaining structure resulting from levels changes.

I note that the applicant states that they'll be aiming to meet BREEAM 'very good' standard, in accordance with CS14. Emerging policy (E8) would require 'excellent' standard for the commercial element, and whilst the draft plan is not yet adopted, we may have regard to the policy. For air quality purposes, I would strongly support the adoption of a green energy solution as a principal contributor to the BREEAM rating - emerging technologies which have a direct impact on local air quality are ultimately reliant upon green energy to achieve true emissions reductions (as opposed to displaced emissions), and energy efficient space/water heating & ventilation can reduce emissions local to the development by either eliminating or minimising the need to burn fossil fuels (including natural gas) which contribute to local NOx emissions.

Officer Comment: At this stage emerging policy has very limited weight and conditions requiring very good rating are therefore to be conditioned.

It is unclear at this stage whether the suitability of the 3 storey commercial roof space for a PV installation would be impaired by overshadowing from the 5 storey residential elements. It may be that the proposed 5 storey residential block would provide an ideal location to avoid overshadowing & maximise output, and that provision may be better targeted here. I also note the BREEAM system allows 'innovation credit', which would include technologies such as sun-tracking mounts for PV arrays, to maximise per-panel output.

There is of course no in principle objection to the proposed development quantum. Indeed, there would appear to be good opportunity to exercise local environmental policy to deliver a high quality development that contributes to the quality of the local environment.

Contamination & Construction Risks

There are multiple potential point source / release points for contaminants at the site that have not been investigated in detail, which the 2017 Ground Investigation Report recommends are subject to a further phase of intrusive work. The preliminary 2017 report has been previously reviewed, and it has previously been agreed that further work required. It is anticipated that further assessment & /or remediation will be secured prior to commencement of significant groundworks at the site (including access roads and infrastructure). To this end, the following conditions are recommended;

Contamination (Standard - omitting EDS I Based upon prior work) [1]

Prior to the commencement of any specific phase of development hereby approved (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) An intrusive site investigation based on the results of-, and proposals outlined within- the WYG Ground Investigation and Assessment Report Ref:A090070-182 (June 2017); 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 identified receptors.

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 in the Remediation Strategy (2) are complete, to include consideration of contingency action.

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

Reason: Having due regard to policies DM10 of the Havant Borough Adopted Core Strategy [2011] and DM17 of the Havant Borough Local Plan (Allocations) [2014], Contamination may be present at the site as a result of both previous land uses (& / or activities) in areas of the site that have not previously been subject to investigation, that could pose a risk to future residential occupants, to buildings and to controlled waters.

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: Having due regard to policies DM10 of the Havant Borough Adopted Core Strategy [2011] and DM17 of the Havant Borough Local Plan (Allocations) (2014), Contamination may be present at the site as a result of both previous land uses (& / or activities) in areas of the site that have not previously been subject to investigation, that could pose a risk to future residential occupants, to buildings and to controlled waters.

Regarding Construction risk, I note the concerns of Portsmouth Water. With reference to available BGS records, it is anticipated that in excess of 30m thickness of stiff clays underlie the site (and overlie the chalk aquifer), representing a confining strata which contributes to the productivity Havant & Bedhampton Springs, and which is by definition likely limit hydraulic connectivity of shallow groundwater with the principal chalk aquifer.

It is agreed that the contamination assessment should appropriately account for the SPZ1 c within the conceptual site model, but I would anticipate the local geology to preclude any significant risks through attenuation if not through physical hydraulic separation.

Surface Water Drainage | SuDS | Pollution

I have reviewed the revised FRA & Drainage Strategy (March 2018). I note that since the previous issue, Southern Water Services has provided as response, and that the drainage strategy has been developed / amended.

Southern Water has made some comments as regards the importance of intercepting oil prior to connection with the public network, which has prompted the inclusion of several proprietary pollutant interception units (assumed to represent bypass separator units) in the revised scheme. It is not clear that the surface water connection is proposed to be to the public system, and it would appear that direct communication to the Lavant via the extant culvert is proposed, in accordance with the SuDS manual hierarchy. It also appears that the applicant may have overlooked Southern Water's comment 'oil trap gulleys or-' [petrol/oil interceptor].

I note that attenuation basins / swale conveyance is proposed in principal, both of which comprise pollutant control structures, and both of which can be combined with other SuDS elements capable of intercepting, retaining & / or treating contaminants. Considering the inherent risk of pollution from low-speed-limit residential roads, and residential car parking areas, the use of proprietary interceptors would not normally be necessary. Interceptors are only as good as their maintenance regime, and as such formalised provision should be made for routine inspection maintenance if interceptor units are to be deployed as an integral part of the drainage strategy.

An interceptor unit would be appropriate for the commercial parking areas if those areas share a surface with delivery areas that could be described as a commercial 'yard' (delivery / loading area). If those areas are separated (e.g. by either physical barrier or topographic slope), an interceptor unit may only be necessary for the higher risk areas of the commercial site (allowing it's size to be minimised, or extending periods between periodic maintenance.).

It is agreed that separation of roofwater from surface runoff (not passing roof water through interceptors) is appropriate (is good practice), and that storage of surface waters within swales / basins is an appropriate strategy. It is at this stage unclear how the flow control is to be achieved - whether via levels management (weir, or outlet pipe height differential), or via proprietary structure (hydrobrake or similar). The adopted solution should have regard to the risk of blockage, in order to minimise potential for local flooding.

Given that the drainage strategy appears to remain relatively fluid at this stage, it is recommended that it is approved in detail as a reserved matter, or that prior approval is sought by means of a suitable condition along the lines of the wording below:

Approval of Surface Water Drainage (SuDS I Pollution Prevention) [3]

Prior to the commencement of any specific phase of development hereby approved (or such other date or stage in development as may be agreed in writing with the Local Planning Authority), details of the proposed means of surface water disposal shall be submitted to, and approved in writing by, the Local Planning Authority.

Proposals shall be in accordance with the principles of CIRIA C753 section 26.7 (SUDS Manual, 2015; Managing pollution risks), and where appropriate shall include a schedule of operational and preventative maintenance for surface water drainage structures, flow control devices, pumps or separators required either for the proper operation of the system to its design flow rates or for the effective retention of pollutants to prevent downstream release. Parties responsible for observing the maintenance schedule shall be clearly identified.

All details submitted in accordance with this condition shall be implemented as approved.

Reason: The proposed surface water drainage system discharges highway & parking area runoff to private drainage infrastructure directly communicating with the River Lavant (classified as a 'main river' channel). Appropriate system design is required to prevent surface water drainage functioning as a pathway for pollutants to enter controlled waters. This condition is imposed having due regard to policy DM10 (Havant Borough Local Plan (Core Strategy) 2011) and the National Planning Policy Framework 2012.

Summary

Other than the above recommendations, the proposals are supported. As indicated in the introductory section, conditions are recommended assuming that this is an appropriate stage to do so, and for the avoidance of doubt (where omission at the Outline stage may hamper application of conditions at Reserved Matters). Where it is possible to address elements as a reserved matter (this may apply particularly to drainage), I am comfortable deferring comments/controls to the detailed application stage.

Officer Comment: draft conditions discussed and agreed with EH Environmental Officer.

Hampshire County Council Education

I will not be seeking a contribution from this development for either primary or secondary school places.

Hampshire Fire & Rescue

Building Regulations: Access for Firefighting

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

Hampshire Act 1983 Section 12 - Access for Fire Service

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

Fire and Rescue Services Act 2004

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

Access for High-reach Appliances

High reach appliances currently operated by the 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, S050 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.

Timber-framed Buildings

These types of buildings are particularly vulnerable to severe fire damage and fire spread during the construction phase.

The UK Timber Frame Association publication '16 Steps to Fire Safety on Timber Frame Construction Sites' provides guidance on this issue and is available from:

<http://www.ttf.co.uk/Document/Default.aspx?DocumentUid=E588EOCB-0873-4038-BF4A-B8F83681CB7F>

This guidance should be read in conjunction with the 'Joint Code of Practice on the Protection from Fire of Construction Sites and Buildings Undergoing Renovation', published by the Construction Confederation and The Fire Protection Association

(Sixth Edition, ISBN 1-902790-33-2)

Copies of the 'Joint Codes of Practice' and useful sister publication, 'Construction Site Fire Prevention Checklist' (Second edition, ISBN 1-902790-32-4), are available for purchase from the Fire Protection Association.

(www.thefpa.co.uk)

and from the Construction Industry Press

(Publications for Construction Professionals and Builders I CIP Books)

If have any queries concerning these matters may be directed to the inspector named above, but all correspondence should be addressed to the Chief Officer.

Hampshire Highways

Final Comments:

Following additional comments made by HCC Highways in September 2018 regarding this application and the accompanying Highways Technical Note (Technical Note 01 - WYG Environment Transport Planning - July 2018). An updated Highways Technical Note (Technical Note 01 - WYG Environment Transport Planning - October 2018) has been provided. The following comments relate to this additional technical note.

Pedestrian and Cycle Infrastructure

A revised drawing has been received for the off-site pedestrian and cycle improvements. These are shown on drawing A090070-182-SK04 Rev B. The principle of these works is agreed, and all matters raised within the previous

response have been suitably addressed. These works should be secured for delivery via a S278 agreement with the highway authority.

Site Access

Swept path analysis has been provided in drawings A090070-182-SPA01.

For the Martin's Road existing access this demonstrates that the current access arrangement is insufficient to accommodate a refuse vehicle. A refuse needs to be able to track the junction and pass a large estate car, this currently can't be undertaken. This will require alterations to the existing access arrangement and the applicant should be aware of this for future reserved matters applications. There are also existing bus stops opposite the access which will require relocating to allow turning movements in and out of the junction to be undertaken safely. There is also a bus stop to the north and an existing large tree. These may also require moving and removal in order to accommodate the visibility splays.

For the New Lane access the tracking suggests a one-way arrangement for movements internally within the site, which seems acceptable. The final access design with New Lane should allow for rationalisation of the site access and reduce the crossing width for pedestrians and cyclists. This access arrangement detail will also need to include provision for cyclists to re-join the carriageway as part of the detailed design. If the crossing width of the access can't be reduced a refuge island should be provided to facilitate a two-stage crossing.

Speed survey data has been provided demonstrating vehicle speeds as follows:

Road	Direction	85%ile Speed
New Lane 65 South of Bartons Road	Northbound	29.8mph
Martins Road 30m South of Bartons Road	Southbound	29.3mph
	Northbound	31.5mph
	Southbound	32.4mph

It is unclear from the data provided whether the speeds surveys were collected in wet or dry conditions and this will need to be confirmed as part of any reserved matters application in relation to the junction design. Based on the information provided and assuming a worst case of them being recorded in the wet, visibility splays of 53m on the Martins Road access and 47m on the New Lane access would be required.

Highway Impact Assessment

The remaining outstanding matter relating to the impact of the development was in relation to the modelling of the Bartons Road/B2149 Petersfield Road junction. Revised modelling has been provided by the applicant and reviewed by the highway authority. The junction is forecast to work within theoretical design capacity in the forecast year of 2023 with development and therefore no mitigation is required at the junction.

Travel Plan

The travel plan has been amended in accordance with our requirements. This is now considered acceptable. The travel plan will be required to be secured within a s106 agreement for the site. This will include requirements to pay our approval and monitoring fees as well as a travel plan bond.

Recommendation

The additional information provided has been reviewed and has addressed all outstanding matters for the site. It is noted that all matters are reserved, and the highway authority recommends that the following matters are addressed through the reserved matters process:

- . Details of site access including location within the vicinity of existing access points, and details of form and operation.

The highway authority therefore raises no objection subject to the following conditions and obligations:

Conditions

- . A Construction 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 interests of highway safety

Obligations

- . To deliver, through a s106 agreement, the sustainable access works as shown in principle on drawing A090070-182-8K04 Rev B
- . A full travel plan in accordance with the approved framework travel plan including payment of our approval and monitoring fees and payment of a travel plan bond.

Previous Comments

Policy Review

The Transport Assessment (TA) states the policy background to the proposals, and provides a summary of national, regional and local policies and supplementary planning documents referred to when the TA was prepared. The HA considers that the policies being referred to are appropriate and sufficient for assessing the highways impact of the proposed development.

Existing Conditions

The existing transport conditions were reviewed within the TA. Routes and frequencies of buses and trains were summarised in the section. In terms of the condition for walking and cycling, the TA has stated footpaths/ footways, cycle routes near the site and locations of local amenities and their distance to the site and shown these on Figures 3.2 and 3.3. However, the details of existing crossings for pedestrians and cyclists have been omitted, as it failed to recognise the current unsatisfactory situation of the following:

- No crossing linking the access on Martin Road to the footpath around West Leigh Skatepark, St Alban's Church and the footpath on the western side of Martin Road;
- No crossing near the site access on New Lane to connect with the existing footpath & cycle route on New Lane;
- No direct and safe crossing on Bartons Road to link the site with the footpath leading to Sharp Copse Primary School; the TA failed to spot that the existing crossing on Bartons Road is not on the desire line for the proposed development site, hence it is unlikely to encourage the pedestrian and cyclists to use it.
- No cycle way along Bartons Road near the site frontage to connect the site into the existing cycle network on New Lane and proposed onward connections to be delivered through permitted development within the area.

All these issues should be clearly identified and addressed in this section.

Site Access

The submitted masterplan (Drawing No.A090070-182(ST1)51 Rev A) shows a total of three vehicular accesses are proposed for the site. Two accesses for the residential part of the development are proposed from Martin Road and one access for the employment aspect is from New Lane. It is stated in the TA that both the Martin Road and New Lane accesses will provide adequate space for refuse and emergency vehicles however neither detailed plan nor refuse vehicle tracking has been submitted.

Based on the masterplan, all three accesses appear to be in the same locations as the existing accesses. The HA does not object to the provision of vehicular accesses in the existing locations, however we would not support the application should the access arrangement be changed to directly onto Bartons Road, due to this road being main distributor road and the proximity of New Lane and Martins Road. The access locations will therefore be required to be secured through conditions on the application.

It is noted that the site access is a reserved matter for detailed consideration at full planning application stage. However, the highway authority recommends that additional information is provided at this stage to adequately demonstrate that the access points proposed provide safe and suitable access. To that end, it is recommended that visibility splays supported by speed survey and tracking analysis for refuse vehicles is provide now so that the location of the access points can be approved now.

Walking and Cycling

The master plan shows that footways would be provided at all three vehicular accesses. Additionally, pedestrian paths are provided within the site for both residential and employment areas.

The HA does not object to the provision of footways and paths but considers the width for the internal paths should be designed to allow shared use between pedestrians and cyclists.

Furthermore, the master plan shows a path would be provided to link with the southern side of Bartons Road opposite the path linking to Sharp Copse Primary School on the northern side of Bartons Road. The developer should take the opportunity to provide a crossing that is suitable for both pedestrian and cyclists to cross Bartons Road safely. This improvement would be required to cater for increased pedestrian and cyclist movements. The change in use of this site will result in an alteration in the type of walking and cycling journeys undertaken. The applicant must consider this with regards to the facilities within the area and additional infrastructure requirements as a result. There is an existing segregated cycle route on Petersfield Road to the west of the site and proposals under permitted development for a shared use path between the garden centre and New Lane. Connecting the proposed development with this infrastructure will need to be considered and appropriate infrastructure improvements secured.

Personal Injury Accident Data (PIAs)

Personal Injury Accident data for the period from 01/11/2011 to 31/10/2016 has been analysed in the TA for sections of Bartons Road, Martin Road and New Road near the site. It is stated in the TA that no accident have subsequently occurred in the study area in 2017. However records show that one more accident occurred at 18:25 on 17/01/2018 at the bend of Martin Road opposite West Leigh Business Park. This accident was classified as a "serious" accident and occurred due to driver lost control.

Based on the TA study, during this five year period, there were a total of 15 recorded accidents. 4 of these were classified as "serious" accidents with the remainder of the accidents being classified as "slight". No fatal injuries have occurred. The majority of accidents recorded were attributed to factors such as loss of control and poor driver judgement/error rather than any identified deficiency in the road layout itself.

However there have been three accidents which took place at New Lane junction involving interaction between cyclists and cars. This pattern could be mitigated through formal crossing for cyclists on Bartons Road. Should the applicant agree to widen the footway adjacent to the site, and provide a crossing suitable for both pedestrians and cyclists, it would improve the safety of this right turn movement.

In summary, the data presented within the TA indicates that it is unlikely that the development and associated traffic generated by the development will significantly worsen the existing highway safety of the surrounding highway network if the improvements to the walking and cycling infrastructure as described above are delivered.

Trip Generation and Distribution

The TA presents the proposed vehicular trip rates that could be expected for the proposed development during both the AM and PM weekday peak periods (0800-0900 and 1700-1800). The HA is concerned that vehicular trip rates estimated for the affordable housing are too low. For robustness, these should be the same as the vehicular trip rates for private housing.

Trip distribution is obtained based on the existing flow proportions which were derived from the manual classified traffic counts surveys at each junction. The HA is concerned about this method due to the fact that the northern end

of both Martin Road and New Lane are not currently dominated by residential developments, therefore the surveyed traffic data is unlikely to represent the residential trips distribution correctly. The applicant should use a different method i.e. the census data "journey to work trips" (2011) to obtain the distribution for residential trips and to validate the distributions obtained from the survey data.

Traffic Impact Assessment

The TA assesses future year 2023 traffic condition for both AM peak (8:00-9:00) and PM peak (16:00-17:00). It's worth noting the time defined for PM peak here is different from the one defined in the earlier section of "Trip Generation" which is (17:00-18:00). This needs to be clarified.

Based on the TA, traffic surveys were carried out during school term time on 8th March 2017 to obtain vehicle turning movement data at following junctions near the site.

- Martin Road/ Bartons Road
- New Lane/ Bartons Road
- Martin Road/ Site Access
- New Lane/ Site Access

The growth rate figures for this area were then applied to the surveyed data to estimate the level of traffic flows in the network in 2023. Using the "growth" surveyed traffic data, junction modelling was undertaken to assess the traffic impact at the above four junctions for 2023 with and without development traffic.

The HA is concerned that traffic impact assessment has not been carried out to the requirements of HCC or guidance of NPPF which clearly states that *"The assessment years should consider person trips from all committed developments that would impact significantly on the transport network, particularly where they substantially overlap, such as at the same junctions and/or on roads as the proposed development. The committed developments will typically include development sites that have extant planning permission as well as development plan allocations in an adopted or approved plan."*

Based on this guidance, traffic impact assessment should also include the following two committed developments and the two additional junctions.

Junctions:

1. Bartons Road/Comley Hill/ Emsworth Common Road
2. Bartons Road/ B2149 Petersfield Road

Committed development:

1. Approved developments at land south of Bartons Road (APP/15/01435)
2. Approved development at Land north of Bartons Road (APP/14/00863)

The applicant is required to undertake modelling tests for all six junctions for following scenarios:

- Existing traffic at base year 2018
- 2023 Base traffic + traffic of committed development
- 2023 Base traffic + traffic of committed development + proposed development

Traffic Modelling

Base year AM peak modelling work has been reviewed. It appears that some of the geometry data has been put in the model incorrectly. In order, to understand how the geometry data was measured, the HA recommends that the applicant submits the drawings to show the measurements of the geometry data.

Travel Plan

The Framework Travel Plan (FTP) supports a development of 100 dwellings and 2,860 sq.m. of commercial floorspace. The FTP is clear and concise, but there remain a number of omissions

This should be addressed at the framework stage. The headline improvements that are required are as follows (with additional comments and recommendations in the body of the report):

More information on the type of uses on site and the illustrative master plan should be included to ensure the right measures are brought forward.

- Detail on the walking route to the local centre on Somborne Drive should be provided, highlighting any gaps or deficiencies, as this will be key to increasing pedestrian modal share.
- Indication should
- be included on how much time the TPC will dedicate to this particular development and a clear commitment to marketing the Travel Plan and communicating with users through a website should be made.
- Interim modal shift targets have been set for an increase of 50% on the cycle mode share baseline. Additional measures to encourage cycling will be required to achieve this target.
- An Action Plan is required to clearly set out what will be undertaken by which time, and who will be responsible.

Introduction

The introduction must be amended before the FTP is acceptable. Whilst the name of the developer responsible for Travel Plan is provided, along with suitable objectives which reference wider community benefits, there is no reference to the developer's policies on travel plans/sustainable travel. In addition, it would be beneficial to see a clear statement of the motivation for the TP. This could refer to improving access to the site or making use of nearby bus and cycle routes. Provision of likely construction and opening dates would also be helpful.

Existing Conditions

This section is not acceptable. There are some key omissions relating to walking and there is almost no detail of the likely uses on site.

Good location plans are provided as well as sufficient information on bus services and train services. Bus services in particular offer potential as the stops are within 400m of the site entrance.

A good summary of the local facilities within walking distance of the site is provided. A plan showing the locations of these facilities should however also be provided in the FTP to ensure the potential for this mode can be

adequately determined. As many of these facilities look to be in the local centre on Somborne Drive to the west of the site, a description of the walking route from the development should be included in the FTP along with any gaps or inadequacies identified.

Whilst this is a Framework Travel Plan for an outline application, no information at all is provided on the type of dwellings or commercial space to be provided. Even basic details such as whether apartments or houses are proposed and whether the commercial space will be B1, B2 has an important role in shaping the plan. Section 3.18 notes that there is an illustrative master plan - this should be provided as an appendix to the FTP. The proposed number of parking spaces, parking policy and any demand management for parking should be included in the FTP.

Proposed Travel Plan Measures

This section is not acceptable. Stronger commitment is required on a website for the Travel Plan, and additional measures are required for cycling.

Travel Plan Coordinator

Commitment is made to appoint a Travel Plan Co-ordinator (TPC) prior to occupation of the site to act as a point of contact for residents, develop and implement Travel Plan measures, promote the Travel Plan, monitor progress against agreed targets and report to HCC officers. The TPC will be a specialist external consultant, funded by the developer, working part-time, and will be appointed at least three months prior to occupation. Indication should be provided on the time commitment being made for the TPC role as part of the FTP.

Provision of Information

The proposed provision of information is acceptable. The proposal for a steering group to allow residents and employers to provide regular feedback to the TPC is to be welcomed. Mention is made of 'a regularly updated website to inform and engage with residents and businesses; and attendance at local community and workplace groups by the TPC'. The language of the FTP needs to be strengthened here to commit the developer to such a website. This will ensure the continued provision of information and feedback following the initial Welcome Packs.

The full Travel Plan should include provision of a noticeboard in addition to the website.

The full Travel Plan should include mention of the 'My Journey Hampshire' journey planner <http://www.myjourneyhampshire.com/> as this is a useful and free resource which could be publicised.

Walking

Further measures to encourage walking should be considered.

Cycling

As noted in the existing conditions section, National Route 22 can be accessed via Bartons Road and provides access to the centre of Havant. Measures to improve the cycling network on Bartons Road need to be considered. Furthermore, as referenced in the National Census data, cycling makes up 4% of residential trips and 5% of employee trips in the area. The

FTP should be clearer about the nature and volume of cycle parking for residents and employees. In addition to cycle parking, showers, lockers and changing facilities should be provided for employees on the site. Consultations with a local cycle store should be initiated as part of the FTP.

Public Transport

Measures to encourage use of public transport are should be considered further. The full Travel Plan should specify the time period and value of the bus vouchers proposed for residents and employees. Consultation with the local bus operator can be detailed in the full Travel Plan.

Car Sharing

Measures to encourage car sharing are considered acceptable. The full Travel Plan needs to be mention of the web address for the Hampshire car sharing network www.hants.liftshare.com in the measures section.

No information is provided on encouraging smarter working measures which include Working from Home, Flexible working times, relocation closer to work, on-site creche, shop etc. These should be covered in the full Travel Plan.

Monitoring and Targets

This section is partially acceptable. The TPC will monitor the TP though surveys which will be undertaken 3 months after 50th occupation of the dwelling, and then annually for five years, which is acceptable.

Preliminary annual modal shift targets are provided, starting with the baseline census data. Some justification is provided on how these targets have been developed with regard to existing travel behaviour and realistic potential for modal shift. With the existing residential modal share of bicycle at 4% and considering that the site is located within a well-developed locality with easily reachable destinations, a 2.5 % increase in the share seems ambitious but possible as long as additional measures to encourage this mode are provided, as noted above.

Similarly, since the site is a mixed-use development, there would be ample opportunities for residents and commercial users to share their journeys on a regular and/or infrequent basis. As such the car sharing target of 11.5% seems reasonable.

In terms of walking targets, enough evidence is lacking in the TP to understand the quality of footpaths! safe crossings as explained earlier. At the moment, the proposed 2.5% increase seems unrealistic unless further information is provided.

No Action Plan has been provided in the TP. An Action Plan should be provided detailing mode-wise action targets and methods of monitoring covering all the sustainable modes of walking, cycling, public transport and car sharing. The action plan should include funding and responsibility for each action, which is a required element. The action plan must be revised in line with the comments noted above. The measures in the action plan need to be spread throughout the life of the travel plan as well as at initial occupation in order to ensure that the targets are met.

Commitment is made to undertake travel questionnaire surveys after occupation at certain intervals but their compliance with TRICS is missing and should be included.

The inclusion of remedial measures is acceptable and is welcomed.

Whilst a section on funding is included, an indicative budget should be included in the FTP, and detail on how the various measures will be funded throughout the five-year span of the plan. This detail should also be reflected in the Action plan.

Recommendation

This FTP is currently not acceptable and it is our recommendation that the above comments are addressed prior to the acceptance.

Of particular note is the need to provide more details of the proposed uses on site, parking and cycle parking. An Action Plan is also required to clearly set out when measures, monitoring, liaison with HCC and appointment of the TPC and steering group will be undertaken. The Action Plan should state who is responsible for each action and include an indicative cost.

When responding to the above comments in a revised travel plan, the applicant must make reference to the sections and paragraphs of the travel plan where each specific point has been addressed.

Transport Contribution - Section 106 Agreement

As mentioned earlier, trips generated by the committed developments should also be included in the traffic assessment within this T A. Should the results of the assessment show that the impact to the local transport network is significant, the applicant is required to mitigate such impact caused by the proposed development via entering into a S 106 agreement with the HA. The change in use of this site will result in an alteration in the type of walking and cycling journeys undertaken. The applicant must consider this with regard to the pedestrian and cycling facilities within the area and additional infrastructure requirements as a result.

Recommendation

Having regard to the above, the highway authority would recommend a holding objection until further information is submitted and the above concerns are addressed satisfactorily. However, if you are minded to determine the application prior to receiving the required further information, please do contact the highway authority for the refusal reasons.

Officer Comment:

This holding objection is superseded by more recent consultation response.

Highways Engineer, Development Engineer

No comments received

HBC Housing

This is an outline application is for a mixed use development comprising up to 100 new homes, including up to 40% affordable, and 2860sqm of employment floorspace. Current planning policy requirements Core Strategy policy CS9. 2, the Havant Borough Housing SPD (July 2011), and the governments Ministerial Statement published during the summer of 2016, mean that developments of 11 units or more would be required to provide 30-40% affordable housing on site; Havant Borough Council Draft Local Plan 2036 states that town centres should be able to include 20% affordable housing. The applicants have referenced this requirement within their Design and Access statement.

The proposals comprise of a mixed development that will include 99 residential units:

Unit type Number

1 Bed Flat 29
2 Bed Flat 30
2 Bed House 17
3 Bed House 19
4 Bed House 4
TOTAL 99

The demand for affordable housing remains high within Havant borough; as at 15th May 2018 there were 1822 households registered on Hampshire Home Choice seeking accommodation in our area and of these 882 are waiting for a one-bedroom home, 641 for a two bed, 224 for a 3 bed, and 75 for a 4+ bedroom home. Waiting times for Band 3 applicants for April 2017 to March 2018 are within the range of 3 to 8 years (for a 4 bed) depending on the property size.

The location of the development is near to local services (bus transport, retail, medical, and educational), and for this reason I would expect the affordable provision to include all of the sizes and types of home as all household types from single people through to larger families, and there to be a tenure split of around 70/30 Affordable Rent! Shared Ownership. In addition I would expect the affordable provision to mirror the market provision in terms of property type and size as this should help to create a mixed and well-integrated community.

As stated above the applicants have acknowledged affordable provision of between 30 and 40%. For illustrative purposes, and this consultation response I have assumed 35%, which would equate to 35 units, and an initial suggested mix, taking into account our current registration numbers and waiting time on Hampshire Home Choice, would be:

Unit type Number

1 Bed flat 10
2 Bed flat 10
2 Bed house 7
3 Bed house 7
4 Bed house 1
TOTAL 35

The final affordable mix will be agreed with the Council and will form part of the S106 agreement.

I am very pleased to see that the applicants will be constructing these homes to lifetime Homes standards and that a lift will be provided to enable those residents, or their visitors, with mobility issues to access the new homes.

Moving forward Housing would support this development proposal pending confirmation of final affordable housing numbers, type, and tenure.

Officer Comment: Affordable housing requirements are secured via the S106 agreement with 35% provision achieved (this meets the policy requirements of the Council).

Landscape Team, Havant Borough Council

Outline application for access with all other matters reserved. Mixed use development comprising up to 100 new homes, including up to 40% affordable, 2860 sqm of employment floorspace and improved access onto New Lane and Martin Road. On-site parking for residential and employment uses. Landscaping to be provided, including acoustic bund to rear of employment units and naturalisation of existing watercourse (full details to be submitted at a later stage).

From a landscape perspective we have the following comments in relation to this application:

- The landscape strategy needs to include screening planting along the northern boundary to Bartons Road to help soften the 5 and 4 storey buildings into the streetscape.

Officer Comment: Landscaping is a Reserved Matter, however this has been discussed with the agent. Tree planting along the northern boundary is difficult to achieve due to levels changes and retaining structures.

- There is a lack of permeability connecting the central residential area north onto Bartons road. At present there is only a stepped footpath which is not appropriate for all users. The layout/design needs to include additional access point north on to Bartons Road that are suitable for all users.

Officer Comment: This has been explored with the Agent and a further route is secured to Bartons Road by condition to improve permeability and usability.

- The continuous lines of car parking is not deemed appropriate and to avoid the landscape becoming too dominated by vehicles soft landscaping is required to break up the lines of car parking.

Officer Comment: This will need to be considered at the Reserved Matters stage in the layout design.

- We are encouraged by the proposed naturalisation of the water course running through the site, however the rational to break up the footpath running parallel to the watercourse is unclear. This could be an interesting landscape feature and should be used as a key route connecting the site and as such we would want to see a continuous footpath running adjacent to it.

Officer Comment: This will need to be considered at the Reserved Matters stage in the layout design.

- The footpath which is behind the 5 no. car parking spaces south of the 3 storey block of flats is not appropriate as it would encourage pedestrians to walk behind vehicles.

Officer Comment: This will need to be considered at the Reserved Matters stage in the layout design.

- There is a substantial construction within the PRA of T15 and T14, we have concerns that the retention strategy is not robust enough to mitigate and damage to the trees. The trees are an important landscape feature and need to be retained.

Officer Comment: The layout is a Reserved Matter, no objections have been received from the Arboriculturalist.

- The site layout does not make the best use of key vistas and viewpoints when navigating around the site. Key viewpoints are dominated with car parking which will curtail the vernacular of the site. Soft landscaping and high quality material detailing will help improve the views within the site.

Officer Comment: This will need to be considered at the Reserved Matters stage in the layout design.

An informative has been included alerting the applicant to likely requirements for the Reserved Matters Layout.

Local Lead Flood Authority HCC

Final Comments:

We have reviewed the following information in relation to the planning application:

- . WYG Ground Investigation A090070-182 Issue 2
- . WYG Flood Risk Assessment A090070-182 FRA Havant Issue 1
- . WYG Flood Risk Assessment & Drainage Strategy A090070-182 Issue 2

The general principles for the surface water drainage proposals are acceptable; we would recommend that further information on the proposals be submitted as part of a more detailed design phase.

No development shall take place until a detailed surface water drainage strategy has been provided to the Lead Local Flood Authority, containing the following elements:

- . Detailed drawings of the entire proposed surface water drainage system, including levels, gradients, dimensions and pipe and manhole reference numbers.

- . Full calculations detailing the existing greenfield and or brownfield surface water runoff rates for the 1 in 1, 1 in 30 and 1 in 100 storm events.

- . Full details of the proposed SuDS features and any flow control measures.

- . Information evidencing measures taken to prevent pollution of the receiving groundwater in accordance with the water quality criteria set out in the Ciria Suds Manual C753.

- . Maintenance regimes of entire surface water drainage system including individual SuDS features, including a plan illustrating the organisation responsible for each element. Evidence that those responsible/adopting bodies are in discussion with the developer. For larger/phased sites, we need to see evidence of measures taken to protect and ensure continued operation of drainage features during construction.

- . Exceedance flows are considered in the event of the pipe being non-operational. Evidence that Exceedance flows and runoff in excess of design criteria have been considered - calculations and plans should be provided to show where above ground flooding might occur and where this would pool and flow.

Please see below for further general guidance for the application
It is important to ensure that the long-term maintenance and responsibility for Sustainable Drainage Systems is agreed between the Local Planning Authority and the applicant before planning permission is granted. This should involve discussions with those adopting and/or maintaining the proposed systems, which could include the Highway Authority, Planning Authority, Parish Councils, Water Companies and private management companies. For SuDS systems to be adopted by Hampshire Highways it is recommended that you visit the website at:
<https://www.hants.gov.uk/transport/developers/constructionstandards> for guidance on which drainage features would be suitable for adoption. Where the proposals are connecting to an existing drainage system it is likely that the authorities responsible for maintaining those systems will have their own design requirements. These requirements will need to be reviewed and agreed as part of any surface water drainage scheme. This response has been provided using the best knowledge and information submitted as part of the planning application at the time of responding and is reliant on the accuracy of that information.

Original Comments:

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

Works in relation to ordinary watercourses

PLEASE NOTE: 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 from the Lead Local Flood Authority is required. This consent is required as a separate permission to planning. Information on ordinary watercourse consenting can be found at the following link <http://www3.hants.gov.uk/flooding/hampshireflooding/watercourses.htm> It is strongly recommended that this information is reviewed before Land Drainage consent application is made.

A Pre-application service for Ordinary Watercourse Consents is available, allowing consents to go through in a smoother, often more timely manner. For full information please visit:
<https://www.hants.gov.uk/landplanningandenvironment/environment/flooding/WatercoursePreApplication>

Surface Water Drainage

We have reviewed the following information in relation to the planning application:

- WYG Ground Investigation A090070-182 Issue 2
- WYG Flood Risk Assessment A090070-182 FRA Havant Issue 1

We require further information/clarification on the proposals in order to provide a response:

- Evidence of and information on the existing surface water flow paths of undeveloped (greenfield) sites
- Evidence of and information on the existing drainage network for previously developed (brownfield) sites
- Evidence that the proposed drainage will follow the same pattern as the existing. This avoids directing flow to other locations.
- Information evidencing that the correct level of water treatment exists in the system in accordance with the Ciria SuDS Manual C753
- Maintenance regimes of entire surface water drainage system including individual SuDS features, including a plan illustrating the organisation responsible for each element. Evidence that those responsible/adopting bodies are in discussion with the developer. For larger/phased sites, we need to see evidence of measures taken to protect and ensure continued operation of drainage features during construction.
- Evidence that enough storage/attenuation has been provided without increasing the runoff rate or volume. This must be shown for a 1 in 100 year plus climate change event. Details of orifice diameters to be provided.
- Exceedance flows are considered in the event of the pipe being non-operational. Evidence that Exceedance flows and runoff in excess of design criteria have been considered - calculations and plans should be provided to show where above ground flooding might occur and where this would pool and flow.
- Evidence that Urban Creep has been considered in the application and that a 10% increase in impermeable area has been used in calculations to account for this.

We recommend that these issues are addressed before planning permission is granted. For guidance on solving these issues, we recommend you use our Surface Water Management Pre-application service which will provide clear guidance on what information is required to allow your application to be returned to the Local Planning Authority with no issues. For full details, please visit:

<https://www.hants.gov.uk/landplanningandenvironment/environment/flooding/planning> and click on pre-application advice request form.

Please see below for further general guidance for the application

It is important to ensure that the long-term maintenance and responsibility for Sustainable Drainage Systems is agreed between the Local Planning Authority and the applicant before planning permission is granted. This should involve discussions with those adopting and/or maintaining the proposed systems, which could include the Highway Authority, Planning Authority, Parish Councils, Water Companies and private management companies.

For SuDS systems to be adopted by Hampshire Highways it is recommended that you visit the website at:
<https://www.hants.gov.uk/transport/developers/constructionstandards> for guidance on which drainage features would be suitable for adoption.

Where the proposals are connecting to an existing drainage system it is likely that the authorities responsible for maintaining those systems will have their own design requirements. These requirements will need to be reviewed and agreed as part of any surface water drainage scheme.

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

Hampshire Constabulary

The beat within which this application site falls does suffer from high levels of motor vehicle crime, particularly theft from motor vehicle and anti-social behaviour. It is against this background that my comments are made.

Public Open Space (POS) is provided in three places to the south of the development. There is very little natural surveillance of these spaces and it is possible to access rear boundary treatments from these spaces. This layout significantly increases the opportunities for crime and anti-social behaviour. Planning guidance advises "In general urban block layouts provide an efficient template with building fronts and entrances to public spaces and their more private backs to private spaces. Such layouts minimise the creation of unsupervised and unsafe public spaces and unsafe access routes." To reduce the opportunities for crime and anti-social behaviour the layout should be modified to provide for natural surveillance of the POS from the overlooking dwellings and from which it is not possible to access the dwelling's rear or side boundary treatments.

A pedestrian only access is provided from Bartons Road, there is very little natural surveillance of this route, it appears possible to gain access to two car parks from the route. There is some natural surveillance of the route, however, it does increase the opportunities for crime and anti-social behaviour. Planning guidance advises "In general urban block layouts provide an efficient template with building fronts and entrances to public spaces and their more private backs to private spaces. Such layouts minimise the creation of unsupervised and unsafe public spaces and unsafe access routes." To reduce the opportunities for crime and anti-social behaviour I recommend that this access is omitted from the final scheme. If this is not desirable there should be far greater natural surveillance of the route from the nearby dwellings. In addition the route should be straight and well lit, planting should be such that it provides for observation along the route and does not provide a place in which a person might lay in wait.

A footpath is shown connecting Martin Road with New Lane running along the southern boundary of the development. There is very little natural surveillance of this footpath with connects with the areas of public open space and the proposed industrial units. This footpath significantly increases the vulnerability of the site to crime and anti-social behaviour. Planning guidance advises that layouts should "minimise the creation of unsupervised and unsafe public spaces and unsafe access routes." To reduce the opportunities for crime and anti-social behaviour this footpath should be omitted from the final scheme. If such a route is required it should pass to the front of the dwellings, not go via public open space and be isolated from the industrial units.

There are several large car parks both with easy public access. The beat area in which this development lies suffers approximately one crime against a vehicle a week. These two parking areas will be vulnerable to crime, especially as they are connected via a footpath to Bartons Road. To reduce the opportunities for crime the large car park should be redesigned in to a number of smaller car parks, each with a single access point. The car parks should be designed to be semi-private space.

The gardens about the three apartment blocks should be enclosed so as to only access to residents and authorised visitors.

Lighting throughout the development should conform the relevant sections of B85489:2013.

Officer Comment: These concerns are recognised and there are sometimes conflicts between the desire for permeability of sites, open space and security. An informative with regard to the comments is proposed to raise the issues of natural surveillance and security / safety to be taken into account in the final site layout.

Natural England Comments in relation to AA/HRA

No objection

Natural England notes that your authority, as competent authority under the provisions of the Habitats Regulations, has undertaken an Appropriate Assessment of the proposal, in accordance with Regulation 63 of the Regulations. Natural England is a statutory consultee on the Appropriate Assessment stage of the Habitats Regulations Assessment process.

Your appropriate assessment concludes that your authority is able to ascertain that the proposal will not result in adverse effects on the integrity of any of the sites in question. Having considered the assessment, and the measures proposed to mitigate for all identified adverse effects that could potentially occur as a result of the proposal, Natural England advises that we concur with the assessment conclusions, providing that all mitigation measures are appropriately secured in any permission given.

Comments on Application:

NO OBJECTION - SUBJECT TO APPROPRIATE MITIGATION BEING SECURED

This application is within 5.6km of the Chichester and Langstone Harbours Special Protection Area (SPA) and will lead to a net increase in residential accommodation. Natural England is aware that Havant Borough Council has adopted a planning policy to mitigate against adverse effects from recreational disturbance on the Solent SPA sites, as agreed by the Solent Recreation Mitigation Partnership (SRMP) Definitive Strategy. We advise that an appropriate planning condition or obligation is attached to any planning permission to secure this measure.

Natural England also recommends that this application is supported by a Biodiversity Mitigation and Enhancement Plan (BMEP), or equivalent, that has been agreed by a Hampshire County Council (HCC) Ecologist. This will ensure the application meets the requirements of the standing advice and the additional requirements for biodiversity enhancement as set out in National Planning Policy Framework paragraphs 7, 109 and 118.

Protected Species and Biodiversity

Please note we have not assessed the application and associated documents for impacts on protected species. Natural England has published Standing Advice on protected species. Standing Advice is a material consideration in the determination of applications in the same way as any individual response received from Natural England following consultation. If you have any specific questions not covered by our Standing Advice, or have difficulty in applying it to this application please contact us at consultations@naturalengland.org.uk.

In order for your authority to be assured that the proposal meets the requirements of the standing advice and the additional requirements for biodiversity enhancement as set out in National Planning Policy Framework paragraphs 7, 109 and 118, Natural England recommends that the application is supported by a Biodiversity Mitigation and Enhancement Plan (BMEP) that has been agreed by a Hampshire County Council (HCC) Ecologist.

Provided an HCC approved BMEP is received and secured by any permission then your authority may be satisfied that it will have met its duties under Section 40 of the Natural Environment and Rural Communities (NERC) Act 2006 which states that 'Every public authority must, in exercising its functions, have regard, so far as is consistent with the proper exercise of those functions, to the purpose of conserving biodiversity', and in relation to European Protected Species Regulation 9(3) of The Conservation of Habitats & Species Regulations 2017.

Natural England notes and welcomes the ecological appraisal submitted with the planning application. We would recommend that a BMEP is agreed with the HCC Ecologist to ensure that appropriate measures are secured and implemented with any planning approval. The BMEP should set out the proposed ecological enhancements such as the creation and long term management of areas of species rich grassland, creation of habitat features such as wildlife ponds, habitat piles, the provision of fruit trees within gardens, provision of additional bat roosting opportunities and provision of a range of bird boxes. In addition, any permission should secure appropriate funding provision for maintaining the areas of green infrastructure, strategic planting and biodiversity mitigation / enhancement measures for perpetuity.

Please note that provided the HCC Ecologists' are satisfied with the submitted BMEP and the full implementation of the plan is secured by any permission then no further consultation with Natural England on this aspect of the proposal is required. In the event that a BMEP cannot be agreed with the applicant then Natural England should be re-consulted on the proposals so that we can reconsider our advice.

Water resources

Natural England encourages all new development to adopt the higher standard of water efficiency under the Building Regulations (which equates to 110 litres /head/day including external water use) and re-use in line with best practice. Consideration should be given to the use of grey water recycling systems and efficient appliances.

Green Infrastructure

The proposed development is within an area that Natural England considers could benefit from enhanced green infrastructure (GI) provision. As such, Natural England would encourage the incorporation of additional GI into this development.

Multi-functional green infrastructure can perform a range of functions including improved flood risk management, provision of accessible green space, climate change adaptation and biodiversity enhancement. Additional evidence and case studies on green infrastructure, including the economic benefits of GI can be found on the Natural England Green Infrastructure web pages.

Should the proposal change, please consult us again. If you have any queries relating to the advice in this letter please contact me on 07717808691.

Officer Comment: SRMS contributions are secured by the S106 requirements and ecological conditions are recommended with regard to on site impacts / mitigation.

Planning Policy

Policy Status:

The Adopted Local Plan:

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.

In addition, the Local Plan Housing Statement (LPHS) and its guiding principles, adopted December 2016, are also a material consideration.

Havant Borough Local Plan 2036

The Council is preparing a new Local Plan and consulted on a Draft (Regulation 18) version of the Havant Borough Local Plan 2036 (HBLP 2036) between 8 January to 16 February 2018.

Whilst the Plan has limited weight in decision-making at this stage in the plan preparation, it is of relevance in setting out the Council's direction of travel.

National Planning Policy Framework

Paragraph 22 of the NPPF states that local planning authorities should avoid the long-term protection of sites allocated for employment use where there is no reasonable prospect of a site being used for that purposes. Where there is no reasonable prospect of a site being used for the allocated employment use, applications for alternative uses of land or buildings should be treated on their merits having regard to market signals and the relative need for different land uses to support sustainable communities (paragraph 22).

Principle of development:

The site lies within the urban area as defined by Policies CS17 and AL2 of the Local Plan which seek to concentrate new development within the five urban areas of the borough. There is therefore a presumption in favour of sustainable development, subject to other relevant policy considerations in the Plan.

Emerging site allocation

The Draft Local Plan identifies the site for residential and commercial development under emerging Policy H35 reflecting the need for higher land use values needed to support the redevelopment of the site for employment purposes.

Nevertheless, the Adopted Local Plan remains the starting point in decision-making unless there are material considerations which indicate otherwise. In this respect, the emerging site allocation policy for a mix of residential and commercial uses has limited weight at this stage but does indicate the Council's direction of travel. It also identifies considerations which are necessary to enable development to come forward in an appropriate and sustainable manner.

Loss of Employment

Policy CS2 of the Core Strategy (2011) states that planning permission will be granted for development proposals that prioritise the use of previously developed land for the provision of new floorspace; and safeguard existing employment sites that are not fit for current purpose.

Policy DM3 which is counterpart to this policy makes clear that the development of land or premises currently or last used for B use class employment purposes to non-B use class employment will only be permitted where it has been demonstrated that the land or premises are not fit for purpose and financially unviable for B use class purposes. An active and exhaustive marketing exercise would normally be required to demonstrate the site is no longer suitable for B use class employment.

The Council recognises there may be material considerations which indicate that it may be appropriate to release the site from wholly B use class employment purposes. In this respect, we have previously indicated there may be justify a deviation from the marketing requirements set out by Policy DM3 where it can be demonstrated that the new employment floorspace will support at least the equivalent number of jobs. This is considered in further detail below.

Number of jobs

The Council's 2017 Employment Land Review highlights that only a third of the accommodation was occupied prior to the vacation of Colt International. This was indicative of the outdated nature of the buildings which moderated the extent to which the buildings could be occupied prior to their vacation.

The submitted Planning Statement indicates "at the time the buildings were vacated, there were approximately 100 staff employed at the site". Paragraph 6.3 of the Planning Statement suggests the proposed units would provide 2,860 sqm and in the region of 120 full time jobs. This compares with the employment density for 82 uses in the HCA Employment Density Guide (3rd edition) which would support an employment density of 36 sq. m per employee, equivalent to 79 jobs. Though in practice many businesses will comprise different components including supporting office uses (Class 81) which will increase the employment density overall.

Market signals

The ELR also notes that a large part of the site is affected by asbestos content which may undermine the ability to support the comprehensive redevelopment of the site for employment purposes. There would be abnormal costs associated with the decontamination and remediation to enable the site to come forward. As a result, there is limited prospect of the site being retained wholly in employment use in accordance with paragraph 22 of the NPPF. This is reflected in the proposed allocation in the Draft Local Plan for a mixture of residential and commercial uses.

Gateway to New Lane

The submitted Illustrative Masterplan Drawing No. A090070-182[ST1]31 revision A shows the industrial units would front onto New Lane wrapping around the north-eastern corner of the site, with the side elevations facing onto Bartons Road. The scheme would therefore retain an employment use and act as an important gateway to the wider New lane industrial area.

Size, format and layout of employment units

The application proposals would include 2,860 sq. m of employment floorspace comprising 10 new units of 286sqm (Use Class B1/B2). The Planning Statement does however refer to Market Assessment Report (not included within the application documentation) which suggests that:

"There is a stated demand for 82 units between 929 sqm and 2,787 sqm (10,000 sq.ft. and 30,000 sq. ft.) and this sector of the market has the most market imbalance between demand and supply."

This compares with the Council's recommendation between 465 sq. m and 1,855 sq. m, and for a building which would have the ability to be subdivided to satisfy demand for smaller units.

Given the apparent discrepancies between these recommendations and the Market Assessment, we would recommend that further advice is taken from the Economic Development Team accordingly.

Affordable Housing:

Policy CS9 sets out an affordable housing requirement of 30-40% on sites or 15 dwellings (gross) or more. Though the description of the development applies for up to 40% affordable housing, an affordable housing provision of 35% has been assumed for the purposes of the application submission.

The policy also requires a mix of dwelling types, sizes and tenures which would help meet identified local housing need and contribute to the development of mixed and sustainable communities. The Planning Statement suggests the final tenure mix would be determined through further discussions between the Council and the developer - it is recommended that an appropriate condition to require the approval of such details at Reserved Matters stage accordingly.

Parking Provision:

Policy DM13 and the Havant Borough Parking SPD (July 2016) set out the parking standards for new development in the borough.

Flooding:

The vast majority of the site is located in flood zone 1. However, the far south-eastern extent of the site, and the existing access off New lane falls flood zones 2 and 3. The submitted site-specific Flood Risk Assessment should demonstrate that the development would be safe including access, without increasing flood risk elsewhere in line with Policy CS15.

Developer Contributions:

Havant Borough Council has an adopted CIL Charging Schedule which is applied to new residential development in the borough in addition to the requirements of Policy CS21. The Solent Recreation Mitigation Partnership (SRMP) contribution will also be payable in accordance with Policy DM24 and the Habitats Regulations.

Summary

Whilst a policy objection would normally arise in the absence of an active and exhaustive marketing exercise (as per the requirements of Policies CS2 and DM3), the application proposals would re-provide broadly the equivalent number of jobs. Furthermore, there are market signals which indicate that part of the site should be released from employment purposes.

The application proposals are therefore supported in principle subject to views of the Economic Development Team in terms of whether the size, format and layout of the industrial units would be attractive to prospective occupiers in the locality and the wider Havant locality.

Officer Comment: The final form and layout of the industrial units would be considered at the Reserved Matters stage.

Portsmouth Water Company

Final Comments:

I have been in contact with our planning consultant, in response the Colt International application query, these matters can be dealt with by using conditions.

The site investigation and risk assessment will need to address all potentially complete linkages including the Superficial Deposits overlying the Chalk and the design and method statements for the site investigation/intrusive works should be approved prior to commencement.

Further Comments:

It appears from the updated ground investigation report (Published on the Havant.gov.uk portal 23 July 2018) that our concerns over the correct Source Protection Zone determinations have been addressed.

Our previous comments, provided below, in relation to the remainder of the proposed application and development still apply:

Conceptual Site Model and Site Investigation

There are superficial deposits overlying the unproductive London Clay Formation and these consist of Head (Secondary A Classification and Secondary Undifferentiated) that are potentially in hydraulic continuity with chalk groundwater at the springs south west of the site. The risk of mobilising the existing contamination in the subsurface, identified during the works to date, must be risk assessed in the context of the H&B Springs along with the interconnectivity at the site and off-site.

Portsmouth Water therefore request that this potentially complete source, pathway, receptor linkage is assessed in detail.

At this phase of the investigation, with more intrusive works proposed, Portsmouth Water would wish to see the anticipated risk score remain as Moderate for groundwater. There is contamination on site and the full extent has not been characterised during the limited investigation. Once all data is available it may be feasible to revise the risk score.

Risk mitigation measures, particularly if a deeper investigation borehole is proposed, must incorporate reduced diameter drilling and clean drilling techniques. A method statement outlining all the pollution prevention measures that will be adopted must be

provided for approval prior to the works commencing.

Piling and Foundations

Portsmouth Water currently have significant concerns over the potential for piling.

No piling shall take place until a piling 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) has been submitted to and approved in writing by the local planning authority in consultation with Portsmouth Water.

Any piling must be undertaken in accordance with the terms of the approved piling method statement.

Reason: The proposed works are in a sensitive groundwater catchment and there are potentially significant risks associated with groundworks in this area. Piling has the potential to impact on the drinking water source and therefore the applicant is advised to contact Portsmouth Water to discuss the details of the piling method statement.

Portsmouth Water require information on foundation design be submitted for detailed consideration. This should include as a minimum:

- a) the methods to be used;
- b) the design depths of the various structures involved and rationale;
- c) the density of piling, if any; and
- d) details of materials to be removed or imported to site.

In addition to the above Portsmouth Water request that a Construction Environmental Management Plan (CEMP) is produced prior to development to demonstrate how spills, incidents and site drainage will be managed during the proposed development.

We look forward to reviewing the next phase of proposed site investigation, method statements, CEMP and appropriate groundwater risk assessment.

Original Comments:

The site lies within a Source Protection Zone 1C (SPZ1c) for the Havant and Bedhampton (H&B) Springs, relating to subsurface activity only, where the Principal Chalk aquifer is confined and may be impacted by deep drilling activities. The Ground Investigation Report, in places, incorrectly identifies the SPZ1c as a SPZ3a (Outer Zone) and this must be rectified to re-address the risk assessment and reflect the actual sensitivity of the site.

Conceptual Site Model and Site Investigation

There are superficial deposits overlying the unproductive London Clay Formation and these consist of Head (Secondary A Classification and Secondary Undifferentiated) that are potentially in hydraulic continuity with chalk groundwater at the springs south west of the site. The risk of mobilising the existing contamination in the subsurface, identified during the works to date, must be risk assessed in the context of the H&B Springs along with the interconnectivity at the site and off-site.

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- a) the methods to be used;
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- d) details of materials to be removed or imported to site.

In addition to the above Portsmouth Water request that a Construction Environmental Management Plan (CEMP) is produced prior to development to demonstrate how spills, incidents and site drainage will be managed during the proposed development. We look forward to reviewing the next phase of proposed site investigation, method statements, CEMP and appropriate groundwater risk assessment.

Public Health Team, Hampshire County Council

Healthy Homes

Lifetime homes: As nationally, Havant has an ageing population and population forecasts show by 2024 the over 65's population will increase by 10.5%, whilst the over 85's population will increase by 20.3%.¹ This represents the greatest percentage increase of any age group in Havant. Older people have additional needs, including increased care and decreased mobility, as do other age groups with disabilities. We welcome the commitment made to the Lifetime Homes standards in relation to affordable elements of the scheme. We would encourage the application of these standards across the entire residential element of the scheme, in order to

future-proof the scheme for the predicted growth of the older population in Havant. Further consideration on how to strengthen age-friendly design could be achieved by highlighting the RTPI Practice Advice on Dementia and Town Planning.

Housing mix: Policy CS9 of the Havant Core Strategy states that sites of 15 dwellings or more should provide 30-40% affordable housing, of which 65-70% should be social rented with the remaining 30-35% for affordable home ownership. Truly affordable homes can help to address health inequalities. Therefore we would encourage a commitment to deliver the maximum number of affordable homes for social rent in further detailed plans. However, we would like to stress the importance of a diverse distribution of housing types to ensure a balanced community and we would recommend that the residential buildings are made 'tenure blind'.

Further detailed plans should ensure that dwellings have adequate internal space for bicycle storage (encouraging active travel), garden sizes that allow enjoyment of outside space (promoting mental wellbeing) and facilities for home-grown produce (promoting healthy eating).

Officer Comment: Affordable housing requirements are secured via the S106 Agreement with 35% provision. Mix and tenure blind requirements are part of the requirements. Cycle storage will need to be demonstrated in the Reserved Matters submission. There is no adopted requirement in the current Local Plan to secure home-grown produce, however garden sizes where appropriate will need to reflect requirements in Havant Borough Design Guide.

Travel and Transport

New developments should encourage walking and cycling through neighbourhood design which not only reduces road congestion, traffic and related accidents and poor air quality, are good for our physical and mental health. We would therefore like to see that pedestrian and cycle access to local facilities are increased where possible and that these options are attractive and safe for residents. This includes ensuring safe cycle and pedestrian access at both east and west sides.

In Havant, 21.7% of adults are estimated to be inactive, which is similar to the England average but slightly worse than the average for south east England. We welcome the appointment of a Travel Plan Co-ordinator (TPC) with on-going plans to provide information and encourage walking and cycling, and would encourage the TCP to employ a considered approach to behaviour change as identified by NICE, including targeted initiatives to encourage walking and cycling by those currently inactive and those who use private vehicles for short journeys to access local shops.

Officer Comment: Links are provided for pedestrians and cyclists to the surrounding area.

Green Space

Green space supports physical and mental health and wellbeing through co-benefits of physical activity and social interaction. Obesity is an issue in Havant just as it is nationally; in 2016/17 58.2% of adults in the borough were estimated to be overweight or obese. It is important in the detailed planning stages that the opportunities to maximise health and wellbeing are taken.

Policy CS1 Health and Wellbeing of Havant's Core Strategy states that developments should create, where necessary, 'new open spaces that are located within or close to housing developments, that is safe and accessible for children to

play and contributes to the borough's green infrastructure'. We note that space for a 'pocket park' has been allocated on the southern boundary of the proposed development. However, the limited size is unlikely to provide many opportunities for physical activity.

Additionally, we note that the proposed siting of the pocket park will result in it being out of view from the majority of homes within the proposed development and existing homes adjacent to the site. We are concerned that this will result in a perceived lack of safety and subsequent under utilisation of the space, especially by children. We would encourage increasing the provision of open green space within the proposed development and re-siting it in a position overlooked by a greater number of homes in order to increase perceptions of safety, reduce the likelihood of the space attracting anti-social behaviour and encourage physical activity.

Officer Comment: The final layout and design of open space will be secured through the Reserved Matters submission. An informative in relation to Crime Prevention Officers comments emphasises the need to increase overlooking.

Healthy Neighbourhood

Research shows residents of communities with ready access to healthy foods also tend to have more healthy diets. We would encourage the provision of allotments or areas for communal gardens that maximises the potential for home grown food, particularly for residents of properties without access to private gardens.

Social isolation and loneliness are associated with poor mental and physical health, and increased mortality. We would like to see consideration of other accessible community spaces within the development.

The Core Strategy section 9 also requires consideration of local infrastructure. Havant Borough Council should ensure new developments provide relevant and necessary infrastructure directly or through a financial contribution, including: Schools and education facilities, Health facilities, Sport and recreation facilities, Roads, foot and cycle ways, public transport facilities and community facilities including leisure facilities.

Officer Comment: On site growing areas cannot be secured under current policies. CIL will secure contributions to community infrastructure where relevant. The Education Authority are not seeking contributions from this development.

Southern Electric

No comments received

Southern Gas Networks

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.

Officer Comment: An informative is recommended in relation to SGN comments.

Traffic Management, HBC

Traffic team has no adverse comment to make on this application

Waste Strategy

Please can we ensure this new development has suitable accommodation for waste containers located near the boundary for ease of collections.

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: 140

Number of site notices: 4

Statutory advertisement: 27/04/2018

Number of representations received: 2

Comment	Officer Comment
I would like to make an objection to the positioning of the blocks of flats at the proposed site. I feel that these have been badly placed on the overall site, and will cause the following: After looking at the illustrative scenes, I feel that the design and appearance are not aesthetically pleasing, and do not fit in with current properties already in the area. These proposed properties will be seen from my property and garden, when previously we only views of the tops of units and open sky and far views of the trees. This leads me on to the effect on daylight and privacy. I feel that the proposition of four and five storey flats will block daylight, especially in winter when the sun becomes lower in the sky. We would also be losing the privacy we have always had at this property, this being one of the draws to buying here in the first place. From the illustrative scenes, it looks as though, not only would we be overlooked by windows, but also balconies, where people can congregate and make noise. I would like to state that I am not opposed to the development of housing at this site, but feel that the positioning of properties on this site has been badly composed, and there are many other areas where the flats could be placed without interfering with any other current housing across the area.	The design of the flats would be a matter for the reserved matters planning application. Impact on view is not a material planning consideration. Loss of light is considered in part 7 although it is noted that the design of the development will be considered in detail at the reserved matters stage. The impact on privacy is considered in part 7. In relation to noise the flats are shown to be separated from existing residential development by Bartons Road to the north and Martin Road to the west. Impacts on residential amenity are considered in part 7.
Myself and my family would like to place an objection against this planning permission being given, even though we know it to be a waste of time, we do not want blocks of flats over-looking our homes and gardens, our privacy will be destroyed, and our properties will be de-valued, no one wants nosey people over-looking their back gardens, you can see where i live, from that you can work out that we will be right in the line of sight from those Blocks. What a shame you didn't bother asking us what was acceptable, no doubt the developers have already	The application is in outline and the height and position of any flats is not fixed, however the flats and their possible relationship to residential properties to the north of Bartons Road is considered in part 7 of this report. The impact of a development on adjacent property values is not a matter that can be considered in relation to a planning application as it is not a material planning consideration.

paid well for the land. It is disgusting, we were not even told that colts were leaving, they published that information in the Petersfield newspaper ONLY. I would also like to know what you are going to do with all the extra cars/ we have no parking here now, and all the extra children? our schools are already over-subscribed, and we have one run-down medical centre, it speaks for its self, we do not have the infrastructure for all these extra people. think again. we need jobs here, not more people that we cant manage.	Parking requirements are considered in part 7 and would need to meet the requirements of the Councils Parking SPD. County Education department has advised that no addition requirements with regard to the impacts on schools are required in this case. Employment issues are considered at part 7.
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7 **Planning Considerations**

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

- (i) Principle of development
- (ii) Impact upon the character and appearance of the area
- (iii) Impact upon residential amenity
- (iv) Highways, parking and accessibility issues
- (v) Drainage and flood risk
- (vi) Contamination Issues / Air Quality
- (vii) Ecology
- (viii) Housing issues/ Affordable Housing
- (ix) Arboricultural impacts
- (x) Archaeology
- (xi) Education
- (xii) Developer Contributions/CIL and S106 requirements

(i) Principle of development

The site lies within the urban area as defined by Policies CS17 and AL2 of the Local Plan which seek to concentrate new development within the five urban areas of the Borough. The development of the site is therefore acceptable in principle subject to other development management criteria.

The Adopted Local Plan remains the starting point in decision-making unless there are material considerations which indicate otherwise.

The site was formerly occupied by Colt International and the site was extensively covered by buildings ranging from a tall 5 storey block on the New Lane frontage to extensive lower workshop buildings to the rear. The uses on site were generally within the B use class of the use classes order. Whilst the buildings have recently been demolished, the planning use of the site remains B class business use. The consultation response from Planning Policy explores the impact of the development on employment at the site.

Loss of Employment

Policy CS2 of the Core Strategy (2011) states that planning permission will be granted for development proposals that prioritise the use of previously developed land for the provision of new floorspace; and safeguard existing employment sites that are not fit for current purpose.

Policy DM3 which is counterpart to this policy makes clear that the development of land or premises currently or last used for B use class employment purposes to non-B use class employment will only be permitted where it has been demonstrated that the land or premises are not fit for purpose and financially unviable for B use class purposes. An active and exhaustive marketing exercise would normally be required to demonstrate the site is no longer suitable for B use class employment.

The Council recognises there may be material considerations which indicate that it may be appropriate to release the site from wholly B use class employment purposes. In this respect, we have previously indicated there may be justify a deviation from the marketing requirements set out by Policy DM3 where it can be demonstrated that the new employment floorspace will support at least the equivalent number of jobs. This is considered in further detail below.

Number of jobs

The Council's 2017 Employment Land Review highlights that only a third of the accommodation was occupied prior to the vacation of Colt International. This was indicative of the outdated nature of the buildings which moderated the extent to which the buildings could be occupied prior to their vacation.

The submitted Planning Statement indicates "at the time the buildings were vacated, there were approximately 100 staff employed at the site". Paragraph 6.3 of the Planning Statement suggests the proposed units would provide 2,860 sqm and in the region of 120 full time jobs. This compares with the employment density for 82 uses in the HCA Employment Density Guide (3rd edition) which would support an employment density of 36 sq. m per employee, equivalent to 79 jobs. Though in practice many businesses will comprise different components including supporting office uses (Class B1) which will increase the employment density overall.

Market signals

The ELR also notes that a large part of the site is affected by asbestos content which may undermine the ability to support the comprehensive redevelopment of the site for employment purposes. There would be abnormal costs associated with the decontamination and remediation to enable the site to come forward. As a result, there is limited prospect of the site being retained wholly in employment use in accordance with paragraph 22 of the NPPF. This is reflected in the proposed allocation in the Draft Local Plan for a mixture of residential and commercial uses.

Gateway to New Lane

The submitted Illustrative Masterplan Drawing No. A090070-182[ST1]31 revision A shows the industrial units would front onto New Lane wrapping around the north-eastern corner of the site, with the side elevations facing onto Bartons Road. The scheme would therefore retain an employment use and act as an important gateway to the wider New Lane industrial area.

In relation to the size, layout and format of the employment units, as this is an outline application with all matters reserved there remains an opportunity for the reserved matters scheme to be flexible in relation to the unit sizes and make up.

It is concluded that the mixed use development proposed with the provision of 2860sqm of employment floorspace would result in the creation of a similar level of employment to the existing site at the time of Colt's recent operations. The previous premises were outdated and unsuited to today's business requirements. The site also contains contaminants which would significantly impact on the costs of re-development.

Given these issues it is considered that the mixed residential/employment development would provide much needed housing in combination with modern business premises providing the best opportunity to ensure that employment is continued to be provided at the site. The layout also allows for the New Lane frontage to be complementary to the existing business uses fronting New Lane.

Emerging Policy

The draft Havant Borough Local Plan 2036 identifies the site for residential and commercial development under emerging policy H35 reflecting the need for higher land use values needed to support the redevelopment of the site for employment purposes. Whilst it is recognised that this policy has limited weight at this stage it does indicate the Council's direction of travel. It also identifies considerations which are necessary to enable development to come forward in an appropriate and sustainable manner.

In conclusion in relation to the principle of this mixed use development, it is considered that the development can be supported in principle given the above considerations. This is on the proviso that a suitable mechanism is in place to promote the marketing of the site for business uses in parallel with any residential development taking place.

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

Whilst it is recognised that the application is for outline consent with all matters reserved an assessment has been made with regard to the illustrative masterplan to consider the impact of the development as shown.

Vehicular access to the site is indicated to be from Martin Road (Residential) and New Lane (Employment). These access points are in the positions of existing access points to the Colt International development and whilst amendments may be required the principle of these access points are acceptable.

The Residential use is arranged in two areas, firstly the western end section (former Colt car park) which is elevated above the rest of the site. This area includes a cul-de-sac arrangement with 3 houses and a three storey block of 16 flats on the corner Bartons Road/Martin Road frontage. This area is linked with pedestrian routes to Martin Road and Bartons Road by pedestrian / cycle routes. Given the character of the surrounding area, which includes three storey flatted blocks, the three storey frontage of the flats is considered acceptable in terms of the potential visual impact on the character and appearance of the streetscene and illustrative streetscenes have been provided to demonstrate how the development could appear.

The main part of the residential development is set at a lower level and is set down from the adjacent Bartons Road to varying degrees. The layout indicates mainly short terraced development and with two pairs of semi-detached properties. There are also two flatted blocks of 5 storey (24 flats) and 4 storeys (19 flats) on the Bartons Road frontage - illustrative street scenes show how these could appear from Bartons Road. It is noted that the heights of the building relative to the street scene and residential properties opposite would be reduced by the drop from the road and that the storey heights have been designed such that the tallest block is in the position where its height is mitigated most by the slope. Overall the Bartons Road frontage area to the site is considered to provide an opportunity to provide taller development given the levels, the significant width of Bartons Road and its surroundings and distance to residential properties to the northern side of Bartons Road.

The internal layout does result in extensive areas of hardstanding to the south of the flats and this would need to be addressed, and softening of its appearance through landscaping would be appropriate. The stream and banked area adjacent allow for opportunities to provide landscaping, ecological enhancement and attractive routes alongside this area. There are also areas to the south of the site where limited open space and pedestrian/cycle routes linking Martin Road and New Lane are proposed. It is considered necessary for the final layout to provide better overlooking to this area and appropriate lighting.

To the east of the residential area is a proposed bank and acoustic fence. These features are required in order to provide a physical separation and barrier between the proposed employment uses to the east and the residential development. Requirements in terms of the management and maintenance of all common parts would be secured through a S106 Agreement.

Overall in terms of the residential development, whilst all matters remain reserved, the illustrative masterplan does demonstrate how a development of up to 100 units could be accommodated on the site.

With regard to the employment site, it is considered important that this is provided on the eastern part of the site. This would be complementary to the existing business uses in New Lane and form a gateway to the business area when approaching from Bartons Road.

The development shown on the layout is for 2860sqm of employment floorspace. The layout and form of the units are not fixed and would be considered in detail at the Reserved Matters stage. The layout shown does however indicate an approach to the development, however it should be recognised that the size, layout and form of the development would be influenced by the marketing of the employment site and this outline approach does allow for some flexibility and an opportunity to reflect market conditions and requirements.

The proposal includes a pedestrian / cycle route serving both the residential and employment site which would be secured and managed through the requirements of a S106 Agreement. There is an opportunity to secure further landscaping to the site frontage at the reserved matters stage in order to seek to improve the character and appearance of the streetscene.

Overall the outline illustrative masterplan is considered to demonstrate that the quantum of development envisaged in the application can be accommodated on site whilst providing an appropriate and acceptable impact on the character and

appearance of the area subject to suitably designed and detailed schemes coming forward at the Reserved Matters stage.

(iii) Impact upon residential amenity

There are considered to be two aspects to the consideration of impacts on residential amenities, firstly the impacts on existing residential uses (in particular to the north of Bartons Road and the vicarage and properties further south in Martin Road) and for the future residents of the scheme.

Impacts on existing residential properties

To the north of the site is Bartons Road and beyond this are residential properties in West Leigh/Bartons Green. These properties are generally terraced houses with taller blocks of flats set further back from Bartons Road. The main impacts from the development are the potential for overlooking from flats proposed and the industrial uses.

The outline proposals show three blocks of flats fronting Bartons Road ranging from 3-5 storeys in height.

The most eastern block is shown as four storeys in height. The site levels at this point are close to those of the road at the western end of the block. The distance to the closest residential dwelling house is approximately 37m to No.2 Kitwood Green and 43m to No.1 Stanford Court. These properties have flank walls facing towards the application site. Guidance in relation to appropriate separation distances between properties is provided in the Havant Borough Design Guide SPD 2011. When considering back to back distances (a more direct relationship than to a flank wall) there should be a minimum separation of 20m. This is increased by 4m for each additional storey. The relationship here is 4 storey flats to two storey houses, therefore the minimum separation distance would be 28m and this is clearly exceeded and an acceptable relationship can therefore be achieved.

The tallest block of flats is the 5 storey block. This is proposed to be located in the position where the drop down into the site from Bartons Road is greatest. This is demonstrated by section drawings submitted with the application. The change in levels significantly reduces the apparent height mass and bulk of the block when viewed from Bartons Road. Notwithstanding this the relationship to the properties to the north has been assessed as if this is a full five storey block to two storey house relationship. In this regard the closest properties are 1 and 2 Worthy Court. No.1 is closest to the proposed flats at 36m. The five storey to two storey minimum separation distance would be 32m and therefore even discounting the effective reduction in height resulting from levels the minimum separation distance is achieved. The proposed five storey block is considered to result in an acceptable and limited impact on the residential properties to the north.

The western block is shown as three storey. It is noted that at this point the site is at a level commensurate to Bartons Road. The properties to the north set closest are two storey houses 89 and 91 Bartons Road which front Bartons Road. It is noted that they would not directly face the proposed flats. The distance between the flats and these properties at its closest point is approximately 34m. The minimum separation distance for 2 to 3 storey properties is 24m and this is easily exceeded. This relationship is considered acceptable.

To the west of the site is Martin Road with the Church of St Alban and a vicarage. The vicarage is located opposite an access into the site and at an angle to the three storey flats and a detached dwelling house. The minimum separation distance is approximately 34m which exceeds the requirement to achieve a 24m separation for a two to three storey relationship. It is also noted that existing trees further screen the vicarage.

The access as set out on the current layout set opposite to the vicarage would serve a limited quantum of development 16 flats and 3 dwellings. This access formerly provided access into the car park for Colt. It is not considered that its use would have an unacceptable relationship in terms of vehicle movements, noise and car lights on the vicarage.

The residential properties to the south west are set beyond Nest Business Park and some 75m from the closest part of the site. The main potential impact from the development to these properties is considered to relate to vehicular movements. Given the separation distance and the previous use of the whole site as a business premises, the impact of residential traffic is considered acceptable.

In relation to the proposed employment use it is noted that the area of the site proposed for this use is significantly reduced from the area of Colt International's operation on the site. The location is also within a significant industrial context in New Lane. The site is detached from residential properties in Bartons Road with wide verges alongside the Road. There have been no objections raised by Environmental Health in relation to the proposed employment development. It is considered that the employment uses would have an acceptable impact on the nearest residential properties.

Impacts on future residents

In relation to future residents there are considered to be three main issues, the relationship to the employment site, the indicative layout of the development and relationships between properties and the adequacy of private or communal amenity spaces.

The mixed use development proposed brings with it challenges in relation to the relationship between the employment and residential elements. The employment site could include B2 general industrial uses and it is therefore necessary to ensure that this use would not be harmful to residential amenity particularly in relation to the nearest proposed residential properties. In the illustrative masterplan houses and flats back onto the employment site. The layout includes space for landscaping including a bank and acoustic fence. The vehicular access points for the residential and employment sites would be separate and the units would need to be serviced from the New Lane frontage. It is considered that subject to appropriate design of the mitigation measures and the houses, flats and industrial units the potential impacts from noise and odours can be suitably managed and mitigated to secure appropriate residential amenities for future residents.

At this stage the development is illustrative and detailed elevations, fenestration etc have not been considered, these are matters for the Reserved Matters stage. It is however important to consider if the quantum of development proposed is achievable and in that regard the illustrative masterplan has been considered. The layout shows in particular the relationship between the flats and houses. The 4 storey flats are shown to face the flank wall of the closest dwelling with a separation distance of

approximately 22m. A flank to facing elevation would be required to have a 10m separation and this should be increased to 18m to reflect the 4 storey to two storey relationship.

The 5 storey block would face the front of a terrace of houses at approximately 33m. A facing relationship between 5 to 2 storey properties should provide a 32m minimum separation. This relationship is improved in terms of overshadowing by the flats' positioning to the north of the houses.

Elsewhere, minimum 10m flank to rear relationships are demonstrated in the layout.

In relation to private amenity space, the Havant Borough Design Guide requires 10m garden depths. These are achieved in the illustrative masterplan. The Reserved Matters application would need to provide further details of communal and private space in relation to the proposed flats. In addition small areas of open space and landscaping would provide a setting to the residential units and further communal space. The management of these common parts would be secured through the associated S106 Agreement.

Overall it is considered that the development can achieve the quantum of development whilst having a limited and acceptable impact on existing residential properties. The Reserved Matters stage will finalise the internal layout, however, the illustrative masterplan is considered to demonstrate that an appropriate residential environment can be achieved in principle for future residents.

(iv) Highways, parking and accessibility issues

The application has been submitted with a Transport Assessment and Travel Plan and these have been amended and revised following detailed consideration by the Highways Authority (HCC Highways) and would be secured via the associated S106 Agreement.

There are considered to be three main issues in relation to the highways aspects. The first relates to the suitability of the access points into the site and the suitability of the wider highway network to serve the development, secondly the parking proposed and thirdly the wider sustainability issues and links.

Access and highway networks

The proposed vehicular access points are shown on the Illustrative Master Plan with two access points from Martin Road to the residential areas and two access points to New Lane to serve the employment development. These access points are in the positions of existing accesses into the site and formerly served the Colt International business. These access points are considered acceptable by the Highways Authority and a condition is recommended to ensure that, notwithstanding the outline status of the application, these access points are secured in their current positions and the Reserved Matters application will need to reflect this requirement.

In terms of the impact on the wider network, modelling in relation to relevant junctions has been carried out. HCC Highways have tested the modelling and this has been refined with further work taking place during the consideration of the application. This demonstrates that the proposal would have an acceptable impact on the wider transport network. In addition, the Travel Plan in relation to the residential and employment site, which would be secured in the associated S106 Agreement, would

seek to further reduce reliance on the private car and to encourage use of sustainable transport including walking, cycling and bus services.

Car and Cycle Parking

Whilst the applicaiton is in outline form, the Illustrative Masterplan indicates car parking provision. This has been assessed against the Councils Parking Standards SPD.

Residential Parking

The western part of the site includes a block of 16 flats and three dwellings served off a cull-deg-sac. The flats would require 20 spaces and 21 are provided. The parking to the houses meets the requirement of 2 spaces per unit.

The main housing area includes two blocks of flats and terraced and semi-detached houses.

The 5 storey flats would require 26 spaces, and the 4 storey block 21 spaces (total). The illustrative layout provides 59 spaces. The other units within the development are provided with parking to meet the standards.

The parking standards also require 20% unallocated parking for visitors. Across the development there is currently provision for 19 more spaces than those required for each unit. The total parking requirement for the 99 units shown would be rounded up to 155 and the parking standards require 20% visitor parking (31 spaces). There is therefore a shortfall in visitor parking as currently shown. It is acknowledged however that this can be addressed in the final Reserved Matters layout.

In relation to cycle parking the reserved matters application will need to demonstrate cycle parking to meet the Councils standards for the flats and houses.

Employment Parking

With regard to the employment site, the parking has been assessed against the requirements for B1 b/c and B2 uses (B8 has a lower parking requirement). These require 1 space per 45 sqm floorspace. Based on a total floorspace of 2860sqm the parking requirement would be 64 spaces.

The illustrative master plan indicates that there would be 58 spaces plus 10 loading/van parking spaces. This is considered to appropriately address the parking requirements. 5% should be indicated on the Reserved Matters layout for disabled parking.

In relation to car and cycle parking for both residential and employment parts of the site an informative is recommended to advise of the need to meet the Councils parking standards.

Sustainability and links

The proposed development has been assessed in relation to the requirements to improve accessibility to surrounding facilities including schools and public transport and links to wider sustainable links. The development makes provision for links from the site with a cycle and pedestrian route between Martin Road and New Lane. In

addition pedestrian access points would be provided to Bartons Road including a further route which is sought by condition linking towards the bus stop on Bartons Road and play areas to the east. There are also pedestrian pavements shown to the road accesses to Martin Road. These links provide permeability to the development and would help to integrate the development into the wider context of the site. Links between the upper level and lower level of the site are also indicated on the illustrative masterplan.

With regard to improvement and links beyond the site a revised drawing has been received for the off-site pedestrian and cycle improvements. This includes the provision of a shared pedestrian/cycle route to the Bartons Road frontage, a new refuge cycle/pedestrian crossing to Bartons Road, an improved crossing to Bartons Road and New Lane. These would be secured through the S106 Agreement.

Overall it is considered that the development proposed would have an acceptable impact on the highway network, parking can be adequately provided and sustainable links secured.

(v) Drainage and flood risk

There are two main aspects in relation to drainage, surface water and foul water.

The site is mainly in Flood Zone 1 (low flood risk) with the exception of a very small area in the extreme south-east of the site by the southern entrance to New Lane which is in flood zone 2/3. There is an existing watercourse on the site which runs north south and then west east across the site.

Surface Water

With regard to surface water it is important to note that the current site is brownfield with industrial buildings and car parking covering much of the land. The current proposal would result in more open land especially in relation to garden areas which would help to mitigate run off.

The submitted indicative drainage strategy essentially proposes three surface water drainage runs to serve the development. These would link to attenuation tanks of differing capacity and release water in a controlled manner to the existing watercourse. There would also be petrol interceptors to prevent pollution to watersources.

The proposed surface water drainage scheme has been considered by the Local Lead Flood Authority, the Environment Agency, Portsmouth Water and Southern Water. Subject to conditions in particular requiring detailed designs, contamination requirements and maintenance (secured via S106 obligations) the approach to surface water drainage is considered to be acceptable.

Foul Drainage

An indicative foul drainage system has been provided. This shows both the residential and employment areas linking to a foul drainage system in New Lane. Southern Water have stated that their initial investigations indicate that because the application details propose to remove pre-development surface water run off flows contributing to local foul sewer network, Southern Water can provide foul sewage disposal to service the proposed development. A condition in relation to foul drainage is recommended.

(vi) Contamination Issues/Air Quality

Contamination issues have been considered in detail by the Council's Environmental Control Officer, the Environment Agency, Portsmouth Water and Southern Water.

The site's historic use means that there are multiple potential point source / release points for contaminants at the site that at this stage have not been investigated in detail, which the 2017 Ground Investigation Report recommends are subject to a further phase of intrusive work. It is anticipated that further assessment & /or remediation will be secured prior to commencement of significant groundworks at the site (including access roads and infrastructure). A series of detailed conditions are required to address the potential contamination issues.

Potential contamination to water sources is a particular concern as the site is located within a Source Protection Zone SPZ1c. There are particular concerns with regard to potential pollution to watercourses and these are addressed by the imposition of conditions for example in relation to piling, and foundations together with SUDs features. A suite of conditions are recommended to address these issues.

In relation to Air Quality, an Air Quality Assessment has been submitted in relation to the development and this has been assessed by the Council's Environmental Control Officer. The assessment is favourable and it is recognised that the quantum of development is acceptable in principle. The Reserved Matters stage provides an opportunity to provide a high quality development.

(vii) Ecology

In relation to ecology, the application has been accompanied by an Extended Phase 1 Habitat Survey Report and Bat Emergence/Return Report. The application has been considered in detail by the Council's Ecologist and Natural England.

The Council's Ecologist has confirmed that the site is unremarkable from an ecological point of view. Bat surveys of one of the buildings has confirmed no emergences or re-entries and therefore it is concluded that roosting bats are not present within the site. Two larger trees on the site are considered to offer low potential for supporting tree-roosting bats.

A re-survey will be required by condition in relation to the grass bank area and this will be secured by condition. In addition an ecological enhancement condition is recommended.

Natural England have confirmed that they raise no objection subject to appropriate mitigation being secured in relation to impacts on the SPA. Other recommendations are provided in relation to green infrastructure and water efficiency.

The application is in outline form and therefore the final quantum of residential development is not fixed at this stage. The Solent Recreation Mitigation Strategy requires the provision of a financial contribution to manage recreational pressures on the SPA. This will be secured via the S106 Agreement and a Habitat Regulation Assessment and appropriate assessment has been completed. This concludes that:

With regard to the impact on the SPA, the Council has conducted a Habitats Regulations Assessment (HRA) of the proposed development under Regulation 63 of the Conservation of Habitats and Species Regulations 2017, this includes an Appropriate Assessment under Regulation 63. This is included in the case file. The screening under Regulation 63(1)(a) found that there was likely to be a significant effect on Chichester and Langstone Harbours Special Protection Area due to the increase in recreation as a result of the development. The planning application was then subject to an Appropriate Assessment under Regulation 63. This assessment included a package of measures based on the suggested scale of mitigation in the Solent Recreation Mitigation Strategy and the applicant has indicated a willingness to enter into a legal agreement to secure the mitigation package. The Appropriate Assessment concluded that this is sufficient to remove the significant effect on the SPAs which would otherwise have been likely to occur. The HRA was subject to consultation with Natural England as the appropriate nature conservation body under Regulation 63(3) who have confirmed that they agree with the findings of the assessment. The S106 legal agreement will secure the mitigation package.

(viii) Housing issues/ Affordable Housing

The current scheme is in outline form with all matters reserved for up to 100 dwellings. The residential development would make a valuable contribution to the Borough's housing needs and housing delivery is strongly supported by the Council and the National Planning Policy Framework with its encouragement of sustainable development. The application was accompanied by an illustrative masterplan. Policy CS9 of the Havant Borough Local Plan 2011 relates to Housing requirements.

The policy requires that development sites deliver on average 30-40% affordable housing. The Council's Housing Officer has confirmed that:

The demand for affordable housing remains high within Havant borough; as at 15th May 2018 there were 1822 households registered on Hampshire Home Choice seeking accommodation in our area and of these 882 are waiting for a one-bedroom home, 641 for a two bed, 224 for a 3 bed, and 75 for a 4+ bedroom home. Waiting times for Band 3 applicants for April 2017 to March 2018 are within the range of 3 to 8 years (for a 4 bed) depending on the property size.

The S106 agreement has secured 35% affordable housing with the final mix and tenure to be agreed with the Council.

The density of residential development is shown on the indicative masterplan as 43.4 dwellings/ha. Given the relatively sustainable location this density of development is considered appropriate under policy CS9.

In terms of the mix of development, whilst this would remain to be determined at the Reserved Matters Stage, the illustrative masterplan indicates the following mix:

Apartments:

1 bed - 29

2 bed - 30

Houses:

2 bed - 17

3 bed - 19

4 bed - 4

This mix is considered acceptable meeting the requirements of the area and policy CS9.

(ix) Arboricultural impacts

The site has been extensively covered with buildings and car parking areas such that the significant trees are located mainly around the boundaries of the site and in particular the western and southern boundaries and these include TPO'd trees and groups beyond the southern site boundary. There are also important oak trees to the north east corner of the site.

The application is accompanied by an Arboricultural Impact Appraisal and Method Statement, a Tree Constraints Plan and a Tree Protection Plan. These show a limited number of trees to be removed and tree protection measures. The Councils Arboriculturalist has considered the proposed development and arboricultural submissions and confirmed that there are no objections subject to the work being carried out in accordance with the Arboricultural Method Statement and Tree Protection Plan. The site layout plan provides the opportunity for additional tree planting to be incorporated as part of the reserved matters submissions and therefore a potential net gain in arboricultural terms.

(x) Archaeology

In relation to Archaeology, an Archaeological Desk-Based Assessment (DBA) has been submitted and a consultation response received from the County Archaeologist. The DBA recommends some archaeological response prior to the commencement of any new development within the western (least previously disturbed) area. This is supported by the Council's Archaeologist but it is recognised that archaeology does not present an overriding concern. A suitable condition is recommended to ensure the assessment, recording and reporting of any archaeological deposits affected by construction.

(xi) Education

The County Children's Services Department have confirmed that they will not be seeking a contribution from this development for either primary or secondary school places.

(xii) Developer Contributions/CIL and S106 requirements

This is an outline application so CIL is not chargeable. A liability notice will be issued at Reserved Matters Stage or if a replacement full application is subsequently received.

The S106 Agreement accompanying this Outline Planning Application secures the following:

Residential Land

Affordable Dwellings

35% of the dwellings

Affordable Housing Mix - to secure the number, size and tenure of the affordable dwellings

Affordable dwellings compatible with the design of open market dwellings

No to occupy more than 60% of open market dwellings until affordable dwellings - completed and ready for occupation and transferred to an Affordable housing provider

Common Parts

Management and Maintenance
Management Plan

SuDs

Residential SuDs - SuDs Drainage Scheme
Residential Land SuDs - Bond
Residential Land Cash Deposit

Residential Highways Works

Residential Highways Agreement

Travel Plan

Residential Travel Plan

Solent Recreation Mitigation Strategy

Financial Contribution secured prior to construction of any dwelling

Employment Land

Promotion of the provision of 2860sqm of employment floor space via a marketing strategy

Common Parts

Management and Maintenance
Management Plan

SuDs

Employment Land SuDs - SuDs drainage scheme
Employment Land SuDs - Bond
Employment Land Cash Deposit

Travel Plan

Employment Travel Plan

Marketing of Employment Site

Marketing Period
Marketing Strategy

Whole Agreement

Monitoring Fee - £10,000

8 Conclusion

In conclusion, the proposed development of a previously developed brownfield site to secure much needed residential development including affordable housing whilst re-providing employment uses at a similar level to those previously existing prior to demolition is considered to be an appropriate and acceptable use of the site. The development is supported by local and national planning policy guidance.

The impact on the character and appearance of the area has been considered in detail against the illustrative masterplan and other supporting information. Whilst it is recognised that at this stage all matters are reserved, the submitted information is considered to demonstrate that a development of the quantum of residential and

employment development envisaged could be provided on site in a manner that would have an acceptable impact on the character and appearance of the area, and provide an appropriate mix of housing and delivery of affordable housing.

With regard to the potential impact on residential amenity for existing and new residents, based on the illustrative designs and layout, together with the distances to existing properties and levels, it is considered that the development can be designed to have a limited and acceptable relationship to existing residential properties. Subject to detailed assessment at the Reserved Matters stage the internal layout can also be designed to provide an appropriate living environment including the relationship to the proposed and existing employment uses.

In terms of Highways and parking, the proposal has been assessed by HCC Highways and against the Council's Parking SPD. The S106 secures improvements to cycle and pedestrian routes around the site and improved crossing points to Bartons Road, New Lane and Martin Road. There are also pedestrian and cycle links into the site. The parking layout will need to secure appropriate visitor and residential parking at the Reserved Matters stage and this is considered to be achievable.

Drainage and flood risk issues along with contamination and air quality have been considered in detail with Consultees. The proposals are considered acceptable subject to suitable conditions as required.

Ecological impacts have been addressed by the requirement from SRMS contributions in relation to the SPA; whilst no significant issues are raised by the development of the site in arboricultural or archaeological terms.

In conclusion and having regard to the above it is considered that the application can be recommended for outline planning permission subject to the following conditions and the associated S106 Agreement.

9 RECOMMENDATION:

That the Head of Planning be authorised to **GRANT OUTLINE CONSENT** for application APP/18/00244 subject to the following conditions:

- 1 Application for approval of reserved matters must be made not later than the expiration of three years beginning with the date of this permission and the development must be begun not later than whichever is the later of the following dates: (a) The expiration of three years from the date of this permission; or (b) The expiration of two years from the final approval of the reserved matters, or in the case of approval on different dates, the final approval of the last such matter to be approved.

Reason: To comply with the requirements of Section 92 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

- 2 The approval of the Local Planning Authority shall be obtained in respect of the following reserved matters for each phase of the development before the development first takes place - the access; appearance; landscaping; layout; and scale.

Reason: The application is granted in outline only under the provisions of Article 5 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 and details of the matters referred to in the condition have not been submitted for consideration.

- 3 The development hereby permitted shall be carried out in accordance with the following approved plans:

Site Development Plan Ref: A090070-182[ST1]51 Rev A

As supported by the following documentation:

Drawings / Plans

Site Location Ref: A090070-182[ST1]01
Site Boundary Ref: A090070-182[ST1]02 Rev A
Constraints Plan Ref: A090070-182(ST1)03
Opportunities Plan Ref: A090070-182(ST1)04
Development Area Ref: A090070-182[ST1]05 Rev A
Illustrative Master Plan Ref: A090070-182[ST1]31 Rev A
Site Sections 42
Sections 43
Sections 44
Illustrative scene 01 51
Illustrative scene 02 53
Illustrative scene 03 54
Illustrative scene 04 55
Tree Protection Plan Drg No. COLTS/001 KC
Tree constraints Plan Drg No. TCP-KC/HCA/COLTS/001

Documents:

Design and Access Statement March 2018
Planning Statement Including Affordable Housing Statement and Statement of Community Involvement HP16070 - A090070
Transport Assessment March 2018
Framework Travel Plan A090070-182 August 2018
Travel Plan -Rev A Cover Sheet August 2018
Technical Note 01 October 2018
Ground Investigation and Assessment June 2017
Flood Risk Assessment and Drainage Strategy August 2018
Note re Drainage issues received 4th September 2018
Noise Assessment March 2018
Preliminary Ecological Appraisal February 2017
Bat Dusk Emergence / Dawn Return Survey Ref A090070-182 dated 15th June 2017
Archaeological Desk-Based Assessment A090070 - 182
Air Quality Assessment March 2018
Arboricultural Impact Appraisal and Method Statement Ref AIA/AMS-KC/HCA/COLTS/001 dated March 2018

Desk Top Utility Report Search dated 04/09/2017
Utility Survey Project No. 24301 Sheets 1 & 2 September 2017
Reason: - To ensure provision of a satisfactory development.

- 4 No development of the residential phase shall commence until the applicant has secured the implementation of a programme of archaeological assessment in accordance with a Written Scheme of Investigation (WSI) that has been submitted to and approved by the Planning Authority in order to recognise, characterise and record any archaeological features and deposits that may exist within the site.

The assessment should take the form of trial trenching across those parts of the site not impacted by modern ground reduction activity. If the results of the evaluation are deemed significant enough by Havant Borough Council, then a programme of archaeological mitigation of impact, based on the results of the trial trenching, should be carried out in accordance with a further Written Scheme of Investigation that has been submitted to and approved by the Planning Authority. Following the completion of all archaeological fieldwork, a report will be produced in accordance with an approved programme including, where appropriate, a post-excavation assessment consisting of specialist analysis and reports together with a programme of publication and public engagement.

Reason: The site is of archaeological significance and it is important that the opportunity should be afforded to excavate the site before development commences and having due regard to policy CS11 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

- 5 Prior to the commencement of any specific phase of development hereby approved (or such other date or stage in development as may be agreed in writing with the Local Planning Authority) an ecological mitigation and enhancement strategy shall be submitted to and agreed in writing by the Local Planning Authority. It shall include (but not necessarily be restricted to): details of all measures (methods, location, timings) to protect ecological features and measures (methods, location, number, type and ongoing maintenance) to compensate and enhance the site post-development. All ecological mitigation and enhancement features shall be permanently retained and maintained.

Reason: To protect biodiversity in accordance with the Conservation Regulations 2017, Wildlife & Countryside Act 1981, the NERC Act (2006), National Planning Policy Framework and Policy CS11 of the Havant Borough Local Plan (Core Strategy) March 2011.

- 6 Three months prior to the scheduled commencement of the residential development phase hereby permitted the grass bank within the site which contains potential habitat for badgers shall be re-surveyed and the results submitted to the local planning authority. If protected species are present suitable detailed mitigation measures shall be submitted to and approved in writing by the Local Planning Authority. Any approved mitigation measures shall be carried out prior to the commencement of development.

Reason: To protect biodiversity in accordance with the Conservation Regulations 2017, Wildlife & Countryside Act 1981, the NERC Act (2006), National Planning Policy Framework and Policy CS11 of the Havant Borough Local Plan (Core Strategy) March 2011.

- 7 Prior to the commencement of any specific phase of development hereby approved (or such other date or stage in development as may be agreed in writing by the Local Planning Authority), plans and particulars specifying the layout, depth and capacity of all foul and surface water drains and sewers proposed to serve the same, and details of any other proposed ancillary drainage works/plant (e.g. pumping stations) have been submitted to and approved in writing by the Local Planning Authority. 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.

- 8 Prior to the commencement of any specific phase of development hereby approved by this planning permission (or such other date or stage in development as may be agreed in writing with the Local Planning Authority) a remediation strategy to deal with the risks associated with contamination of the site has been submitted to, and approved in writing by, the Local Planning Authority. This strategy will include the following components:

1. A preliminary risk assessment which has identified:
 - all previous uses;
 - potential contaminants associated with those uses;
 - a conceptual model of the site indicating sources, pathways and receptors;
 - and
 - potentially unacceptable risks arising from contamination at the site.
2. A site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.
3. The results of the site investigation and the detailed risk assessment referred to in (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.
4. A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance, relevant triggers and arrangements for contingency action (a “long-term monitoring and maintenance plan”).

Any changes to these components require the written consent of the local planning authority. The scheme shall be implemented as approved.

Reason: Having due regard to policies DM10 of the Havant Borough Adopted Core Strategy (2011) and DM17 of the Havant Borough Local Plan (Allocations) [2014) and the National Planning Policy Framework, contamination may be present at the site as a result of both previous land

uses (& / or activities) in areas of the site that have not previously been subject to investigation, that could pose a risk to future residential occupants, to buildings and to controlled waters.

The applicants 'Ground Investigation Report' (reference A090070-182) has identified potential sources of contamination at the site requiring further investigation once the site is fully assessable. This is needed in order to confirm whether any contamination present poses a risk to groundwater in the chalk aquifer underlying the site and whether remediation is required. The site is located in the groundwater Source Protection Zone 1c for the Bedhampton and Havant springs. Public drinking water supplies may be at risk from contamination at the site.

- 9 Prior to the occupation of any specific phase of development a verification report in accordance with condition 8 demonstrating the completion of works set out in the approved remediation strategy and the effectiveness of the remediation 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 to demonstrate that the site remediation criteria have been met.

Reason: To ensure that the site does not pose any further risk to human health or the water environment by demonstrating that the requirements of the approved verification plan have been met and that remediation of the site is complete. This is in line with paragraph 109 of the National Planning Policy Framework.

- 10 If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until a remediation strategy detailing how this contamination will be dealt with has been submitted to and approved in writing by the Local Planning Authority. The remediation strategy shall be implemented as approved.

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

- 11 No Piling or foundation works relating to a specific phase of development (or such other stage in development as may be agreed in writing by the Local Planning Authority) shall take place unless and until a method statement for that phase (detailing the depth and type of piling/foundation to be undertaken and the methodology by which such piling / foundation will be carried out, including measures to prevent and minimise the potential for damage to subsurface water infrastructure and resources, vibration and the programme for the works) has been submitted to and approved in writing by the Local Planning Authority in consultation in with Portsmouth Water and the Environment Agency. The development shall be carried out in accordance with the approved details.

Reason: To ensure that the proposed development, does not harm groundwater resources in line with paragraph 109 of the National Planning Policy Framework and policy DM10 of Havant Borough Local Plan (Core Strategy) 2011. Piling using penetrative methods can result in risks to potable supplies from, for example, by mobilising contamination and drilling through different aquifers and creating preferential pathways.

- 12 Before the employment or multi occupation homes (flatted) development commences, written documentary evidence demonstrating that the development will achieve at minimum 'Very Good' against the BREEAM Standard, in the form of a design stage assessment, shall be submitted to and agreed in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.
Reason: To ensure the development contributes to sustainable construction in accordance with policy CS14 of the Havant Borough Local Plan (Core Strategy) 2011.
- 13 Within 6 months of any part of the employment or multi occupation homes (flatted) development first becoming occupied, written documentary evidence proving that the development has achieved at minimum Very Good against the BREEAM Standard in the form of post construction assessment and certificate as issued by a legitimate BREEAM certification body shall be submitted to the Local Planning Authority for its approval.
Reason: To ensure the development contributes to sustainable construction in accordance with policy CS14 of the Havant Borough Local Plan (Core Strategy) 2011.
- 14 Prior to the commencement of any specific phase of development hereby approved (or such other date or stage in development as may be agreed in writing with the Local Planning Authority) a Construction Management Plan for that phase shall be submitted to, and approved in writing by, the Local Planning Authority (in consultation with Hampshire County Council Highway Authority). 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 interests of highway safety and having due regard to policy CS20 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework 2011.
- 15 The vehicular access points for the site shall be provided in the vicinity of the existing access points serving the site with full details of final design, form and operation provided as part of the reserved matters planning application.
Reason: To ensure appropriate access to the development is provided having due regard to policy CS20 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.
- 16 The details to be submitted in respect of the access reserved matters shall make provision for
- (i) an additional pedestrian route to Bartons Road linking to a position in the vicinity of the Bartons Road Bus shelter (shown on drawing No. A090070-182(ST1)31 Rev A)
 - (ii) the pedestrian / cycle route to Bartons Road shown indicatively on drawing No. A090070-182(ST1)31 Rev A
 - (iii) the pedestrian / cycle route between Martin Road and New Lane

The routes shall be provided in accordance with the approved details prior to first occupation of any of the dwellings hereby approved unless otherwise agreed by the Local Planning Authority.

Reason: To improve the permeability of the central area residential of the site to the surrounding area including public transport links having due regard to policies CS20 and DM11 and the National Planning Policy Framework.

- 17 Prior to the commencement of any specific phase of development hereby approved (or such other date or stage in development as may be agreed in writing with the Local Planning Authority) a detailed surface water drainage strategy for that stage shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Lead Local Flood Authority, containing the following elements:

Detailed drawings of the entire proposed surface water drainage system, including levels, gradients, dimensions and pipe and manhole reference numbers.

Full calculations detailing the existing greenfield and or brownfield surface water runoff rates for the 1 in 1, 1 in 30 and 1 in 100 storm events.

Full details of the proposed SuDS features and any flow control measures.

Information evidencing measures taken to prevent pollution of the receiving groundwater in accordance with the water quality criteria set out in the Ciria Suds Manual C753.

Maintenance regimes of entire surface water drainage system including individual SuDS features, including a plan illustrating the organisation responsible for each element.

Evidence that those responsible/adopting bodies are in discussion with the developer. For larger/phased sites, we need to see evidence of measures taken to protect and ensure continued operation of drainage features during construction.

Exceedance flows are considered in the event of the pipe being nonoperational. Evidence that Exceedance flows and runoff in excess of design criteria have been considered – calculations and plans should be provided to show where above ground flooding might occur and where this would pool and flow.

The development shall thereafter be carried out in accordance with the approved details.

Reason: To ensure that flood risk and pollution to water sources are prevented and having due regard to policies CS15 and DM10 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

- 18 Prior to the commencement of any specific phase of development hereby approved (or such other date or stage in development as may be agreed in writing with the Local Planning Authority) a Construction Environmental Management Plan (CEMP) for that phase shall be submitted to and approved in writing by the Local Planning Authority to demonstrate how spills, incidents and site drainage will be managed during the proposed site development. The development shall thereafter be carried out in accordance with the approved details.

Reason: The proposed works are in a sensitive groundwater catchment and there are potentially significant risks associated with groundworks in this area having due regard to policy DM10 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

- 19 Prior to the commencement of any specific phase of development hereby approved (or such other date or stage in development as may be agreed in writing with the Local Planning Authority) details of existing and finished floor and site levels relative to previously agreed off-site datum point(s) 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: In the interests of the character and appearance of the area and the amenities of nearby residents having due regard to policy CS16 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework and the National Planning Policy Framework.

- 20 Each phase of the development hereby permitted shall be carried out in accordance with the Arboricultural Impact Appraisal and Method Statement (Technical Arboriculture) and Tree Protection Plan hereby approved unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure the protection of trees in the interests of the character and appearance of the area having due regard to policies CS11 and DM8 of Havant Borough Local Plan Core Strategy 2011 and the National Planning Policy Framework.

- 21 Prior to commencement of any specific phase of development hereby approved (or such other date or stage in development as may be agreed in writing with the Local Planning Authority) plans and particulars specifying the following matters have been submitted to and approved in writing by the Local Planning Authority:

(i) The provision to be made within the site for contractors' vehicle parking during site clearance and construction of the development;

(ii) The provision to be made within the site for a material storage compound during site clearance and construction of the development.

Thereafter, throughout such site clearance and implementation of the development, the approved parking provision and storage compound shall be kept available and used only as such.

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

- 22 Notwithstanding the provisions of the Town and Country Planning (Use Classes) Order 1987, (as amended) and any Town and Country Planning (General Permitted Development) Order, the employment premises shall only be used for a B1, B2 or B8 uses and for no other purposes.
Reason: To ensure that appropriate uses are provided having regard to the loss of employment land at the site and policies CS2 and DM3 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.
- 23 No dwelling / building hereby permitted shall be first occupied anywhere on the site until the road(s) serving that dwelling/building have been laid to at least base course.
Reason: To avoid excess soil being deposited on the existing roads and having due regard to policy DM10 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.
- 24 The employment units hereby approved shall not be commenced unless and until details of the acoustic fence and bund between the residential and employment development phases have been submitted to and approved in writing by the Local Planning Authority.

Construction of the employment units shall not be commenced unless and until the acoustic fence and bund have been constructed in accordance with the approved details.
Reason: To ensure a satisfactory residential environment for future residents living in proximity to employment uses having due regard to policy DM10 of the Havant Borough Local Plan (Core Strategy) 2011.
- 25 Prior to the commencement of any specific phase of development hereby permitted (or such other date or stage in development as may be agreed in writing with the Local Planning Authority) plans and particulars specifying the alignment, width, gradient and type of construction proposed for all footways, roads and individual accesses thereto (including all relevant horizontal cross and longitudinal sections) and the related provision to be made for street lighting and for surface water disposal and a programme for the implementation and making up of the same shall have been submitted to and approved in writing by the Local Planning Authority. The implementation and making up of the same shall be completed in full accordance with such plans, particulars and programme as are thus approved by the Authority.
Reason: To ensure that they are constructed to satisfactory standard and, where appropriate a standard which will enable them to be taken over as publicly maintained highways and having due regard to policies CS16 and CS20 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.