
Site Address:	Interbridges Site, New Brighton Road, Emsworth		
Proposal:	Veterinary practice, 4No. business units, parking and open storage yards.		
Application No:	APP/16/00295	Expiry Date:	05/12/2016
Applicant:	Downland Veterinary Group		
Agent:	Mr Vanags	Case Officer:	Daphney Haywood
	Nash and Partners Ltd		
Ward:	Emsworth		

Recommendation: **GRANT PERMISSION**

1 Site Description

The site is located on the east side of New Brighton Road, north of the main coast railway line and south of the A27(M). Access to the site, which is elevated above road level and has an area of 0.84 ha, is taken off new Brighton Road between the existing bridges. Engineering works in respect to the access as agreed under permission APP/10/00912 have been partly carried out.

There is currently a bank leading from the site down to the road and the site itself was historically used as a paddock for the grazing of horses. A public footpath runs along the eastern side of the site comprising an unmade track going from Seagull Lane, under the A27 and on to north Emsworth. The site is well screened to the north and south by trees and is on a lower level than the A27 and railway line. The site extends to 0.84 hectares in area.

2 Planning History

05/54901/005 - Application for approval of reserved matters regarding the construction of 10 industrial units to fall within Use Classes B1(b) & (c) and B2 and the provision of commuter car park (including signalised junction with New Brighton Road)., PERM,04/01/2006

07/54901/007 - Development comprising 12No. Industrial units (1822.6sqm) within B1 (b & c) and 3No. Office units (395sqm). Open storage and the provision of a commuter car park with new access to New Brighton Road., PERM,21/04/2008

02/54901/003 - Outline application for the construction of 7 industrial units to fall within use classes B1(b) and (c) and B2 and the provision of commuter car park (including signalised junction with New Brighton Road)., S106,19/12/2002

APP/10/00912 - Extension of time limit for the implementation of Planning Permission 07/54901/007 for development comprising 12No. Industrial units (1822.6sqm within B1 (b&c) and 3No. Office units (395sqm). Open storage and provision of commuter car park with new access to New Brighton Road., PERM,20/07/2012

3 Proposal

Veterinary practice, 4No. business units, parking and open storage yards. The building for the veterinary practise would be 2 stories with a footprint of 501 sqm and a floor area of 936sqm. The four B1 units would have a floor area of 507 sqm. As with the extant permission (APP/10/00912) a new footpath is shown along the southern

boundary to link with Seagull Lane at the eastern end and North Street to the western end and thereby to Emsworth railway station. The plans have been amended to include the proposed parking for the station agreed in the earlier permission and a new certificate of ownership has been submitted, together with additional highway information.

The proposed traffic signalisation onto New Brighton Road would incorporate a pedestrian crossing, and subject to County approval, within the updated S278 would be upgraded to a Toucan crossing to serve the cycle route.

In addition to the 24 car parking spaces for the station, 61 spaces would be provided to serve the proposed development, comprising 46 spaces for the veterinary practice and 15 for the industrial units. Additionally cycle shelters for 18 cycles would be provided within the development.

The proposed buildings would be constructed of steel portal frames, with a flat panel cladding and glazing to primary elevations.

4 Policy Considerations

National Planning Policy Framework

Havant Borough Local Plan (Core Strategy) March 2011

CS16	(High Quality Design)
CS17	(Concentration and Distribution of Development within the Urban Areas)
CS2	(Employment)
CS6	(Regeneration of the Borough)
DM10	(Pollution)
DM13	(Car and Cycle Parking on Residential Development)
DM8	(Conservation, Protection and Enhancement of Existing Natural Features)

Havant Borough Local Plan (Allocations) July 2014

AL1	(Presumption in Favour of Sustainable Development)
AL3	(Town, District and Local Centres)

Listed Building Grade: Not applicable.

Conservation Area: Not applicable.

5 Statutory and Non Statutory Consultations

County Minerals

No comments received

Building Control

Fire Brigade access looks tight

Officer comment: A sprinkler/hydrant system could overcome this issue.

Network Rail

Guidance given to ensure that the development does not interfere with the safe operation of the railway. Developer should contact Network rail prior to commencement of development.

Officer comment - informative recommended)

County Archaeologist

Ground works may disturb archaeological features and conditions requested

Community Infrastructure, Planning Policy & Urban Design

Please notify if S106 required.

Economic Development - Commercial and Housing

This appears to be a very good use of the land and would help to generate further employment and growth in the area. In support of the application. This will require a S106 Employment and Skills Plan for the construction and occupancy phases dependant on CITB construction cost thresholds.

Hampshire HighwaysInitial comments

A revised detailed design check is required including new traffic surveys and revised modelling to take into account the changes of use proposed and the current traffic flows, plus new growth factors applied. Until this work has been undertaken and the information submitted including revised drawings if required, a positive recommendation cannot be made and refusal is recommended.

Additional comments -**Traffic Generation**

Due to the age of the permitted development's permission the data within the TA was not available for assessment. Therefore a new assessment using the industry standard TRICs database has been undertaken to determine the trip generation that could be achieved if the existing permission was fully implemented.

The development traffic for the proposed use has also been calculated using TRICs and is acceptable.

In order to account for the commuter car park in both the permitted and proposed development scenarios a first principles assessment has been undertaken. This is also deemed acceptable.

The distribution assessment is also deemed acceptable as, due to the level of flows from the junction, variations will not effect the operation of the proposed access.

Junction Assessment

Revised junction modelling has been provided. This assesses the proposed site access in a forecast year of 2021. Two scenarios have been assessed these are for the proposed development and the current permitted use.

The modelling results show that in 2021 with the permitted development the junction will operate with a maximum degree of saturation of 85.4% in the AM peak and an average queue of 22.5 vehicles.

For the proposed development the maximum degree of saturation is 86.1% in the AM peak and an average queue of 22.8 vehicles.

A key consideration when assessing this application is that the permitted development could be implemented at any time. The level of increase in delay as a result of the change of use within this application could not be deemed to be severe when compared to the permitted use. Whilst the queue is significant in length it does clear within one cycle time and doesn't increase delay significantly from the original

proposals.

In order to mitigate the impact of the queue keep clear markings have been proposed. These are shown and agreed in principle on drawing 2016/3415/001.

The site access remains as per the permitted use and the principle of this is deemed to still be acceptable. A general arrangement drawing will need to be provided to append to the s106 agreement.

Prior to commencement of the development the site access will be subject to the s278 design check process. The signal junction needs to be constructed prior to commencement unless a suitable alternative temporary access can be agreed with the Highway Authority.

Recommendation

In considering the means of access only the Highway Authority has no objection to the proposed development subject to securing the following obligation and condition.

Obligation

- Provision of the site access as shown in principle in drawing 2016-3415-001 and GA drawing (to be agreed).

Condition

1. No development hereby permitted shall commence until a Construction Traffic Management Plan, to include details of provision to be made on site for contractor's parking, construction traffic access, the turning of delivery vehicles and lorry routeing as well as provisions for removing mud from vehicles and a programme of works has been submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented before the development hereby permitted is commenced and retained throughout the duration of construction

Reason: In the interest of Highway Safety

Officer comment: following discussion with the Highways Officer it has been agreed that the obligation requirement can be addressed by condition

Development Engineer - Highways

The principle of the development of this site was established by 07/54901/007. The key points of the permission was covered in a 106 Agreement that provided a car park for the use of the Station, an east west footpath through the site and the provision of a new junction and traffic lights on New Brighton Road by means of a 278 Agreement. The applicant has renewed the 278 and it now includes an upgrade to a Toucan crossing to serve the proposed cycle route. No adverse comment on the current application subject to the inclusion of all the previous condition and legal agreement within the decision notice. The red line does not include some of the land on the south side which was included in 07/54901/007. This missing piece of land is where the Station car park and the east west footpath was to be constructed. So these must be included to supplement the parking shown in the application.

Officer comment: the red line has been amended accordingly.)

Local Lead Flood Authority HCC

No comments received

Crime Prevention -Major Apps

No comments received

Planning Policy

Policy Status

The Havant Borough Local Plan (Core Strategy) and Local Plan (Allocations) provide the development plan for the Borough.

Comments:

This application is for a veterinary practice, and four business units, on the 'Interbridges East' site, which is allocated under policy EM2 (BD39) of the Local Plan (Allocations).

The principle of development on this site was already established by the previous application APP/07/54901/007, which was extended in 2010.

The Local Plan site allocation proposes 2,200 sq m of employment floor space and recommends that detailed proposals should be broadly consistent with this indicative provision. This scheme proposes a total of 1,543 sq m, which is a reduction in floorspace and number of industrial units compared to the original application,

The proposal would provide a new headquarters for the Downland Veterinary Group, which is already based in Emsworth at 71 Havant Road. The jobs at the current practice would transfer to the new building and a further 21-22 further jobs are envisaged at the new premises in the next five years.

Although a veterinary practice does not fall within one of the business use classes, it still provides employment as well as open storage and provision for parking. The site has remained vacant for a number of years and the proposal would provide an economic and community use for a underused site.

The business units are shown to be in a similar location to those in the original application. The case officer report for that application highlighted that industrial uses by their nature can be noisy, development was not considered to harm the amenity of any residential properties. given the proximity to the A27 and the railway line and the comparative low level of the application site.

The travel statement for this application shows that 39 parking spaces would be provided for the veterinary practice, including ten for visitors, four of which are disabled bays. In addition there would be two motorcycle parking spaces and three cycle stands. 15 spaces have been provided for the four business units.

This seems to be broadly in line with the non-residential parking standards in Core Strategy Appendix 5 (policy DM14). However it would be recommended to seek additional cycle stands for the veterinary practice and stands for the proposed business units to be more in line with the minimum requirements.

Recommendation:

Approve, subject to agreement over cycle parking requirements..

Officer comment: the cycle parking has been increased

Southern Water

No adverse comments. Conditions and informative requested.

Traffic Management Team If permitted, and the access road is to be adopted, on street parking restrictions on the access road and in the near vicinity will need to be considered and a Traffic Regulation order required to be undertaken both on the access road and in the near vicinity. The Traffic Management Team therefore request

that if the access road is to be adopted that provision is made for a sum no less than £3000 to be provided by the developer to be set aside to allow a TRO be processed within a three year period of the construction of the development.

If permitted, but the access road is not be adopted, changes to the existing on street parking restrictions will need to be considered as a result and a Traffic Regulation Order required to be undertaken in the near vicinity. The Traffic Management Team request that provision is made for a sum no less than £3000 to be provided by the developer to be set aside to allow a TRO be processed within a three year period of the construction of the development. Additionally, the Traffic Team offer to design and process a TRO for the developer as it is anticipated that parking will likely occur along the access road.

Environmental Health

I have reviewed the application & supporting documentation, and note that the key elements with respect to pollution / air quality / contamination do not materially deviate from the previous consent, under APP/10/00912.

In terms of drainage, the 2 No. 3500L bypass separators are retained alongside the cellular attenuation / storage / soakaway structures. Bypass Interceptors are acceptable for a site of this type (small commercial car parking, loading), and I note that the units are to be equipped with silt traps & oil capacity alarms. I have no particular concerns with regards pollution - it is considered reasonable to assume that maintenance will be undertaken in response to high level oil alarm trigger, though the responsible party has not been identified. Preventative maintenance inspections for interceptor units would also be recommended.

In terms of contamination / soil gas, the relevant condition of the previous consent had been discharged, and it is not considered that any further assessment (or remediation) is necessary. **There is no need to transfer conditions previously applied to any consent granted in respect of this scheme.**

I have no concerns with respect to air quality - in respect to exposure or in terms of traffic generation.

Delivery hours condition requested

No adverse comments

Southern Gas

The high pressure gas pipeline in the vicinity of the proposed development has a Building Proximity Distance (BPD). The building proximity distance (zone 1) is 16 metres either side of the pipeline. This should not however be confused with the HSE consultation zones 2 & 3 which will be considerably greater. Zone 1 is a safety factor with reference to habitable buildings as recommended by IGE/TD/1. It is calculated from the diameter, material, wall thickness and pressure of the particular pipeline. Under Pipeline Safety Regulations 1996 this distance is declared to the HSE. Any intrusion within this safety zone should not be taken lightly and any intention to proceed should be accompanied by a risk assessment or provision of other supporting evidence especially in the event of any legal proceedings at a later date. I have attached a copy of our plans showing the pipeline in relation to this site.

Pipelines laid in private land are protected by a Deed of grant, which prohibits certain activities within the easement strip like no addition to or removal of surface levels, no structures over or within the specified distance of the pipeline. Further details are available if you require them. A request to us for any copies could incur a small fee,

payable in advance. The easement strip is 6 metres in width. 3 metres either side from the centre-line of the pipeline.

Any vehicle crossings over the pipeline must cross at 90 degrees to the pipeline. The crossing will require: calculations to prove that no additional stresses will be incurred; a design showing the roadway in relation to the pipeline; and method statements to be agreed with SGN before it goes ahead. Road crossings need to be kept to a minimum. See (8).

This pipeline is of prime importance to the gas supplies of this area. Should any work be contemplated it is essential that you comply with the restrictions detailed below and in the document SGN/WI/SW/2 in order to protect our plant and equipment and for the safety of your own operatives.

- 1) No mechanical excavation is permitted within 3 metres either side of pipeline.
- 2) No plant or storage of equipment shall be made within any easement strip.
- 3) If any metallic pipes or cables are being laid in proximity to gas pipelines then interference testing will be required, the cost of which to be borne by the promoter of the works. A minimum clearance of 600mm is required.
- 4) All precautions stated in publication SGN/WI/SW/2 (Work Instruction for Safe Working in the Vicinity of Pipelines & Associated Installations operating >7barg) shall be fully complied with in all respects.
- 5) No thrust boring shall take place within three metres of the pipeline.
- 6) All planting within the easement strip should comply with "Notes for Guidance on Tree Proximity".
- 7) Before commencing work on site you must contact our Pipeline Maintenance Section on 0141 4184093 at least seven days before work commences. A Southern Gas Networks representative will then contact you to arrange to visit site. Details of working near to high-pressure gas pipelines can then be discussed.
- 8) Pipeline sections that are planned and agreed by SGN to be permanently covered (i.e. by road surface) will require a coating survey. SGN will repair any indicated coating defects free of charge. The survey costs will be borne by the promoter of the works. Prior to any surface cover cathodic protection coupons and reference cells will require installation at no cost to SGN.
- 9) This pipeline is cathodically protected and as such has test cables located in surface boxes, were these to be lost through this work we would look to you for remedial action at no cost to SGN.
- 10) Intrusive construction methods will require an agreed method statement prior to work starting.
- 11) The minimum proximity between the high pressure gas pipeline and any wind turbine should be 1.5 times the fixed mast height excluding the turbine of the wind turbine. If you are planning to construct a wind turbine closer than this, then you must contact SGN immediately.

12) Any extended period of SGN site supervision may incur charges to you. These will be charged based on visiting times, materials and occurrences. You will be informed when these come into effect and be invoiced direct.

13) Any piling or boreholes within 15 metres of the pipeline may require vibration monitoring. No piling or boreholing must take place within 3 metres of the pipeline.

14) Please ensure these conditions, together with any relevant drawings are forwarded for use by the construction personnel of your works.

Officer comment: These construction restrictions, which fall outside of planning controls, have been forwarded to the applicants.

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: 15

Number of site notices: one

Statutory advertisement: 13/05/2016

Number of representations received: 2

Summary:

Concerned about the proposed parking on the new site. Our concern is that even 16 visitor spaces will be insufficient. The present site in Park Crescent has seven spaces for visitors which are almost always full. However, additional nearby parking can be found in Park Crescent. On the proposed site, where could visitors park if the indicated 16 spaces are full? Victoria Road is almost permanently double parked. Seagull Lane opposite is a narrow road that would prohibit parking, and North Street has double yellow line, apart from a few individual parking spaces.

Furthermore, we have concerns regarding traffic turning into this site, from the northbound carriageway of New Brighton Road. We can easily foresee that queuing traffic in rushhour would cause tailbacks into the centre of Emsworth. Are there plans to make a central turnoff filter opposite the entrance to the site?

The site is located between 2 bridges of strictly limited headroom, and large vehicles visiting the site may cause congestion if they are unable to pass under the bridge - how will the hazard be mitigated?

The initial permission was in the 1990's but no development has been carried out despite a number of extension of time. Strict conditions should be imposed for commencement and no further extensions granted.

Comment:

Development has commenced in respect to the previous permission, which therefore remains extant and capable of implementation. In respect to the other matters raised see section 7

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 streetscene
- (iii) Impact upon residential amenity
- (v) Effect on protected species
- (vi) Flood risk issues
- (vii) Footpath
- (viii) Adequacy of parking
- (viii) Highway Implications

(i) Principle of development

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

Additionally the site has an extant permission under APP/10/00912 for development comprising 12No. Industrial units (1822.6sqm within B1 (b&c) and 3No. Office units (395sqm), open storage and provision of commuter car park with new access to New Brighton Road. The pre-commencement conditions in respect to this permission, which was granted in July 2012, have been discharged and work in the form of engineering works to construct the access undertaken to establish commencement of development within the required time frame.

The current application is for a veterinary practice, and four business units, on the 'Interbridges East' site, which is allocated under policy EM2 (BD39) of the Local Plan (Allocations). The Local Plan site allocation proposes 2,200 sq m of employment floor space and anticipates between 32 and 62 jobs and recommends that detailed proposals should be broadly consistent with this indicative provision. The current scheme proposes a total of 1,543 sq m, which is a reduction in floorspace and number of industrial units compared to the original application. However, the proposal would provide a new headquarters for the Downland Veterinary Group, which is already based in Emsworth at 71 Havant Road and the jobs at the current practice would transfer to the new building with a further 21-22 jobs envisaged at the new premises in the next five years. Although a veterinary practice does not fall within one of the business use classes, it does provide employment, and the anticipated jobs on the site would accord with the local plan allocation. Additionally the approval would be subject to a requirement to submit an Employment and Skills plan to promote construction by local employees. It is therefore considered that the principle of development is acceptable.

(ii) Impact upon the streetscene

The proposed industrial units would be located to the front of the site and would be of similar design and siting to the previously approved units in this location. The veterinary building would be 2 storey and located towards the rear of the site, and its design would reflect that of the industrial units. The external finish of the buildings would be consistent for the type of development with profiled metal cladding with glazing to the front elevations as a feature. The proposed development is therefore acceptable in design terms and considered appropriate within its locality, meeting the requirements of Policy Cs16 of the adopted Local Plan.

(iii) Impact upon residential amenity

The industrial and veterinary units are shown to be approximately 65m from the nearest residential property to the south (i.e. south of the elevated railway line) and approximately 95m from the nearest dwelling to the north (i.e. north of the A27). Although industrial/commercial uses by their very nature can be noisy, given the proximity to the A27 and the railway line it is considered that the development would not harm the amenity of any residential properties.

The provision of a footpath link within the site is not considered to raise any significant implications for occupiers of surrounding residential properties and is considered desirable as it provides a safer pedestrian route to the footpath network to the east of the site.

(v) Effect on protected species

Pre-commencement ecology mitigation and site clearance works were carried out in 2015. A reptile translocation informed by an ecology report was carried out prior to commencement on the extant scheme, and the site is being kept clear of vegetation to prevent the creation of new reptile habitat. No additional impacts on vegetation and habitats on the site are considered likely. Any potential woody vegetation within the construction zone has been removed and bird nest boxes erected on the retained trees. There are no changes to the boundary habitats and commuting and foraging routes along the edges of the site are retained. There are considered to be no additional impacts and the ecology mitigation for the extant scheme has been progressed according to the agreed mitigation strategy. However, there are no details of external lighting and a condition in this respect is recommended.

(vi) Flood risk issues

The north eastern part of the site falls within flood zone 2, and the remainder of the site within zone 1. The application is supported by a Flood Risk Assessment and Drainage Strategy. The proposed development is classified as less vulnerable and suitable for Flood Zones 1 and 2. The drainage strategy of the site would follow the principles of the Drainage Statement as approved under condition 11 of planning permission APP/10/00912 and this document which has been amended to incorporate the layout now proposed, forms part of the application submission and can be conditioned.

(vii) Footpath

A footpath would be provided within the site, which would provide a safer pedestrian route to the footpath network to the east of the site rather than negotiating Seagull Lane which does not have a pavement. This matter was previously covered by a Section 106 Agreement that requires the footpath to be provided and made available for the free passage of the public prior to the occupation of the development, and would need to form part of a new S106 in respect to the current application.

(viii) Adequacy of parking

In addition to the 24 commuter parking spaces, 61 spaces would be provided to serve the proposed development, comprising 46 spaces for the veterinary practice and 15

for the industrial units. Additionally cycle shelters for 18 cycles would be provided within the development. The representations raise concerns regarding the adequacy of the parking for the Veterinary Surgery, however, the application provides a higher level of parking to that for the existing premises and whilst on street parking in the area of the application site is restricted there is a public car park off Palmers Road within walking distance, and the level of the proposed parking is considered acceptable. The Council's Highway Engineer has raised no objection to this level of parking and cycle storage.

The proposal also makes provision for 24 commuter car parking spaces within a secured area. Due to the close proximity to Emsworth Station, the provision of a commuter car park on part of the site, which was negotiated under the previous scheme is supported. The Section 106 Agreement requires the commuter car park to be provided, surfaced and marked out prior to the occupation of the proposed development.

(viii) Highway Implications

Due to the scale and nature of the development, off site highway works are required comprising a signalised traffic junction with New Brighton Road and the removal of the existing guard railings adjacent to the railway bridge in New Brighton Road and their replacement with appropriate replacement guards. A construction management condition is proposed which allows for the consideration of alternative access arrangements to the signalised junction for the construction period to minimise impacts on the free flow of the highway. The improved access and highway arrangements proposed would be subject to planning conditions and a Section 278 Agreement with Hampshire County Highways Department. There is an extant permission for development which would generate a similar level of traffic and the current proposal would provide improved visibility and highway safety and is supported by the Hampshire County Council Highway Engineer who has raised no objection subject to conditions.

8 Conclusion

This application for the development of the site represents economic development proposal which, in the context of existing Local Plan policies and the Allocations Plan, can be supported. The design and layout of the new buildings is appropriate, having regard to adjoining built forms and land uses. Environmental considerations have been appropriately addressed through the provision of a number of specialist reports. A S106 agreement in respect to the provision of the commuter parking, footpath link, Traffic Regulation Order funding and Skills and Employment Plan is required.

9 **RECOMMENDATION:**

That the Head of Planning be authorised to **GRANT PERMISSION** for application APP/16/00295 subject to the following conditions

- 1 The development must be begun not later than three years beginning with the date of this permission.
Reason: To comply with the requirements of Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and

Compulsory Purchase Act 2004.

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

2045/SK-10C – Proposed site layout
2045/SK-11A - Buiness units proposed plans
2045/SK-12A - Veterinary Group proposed plans
2045/SK-14A - Buiness units proposed elevations
2045/SK-15A- Veterinary Group proposed elevations
2045/SK-16A – location plan
Our other documents:

Design and Access Statement
Design Statement
J.Harvey Engineer Flood Risk Assessment
Aluco Ecology ReptileTranslocationResults1215
Telent . Travel Statement.

Telent Drawings and documents:

278 works related:

21648-TS-Iss2-REV00
21648-TS-Iss02-REV00-Intergreens
21648-TS-Iss2-REV00- Tracking
Designers Risk Assessment
Extract Pages from RPF Design Notes
160714-MM-Emsworth RSA 1_2
160714-Items outside the scope of Emsworth RSA 1_2
New Brighton Road-Interbridges, Emsworth -Full Input Data and Results
New Brighton Road-Interbridges, Emsworth -2021 Traffic Growth - Full Input Data and Results
B2148 Emsworth, Hants – Automatic Traffic Count (Jan 16)

rgp Technical Report dated November 2016

Reason: - To ensure provision of a satisfactory development.

- 3 No development hereby permitted shall commence until a Construction Traffic Management Plan, to include details of provision to be made on site for contractor's parking, construction traffic management and access, the turning of delivery vehicles and lorry routeing as well as provisions for removing mud from vehicles and a programme of works has been submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented before the development hereby permitted is commenced and retained throughout the duration of construction.

Reason: In the interests of highway safety and having due regard to policy CS16 of the Havant Borough Local Plan (Core Strategy) 2011 and The National Planning Policy Framework, March 2012.

- 4 No development hereby permitted shall commence on site until details of the

finished levels and profile (including long and cross-sections) of the proposed access onto New Brighton Road have been submitted to and approved in writing by the Local Planning Authority and in consultation with the Highway Authority. The development shall be carried out strictly in accordance with such approved details.

Reason: In the interests of highway safety and having due regard to policy CS16 of the Havant Borough Local Plan (Core Strategy) 2011 and The National Planning Policy Framework, March 2012.

- 5 No development shall commence until the details of the signal junction shall have been submitted to and approved by the local planning authority in consultation with the Highway Authority. The works shall be carried out in accordance with the approved details unless otherwise agreed in writing by the local planning authority in consultation with the Highway Authority.

Reason: In the interests of highway safety and having due regard to policy CS16 of the Havant Borough Local Plan (Core Strategy) 2011 and The National Planning Policy Framework, March 2012

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

Reason: To ensure a satisfactory standard of development and relationship to the streetscene and landscape and having due regard to policy CS16 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework, March 2012.

- 7 No development hereby permitted shall commence until plans showing, in relation to the existing trees and other vegetation proposed to be retained, the layout of all foul and surface water drainage and other underground services proposed to serve that development have been submitted to and approved in writing by the Local Planning Authority.

Reason: To safeguard against undue damage to existing trees and/or other vegetation at and in the vicinity of the site and having due regard to policy CS16 of the Havant Borough Local Plan (Core Strategy) 2011 and The National Planning Policy Framework, March 2012.

- 8 No development approved by this Permission shall be commenced until a scheme for the provision of surface and foul water drainage works, including the provision and implementation of a surface water regulation system, has been submitted to and approved in writing by the Local Planning Authority. The drainage works shall be completed in accordance with such details and with a timetable to be agreed.

Reason: To prevent the increased risk of flooding and the pollution of the water environment by ensuring the provision of satisfactory means of drainage and having due regard to policy CS16 of the Havant Borough Local Plan (Core Strategy) 2011, and The National Planning Policy Framework, March 2012.

- 9 Unless otherwise agreed in writing with the Local Planning Authority all external facing and roofing materials for the construction of the building(s) hereby permitted shall be in accordance with the details approved under application APP/15/00430 - Discharge of Condition No/s 2, 4, 5, 7, 9, 11 and 22 of Planning Permission APP/10/00912 permitted 24/06/2015.

Reason: To ensure the appearance of the development is satisfactory and having due regard to policy CS16 of the Havant Borough Local Plan (Core Strategy) 2011 and The National Planning Policy Framework, March 2012.

- 10 Unless otherwise agreed in writing with the Local Planning Authority the materials to be used for the surfacing of all open parts of the site proposed to be hardsurfaced shall be in accordance with the details approved under application APP/15/00430 - Discharge of Condition No/s 2, 4, 5, 7, 9, 11 and 22 of Planning Permission APP/10/00912 permitted 24/06/2015. The development hereby permitted shall not be brought into use until the implementation of all such hardsurfacing has been completed in full accordance with that specification.

Reason: In the interests of the amenities of the locality and having due regard to policy CS16 of the Havant Borough Local Plan (Core Strategy) 2011 and The National Planning Policy Framework, March 2012.

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

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

- 12 Notwithstanding the provisions of any Town and Country Planning General Permitted Development Order, no extension, building or structure permitted by Classes A and H of Part 7 of the 2015 Order, as amended, shall be erected within the curtilage of the site without the prior written approval of the Local Planning Authority.

Reason: To maintain control over further development having regard to the level of parking provision and site layout, and having due regard to policy CS16 of the Havant Borough Local Plan (Core Strategy) 2011 and The National Planning Policy Framework, March 2012.

- 13 Deliveries shall only be taken and/or dispatched from the site between the hours of 0700 and 2200 Monday to Friday and 0700 and 1300 on Saturdays and not at all on Sundays and recognised Bank Holidays.

Reason: In the interests of the amenities of occupiers of nearby residential properties and having due regard to policy DM10 of the Havant Borough Local Plan (Core Strategy) 2011 and The National Planning Policy Framework, March 2012.

- 14 The development hereby permitted shall not be occupied until plans and particulars specifying the provision to be made for any external lighting, including floodlighting, of the same has been submitted to and approved in writing by the Local Planning Authority. There shall be no external lighting on the site other than as thereby approved.

Reason: To safeguard the amenities of the locality and in the interests of traffic safety and having due regard to policies CS16 and DM10 of the Havant Borough Local Plan (Core Strategy) 2011 and The National Planning Policy Framework, March 2012.

- 15 The premises shall not be occupied before the proposed access and associated footways and highway works have been constructed and carried out in full accordance with the approved details to the satisfaction of the Local Planning Authority in consultation with the highway authority.
Reason: In the interests of highway safety and having due regard to policy DM13 of the Havant Borough Local Plan (Core Strategy) 2011 and The National Planning Policy Framework, March 2012.
- 16 Unless otherwise agreed in writing the works and actions to safeguard against contamination shall be undertaken and fully adhered to in accordance with the details approved under application APP/15/00224 - Discharge of Condition No.s 6, 12, 15, 16, 20, 30 and 38 of Planning Permission APP/10/00912., PERM,15/04/2015
Reason: To prevent pollution of the water environment and having due regard to policy CS16 of the Havant Borough Local Plan (Core Strategy) 2011 and The National Planning Policy Framework, March 2012.
- 17 No externally visible or audible plant, machinery or structures required for ventilation or filtration purposes shall be installed at the premises until and unless details of the external appearance and acoustic performance of the same have been submitted to and approved in writing by the Local Planning Authority.
Reason: To safeguard the amenities of the locality and/or occupiers of neighbouring property and having due regard to policy CS16 of the Havant Borough Local Plan (Core Strategy) 2011 and The National Planning Policy Framework, March 2012.
- 18 Unless otherwise agreed in writing the development hereby approved shall be carried out strictly in accordance with the measures to prevent damage to existing trees and hedgerows approved under application APP/15/00224 - Discharge of Condition No.s 6, 12, 15, 16, 20, 30 and 38 of Planning Permission APP/10/00912 permitted 15/04/2015. All measures forming part of such approved specification shall be undertaken and fully adhered to at all times whilst such implementation is in progress. Any such tree or hedgerow which is nevertheless seriously damaged during that implementation shall be replaced within 6 months of the occurrence of such damage by another of the same species in the same position and of not less than 2 metres height when planted.
Reason: To safeguard the continued health and presence of such existing vegetation and protect the amenities of the locality and having due regard to policy CS16 of the Havant Borough Local Plan (Core Strategy) 2011 and The National Planning Policy Framework, March 2012.
- 19 Unless otherwise agreed in writing the landscape management plan and landscaping scheme shall be implemented in accordance with the details approved under application APP/15/00430 - Discharge of Condition No/s 2, 4, 5, 7, 9, 11 and 22 of Planning Permission APP/10/00912 permitted 24/06/2015. Such plan shall include long term design objectives, management responsibilities and implementation and maintenance schedules for all landscape areas for a minimum period of five years. The approved landscape management plan and landscaping scheme (pursuant to Condition 7) shall be completed within 1 month from the completion of the last building shell, or such other date as may be agreed in writing with the Local Planning

Authority. Any trees or plants which die during the first 5 years shall be replaced during the next planting season.

Reason: To ensure that due regard is paid to the continuing enhancement and maintenance of amenity afforded by landscape features of communal, public, nature conservation or historical significance and having due regard to policy CS16 of the Havant Borough Local Plan (Core Strategy) 2011 and The National Planning Policy Framework, March 2012.

- 20 No part of the development shall be brought into use until its associated areas for the loading, unloading and parking of vehicles including provisions for cycles and motorcycles has been provided within the site, surfaced and marked out in accordance with the approved details. Such areas shall thereafter be retained and used solely for those purposes.

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

- 21 No goods, plant or materials associated with the use of the approved buildings hereby approved shall be operated, deposited or stored in the open on the site, except that operators of those buildings only may temporarily store goods within the approved storage areas indicated on the approved drawings.

Reason: In order to protect the amenities of the area and maintain adequate parking, services and turning facilities at all times and having due regard to policy CS16 of the Havant Borough Local Plan (Core Strategy) 2011 and The National Planning Policy Framework, March 2012.

- 22 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 or any replacement or re-enactment thereof, no vehicular access shall be formed from the site onto the adjacent Seagull Land and public footpath system.

Reason: In the interests of highway safety and the safety of users of the footpath, and having due regard to policy CS16 of the Havant Borough Local Plan (Core Strategy) 2011 and The National Planning Policy Framework, March 2012.

- 23 No part of the development shall be occupied until a full Travel Plan promoting alternative means of transport to the private car has been submitted to and approved in writing by the Local Planning Authority. No part of the development shall be occupied for a period of more than 1 month until the approved Green Travel Plan has been implemented.

Reason: In the interests of highway safety and having due regard to policy CS16 of the Havant Borough Local Plan (Core Strategy) 2011 and The National Planning Policy Framework, March 2012.

- 24 No pedestrian or vehicular access shall be permitted between the application site and the A27 trunk road.

Reason: In the interests of highway safety and having due regard to policy CS16 of the Havant Borough Local Plan (Core Strategy) 2011 and The National Planning Policy Framework, March 2012.

- 25 Prior to being discharged into any watercourse, surface water sewer or soakaway system, all surface water drainage from parking areas and hardstandings shall be passed through an oil separator designed and constructed to have a capacity and details compatible with the site being

drained. Roof water shall not pass through the separator.

Reason: To prevent pollution of the water environment and having due regard to policy CS16 of the Havant Borough Local Plan (Core Strategy) 2011 and The National Planning Policy Framework, March 2012.

- 26 No sewage or trade effluent (including vehicle wash or vehicle steam cleaning effluent) shall be discharged to any surface water drainage system.

Reason: To prevent pollution of the water environment and having due regard to policy CS16 of the Havant Borough Local Plan (Core Strategy) 2011 and The National Planning Policy Framework, March 2012.

- 27 Any facilities for the storage of oils, fuels and chemicals shall be sited on impervious bases and surrounded by impervious bund walls. The bund capacity shall give 110% of the total volume for single and hydraulically linked tanks. If there is multiple tankage, the bund capacity shall be 110% of the largest tank or 25% of the total capacity of all tanks, whichever is the greatest. All filling points, vents, gauges and sight glasses and overflow pipes shall be located within the bund. There shall be no outlet connecting the bund to any drain, sewer or watercourse or discharging onto the ground. Associated pipework shall be located above ground where possible and protected from accidental damage.

Reason: To prevent pollution of the water environment and having due regard to policy CS16 of the Havant Borough Local Plan (Core Strategy) 2011 and The National Planning Policy Framework, March 2012.

- 28 Unless otherwise agreed in writing by the Local Planning Authority the measures to prevent water pollution of groundwater and surface water, including provisions for monitoring, shall be implemented in accordance with the details approved under application APP/15/00532 - Discharge of Condition No 31 of Planning Permission APP/10/00912 permitted 15/06/2015. The development shall then incorporate these approved measures.

Reason: To prevent pollution of the water environment and having due regard to policy CS16 of the Havant Borough Local Plan (Core Strategy) 2011 and The National Planning Policy Framework, March 2012.