

Officer comment: APP/17/01324 represents the most recent S73 application for the entire consent, and should be regarded as the base outline permission against which reserved matters applications are now being submitted.

History relevant to Plot 5

APP/21/01267 - Approval of Reserved Matters in respect to Phase 1 Plot 5 of APP/17/01324 (new employment uses, hotel and access road) comprising construction of 3no. B8 storage and distribution units totalling 6,877sqm for Condition B3(i) - (v) plot access, layout, scale, appearance & landscaping; Condition B5 Other Matters criteria (a) - (i) inclusive; and Discharge of Conditions A3, A5, A10, A17, A18, B9 & B10; incorporating revisions to previously approved Parameter Plans forming part of the Environmental Statement dated March 2012 for APP/12/00338, as amended by APP/17/01324. Permitted 23/12/22.

APP/23/00379 - Reserved Matters in respect to Phase 1 Plot 5 of APP/17/01324 (new employment uses, hotel and access road) comprising construction of 3No. B2/B8 storage and distribution units totalling 6,877sqm for Condition B3(i) - (v) plot access, layout, scale, appearance & landscaping; Condition B5 Other Matters criteria (a) - (i) inclusive; and Discharge of Conditions A3, A5, A10, A11, A14, A17, A18, B9, B10 and B11; incorporating revisions to previously approved Parameter Plans forming part of the Environmental Statement dated March 2012 for APP/12/00338, as amended by APP/17/01324. (Revised application APP/21/01267). Permitted 11/10/2023.

3 Proposal

The proposed works would involve the refitting of the existing unit into a vehicle service workshop. This would involve implementing the B2 permission granted under planning permission APP/23/00379. Therefore, the use of the unit does not require formal planning permission. The proposed works which need to be considered relate to an external vehicle wash bay would be added within the parking area. It would have a width of approximately 5.5 metres, a depth of approximately 8 metres and a mono pitched roof having a maximum height of approximately 3.4 metres. There would be an EV Quarantine container on site with a width of approximately 2.6 metres, a depth of approximately 6.9 metres and a height of approximately 2 metres. There would also be the provision of air intake and extract grills and exhaust extracts on west, east and south elevations of the building.

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

CS16	(High Quality Design)
CS17	(Concentration and Distribution of Development within the Urban Areas)
CS2	(Employment)
DM10	(Pollution)
DM14	(Car and Cycle Parking on Development (excluding residential))

Havant Borough Local Plan (Allocations) July 2014

AL1	(Presumption in Favour of Sustainable Development)
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Listed Building Grade: Not applicable.
Conservation Area: Not applicable.

5 Statutory and Non Statutory Consultations

Community Infrastructure

There is an existing S106 dated 19/02/2014 for this site, modified by two deed of variations, 01/10/2015 and 10/12/2018. If this proposed development affects these agreements a further deed of variation will be required.

Please note: Schedule 6 of the S106 requires an Employment and Skills plan for each unit before occupation can take place, please refer to the extract from the S106 below. Schedule 3 requires a Travel Plan before occupation, this is monitoring directly by Hampshire County Council.

Due to the expiry of the Outline Permission APP/12/00388 a new S106 may be required as part of this application, Heads of Terms should include Employment and Skill plans, Travel Plans, Councils monitoring fees* along with any others arising out of consultee responses

*The sums charged will be increased and apply to S106 agreements drafted after 31/3/24:

- £988 per non-financial head of term (outside the scope of VAT)
- 5% of cost per Havant Borough Council financial head of term (outside the scope of VAT)

Monitoring fees will no longer be capped. This contribution is indexed in accordance with the CPI.

Latest version accessible from:

<https://www.havant.gov.uk/community-infrastructure-levy>

Councillor Pamela Crellin - Barncroft

No Comment.

Councillor Yvonne Weeks - Barncroft

No Comment.

Environmental Health Manager, Community Group

I have reviewed the application documents and have few material comments to make, given the majority of issues will have been addressed at the phase 'shell and core' development phase.

Nuisance & Amenity

It is noted that the proposed activity may give rise to noise & other nuisance issues. The site is notably distant from the nearest residential receptors (being 220m to the West), so issues of noise and dust soiling will be limited to the nearby commercial neighbours, generally considered to be of low sensitivity.

I do however note the vehicle quarantine facilities, and would assume that this carries a risk- (i.e. is required to manage the risk-) of vehicle fires arising from damaged batteries. It is assumed that occurrences would be non-routine, and to occur rarely, if ever.

No management plans or statements are provided in support of the application, and so it is assumed that the management strategy would be reliant upon the emergency services to address any serious vehicle fires occurring.

I note from APP/21/01267 that the yard to unit 502 is served by a Class 1 bypass interceptor, with Alarm, sized according to EA PPG3 to serv. 1100m² and bypassing to the foul system. This should provide adequate protection for fire-fighting runoff, whether provided in-house or municipally.

It is assumed that the risk of fire (occurrence of smoke, fume, and soot deposition) is no greater at this site than would be expected to occur on the A3(M). However, if the frequency of such events is greater than expected, the planned unit 400 may be affected (deposition in parking areas, intake of smoke/soot/fume via intakes – H&S problems or stock fouling via HVAC systems, etc.)

The planning service might wish to seek clarification on the expected frequency of occurrence and/or the management plans/procedures/strategies – however I think that I am content, given both the scale of the unit and it's purpose (i.e. as a routine service centre, not a crash recovery & repair facility-), to regard such possibilities as extraordinary events that would not warrant an objection (or any additional management measures, beyond those evident from the plans).

No material objections arise.

Pollution Risk

Bypass interceptor system mentioned above is sufficient to manage typical risks from spillage/leakage. The yard hard-surfacing should prevent any routine surface spillages significantly affecting land quality. Additionally, a high level of housekeeping is expected given the applicant and the facility example photographs.

I do however note the proposed elevated oil storage tanks, positioned over a goods-in delivery bay entrance. The oil tank platform supports are to be used as an enclosure. Whilst I would assume that consideration will have been given to the appropriate protection of the vertical supports, I note that no specific protection is shown (as exists at the bay door provided at shell & core stage).

Given the internal manoeuvring of large & heavy vehicles, and in particular electric vehicles which are capable of delivering high torque at very low speeds – there is a non-negligible risk of collision with the corner support, the subsequent collapse of the platform, and bulk release of oil from all three storage tanks. Whilst the bypass separator would pass any excess volume to foul (meaning that the risk of environmental pollution would be very limited), this seems an easily mitigated risk. The planning service may wish to confirm with the applicant that an appropriate collision protection will be provided for this internal structure.

Extract emissions

No emissions abatement (filtration) is described on plans for the HVAC & ATEX systems, and no system description has been provided in support of the application.

It is assumed that under normal circumstances, the emissions will be negligible in the context of the distance to sensitive receptors and the deep vegetated buffers to the site. No objections arise.

Conclusion

No objections arise, and no conditions are proposed.

Hampshire Highways (1)

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

The application has not been supported with any transport information to understand what previous use was consented at the site and whether the car parking layout and quantum remains appropriate. It is noted that containers will be brought into the site, although it is unclear where an egressing HGV can manoeuvre.

The applicant is required to provide this information before a recommendation can be made on the proposed development.

Officer Comment

The details requested within Hampshire Highways comments were passed onto the applicant's agent in which refer details on parking and vehicle tracking were provided.

Hampshire Highways (2)

On the basis that you are happy with the quantum of parking being provided, I have no issues with what is shown. They have provided a substantial area for the HGV to turn within the confines of the site which addresses my previous comments.

Officer Comment

As the use of the Unit was deemed to be B2 an updated parking plan was provided to show the proposal can provide a suitable number of spaces as its intended use along with new vehicle tracking.

Hampshire Highways (3)

Thank you for your reconsultation on the above planning application. In response to previous comments raised by the Highway Authority dated 11 April 2024, the applicant has submitted revised drawings which the Highway Authority have reviewed and have the following comments to make.

Parking Provision:

In response to previous comments raised the applicant has reduced the number of parking spaces to 34. The revised layout is shown within drawing P315-P2 Rev E. This is consistent with the quantum previously approved under planning reference APP/23/00379. The Highway Authority understand that the open quarantine area would be free to be used for parking by 1 car when not in use as a quarantine.

Havant Borough Council in their capacity as the Local Parking Authority should confirm whether this approach is acceptable and still ensures that the parking provision accords with the previously approved quantum. The Highway Authority should be reconsulted for further comment should this be a concern.

Refuse and Servicing Arrangements:

The following tracking drawings have been submitted to support this planning application:

- ☐ Drawing 332611463-STN-HGN-XX-DR-C-0100 Rev P02 - 16.50m HGV
- ☐ Drawing 332611463-STN-HGN-XX-DR-C-0101 Rev P02 - Fire tender
- ☐ Drawing 332611463-STN-HGN-XX-DR-C-0102 Rev P02 - 4.6t light van
- ☐ Drawing 332611463-STN-HGN-XX-DR-C-0103 Rev P02 - 20.0m car transporter

The tracking speeds are considered appropriate based on the slow speed movements that are to be undertaken.

The quantum of parking spaces adjacent to the refuse store have since been reduced. The Highway Authority are content that removal of these spaces removes the previous constraints and provides additional space for vehicles to manoeuvre. This is therefore considered acceptable. Whilst refuse tracking has not been submitted as previously requested, based on the alternative vehicles tracked as laid out above, the Highway Authority is satisfied that there is appropriate space within the loading area for the refuse vehicle to manoeuvre to access and egress in forward gear.

Whilst the layout is tight, the Highway Authority is satisfied that there is appropriate space for the required vehicles to manoeuvre within the loading bay to access and egress in forward gear. Notwithstanding, the constrained layout means that only one HGV or car transporter would be able to access the site at any time and therefore careful management of deliveries is required to ensure that only one delivery is scheduled at a time. The frequency of vehicle movements and delivery arrangements are included within the supporting Delivery Management Plan which is discussed further below.

Delivery Management Plan:

The applicant has submitted a Delivery Management Plan dated 29 April 2024 to support this planning application. The DMP outlines the constraints of the site and outlines a number of management measures as discussed further below.

Paragraph 3.2 outlines that the majority of deliveries are to be undertaken via a parts delivery van. This is noted. However, there are future opportunities for HGV and car transporter movements to be undertaken at the site of which supporting tracking has been submitted to demonstrate the ability of these vehicles to manoeuvre and access and egress the site in forward gear. This is discussed further within the DMP.

Paragraph 5.1 identifies a number of delivery management procedures to reduce the frequencies of deliveries of required. These are noted, however should this be undertaken via the 4.6t light van there is sufficient space for these movements to occur should more than one delivery occur. The concern relates to the HGV and car transporter deliveries which is discussed further below.

The Highway Authority are content that there is appropriate space on site with the revised layout as shown within drawing P315-P2 Rev E to accommodate the required waste collection movements and any emergency vehicle access as laid out within paragraph 3.3 and 6.2 of the DMP.

Section 8 of the DMP outlines the management for future provisions of deliveries, with Table 1 outlining the frequency of deliveries and the duration. For clarity, parts deliveries are estimated to be once every 2 weeks with transporter deliveries once every 4 weeks.

Whilst the likelihood of these deliveries needing to occur at the same time is fairly low, additional management measures have been put in place with a commitment provided to ensure that deliveries of parts and transporters do not occur at the same time. If this is the case however, an appropriate truck stop has been identified where vehicles are to wait whilst the current delivery is being unloaded. This measure is considered acceptable. Additionally, delivery times are to be implemented to further avoid the likelihood of deliveries occurring at the same time which is also considered an appropriate management measure.

The Highway Authority are therefore satisfied that the contents of the DMP is acceptable in managing deliveries due to the constrained layout within the loading bay. Accordance with this DMP should be suitably conditioned as part of any future planning consent.

Recommendation:

Having regard to the above, the Highway Authority provide no objections to this planning application subject to the following condition:

DELIVERY MANAGEMENT PLAN

The development hereby approved shall be implemented in accordance with the approved Delivery Management Plan dated 29 April 2024 with all delivery management measures maintained following first use of the industrial unit unless otherwise agreed in writing by the Local Planning Authority in consultation with the Highway Authority.

Reason - In the interest of Highway Safety

Environment Agency

We have no objection to the proposal as submitted.

Advice to the Applicant and Local Planning Authority

This site is in the confined section of the source protection zone 1 (SPZ1C). In this particular location there is likely to be significantly more than 50m of clay beneath the site, confining the chalk aquifer that supports the public water supply. Surface activity on this site is highly unlikely to have any impact on the chalk aquifer or associated source protection zone.

There is the potential that some of the geology immediately beneath the site contains some groundwater within areas of high sand content. There is some potential for controlled water receptors but the sensitivity is likely to be relatively low.

Vehicle wash water should go to the foul sewer as trade effluent, and due to previous activities some contamination may be present beneath the site. If any contamination is encountered during the development, then no further work should be carried out in this area, until the source has been investigated and the risks appropriately managed.

If you have any queries regarding the above information, please do not hesitate to contact the advisor identified below.

Portsmouth Water

We have no objection to the proposed development.

The site is situated within Source Protection Zone 1c for the Havant and Bedhampton Springs. SPZ1c relates to sub-surface activity only where the aquifer is confined by the overlying London Clay, providing a layer of protection. The depth of the clay at this location is over 50m deep, therefore the risk to groundwater quality is low.

Previous land activities indicate that there is potential for land contamination at the site. Should any contamination be encountered, this should be investigated, and the risks should be appropriately managed.

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: 1

Number of site notices: 1

Statutory advertisement: Not applicable.

Number of representations received: 0

7 Planning Considerations

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

- (i) Principle of development
- (ii) Impact upon the character and appearance of the area
- (iii) Impact upon residential amenity
- (iv) Noise and disturbance on surrounding commercial properties
- (v) Parking and vehicle movements
- (vi) Land contamination matters

(i) Principle of development

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

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

- 7.3 The proposed wash bay and quarantine container due to size and placement within the parking area are not considered to have an adverse impact on the character of the area. The air intake and extract grills and exhaust extracts are considered to be a modest addition to the building and would not result in an adverse impact to the building and the character of the area. The proposed works are considered to be comply with Policy CS16 of the Havant Borough Core Strategy (2011).

(iii) Impact upon residential amenity

- 7.4 Due to the scale of development and its distance from residential properties the proposal is not considered to appear overbearing or lead to a loss of light, outlook or privacy and would have limited and acceptable impact on the properties immediately adjacent to the application site and the properties opposite or to the rear, meeting the requirements of Policy CS16 of the HBLP (Core Strategy). It is noted no letters of objection were received with respect to the scheme.

(iv) Noise and disturbance on surrounding commercial properties

- 7.5 With regards to the air intake and extract grills and exhaust extracts, the Council's Environmental Health team commented on the application raising no objection to the proposed works.

(v) Parking and vehicle movements

- 7.6 The use of the unit has been confirmed to be a B2 use class (General Industrial) with a total GIA of 1786 sqms. The proposal would provide 34 car parking spaces, which matches the car parking layout approved under planning reference APP/23/00379. 2no. of the spaces are accessible; 2 no. are 'active' electric charging vehicles, with the balance to be ducted for future provision, 1 quarantine space, secure external cycle parking spaces. As the proposal would not result in the reduction of car parking spaces compared to the previously approved application it is considered to be acceptable, thus complying with Policy DM14 of the Havant Borough Core Strategy (2011).

7.7 As requested by Hampshire Highways vehicle tracking for HGVs and fire engines were provided which demonstrates that on-site turning can be achieved safely for all vehicles. Hampshire Highways concurred with these findings. A Delivery Management Plan which outlined the constraints of the site and outlines a number of management measures was provided. Hampshire Highways are satisfied that the contents of the Delivery Management Plan is acceptable in managing deliveries. A condition was suggested by Hampshire Highways for the works to be in accordance with Delivery Management Plan. A condition to this effect has been recommended to the decision.

(vi) Land contamination matters

- 7.8 The Environment Agency and Portsmouth Water commented on the application raising no objection. An informative has been added stating should any contamination be encountered, this should be investigated and the risks should be appropriately managed.

8 **Conclusion**

- 8.1 The proposed development is acceptable in principle, is appropriate in terms of design and its impact on the character of the area, noise and disturbance, parking/vehicle movement and would have a limited and acceptable impact on the neighbouring and commercial properties. On this basis it is recommended for approval.
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9 **RECOMMENDATION:**

That the Head of Place be authorised to **GRANT PERMISSION** for application APP/23/01062 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:

Site Location Plan - P1
Proposed Elevations - P3
Proposed Site and Floor Plans - P315-P2E
Delivery Management Plan - P315
Swept Path Analysis Sheet 1 of 4 - drawing
332611463-STN-HGN-XX-DR-C-0100 REV P02
Swept Path Analysis Sheet 2 of 4 - drawing
332611463-STN-HGN-XX-DR-C-0101 REV P02
Swept Path Analysis Sheet 3 of 4 - drawing
332611463-STN-HGN-XX-DR-C-0102 REV P02
Swept Path Analysis Sheet 4 of 4 - drawing
332611463-STN-HGN-XX-DR-C-0103 REV P02

Reason: To ensure provision of a satisfactory development.

- 3 The external materials used shall be as indicated on the submitted forms and hereby approved plans, or shall match, in type, colour and texture, those of the existing building so far as practicable.

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

- 4 At all times during which the unit hereby approved is used for Class B2 purposes, car and cycle parking provision for the Unit in such use shall be in accordance with the layout and details shown on the following approved drawings:

Proposed Site Plan, Floor Plans - P315-P2E
Swept Path Analysis Sheet 1 of 4 - P02
Swept Path Analysis Sheet 2 of 4 - P02
Swept Path Analysis Sheet 3 of 4 - P02
Swept Path Analysis Sheet 4 of 4 - P02

Reason: In the interests of highway safety and having due regard to Policy DM14 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

- 5 The development hereby approved shall be implemented in accordance with the approved Delivery Management Plan dated 29 April 2024 with all delivery management measures maintained following first use of the industrial unit 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 DM14 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

- 6 The open quarantine area hereby approved shall be readily available for the parking of a vehicle if not in use as a quarantine.

Reason: In the interests of highway safety and having due regard to Policy DM14 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.