

West:

To the west are a variety of commercial business premises fronting Southmoor Lane and Brookside Road. Further West is Budds Farm sewerage works.

North:

To the north of the site runs footpath 50 with the A27 west bound slipway from the Langstone roundabout and the A27 dual carriageway beyond. Footpath 51 runs north from the northeast corner of the site towards Havant Town Centre, Solent Road and Havant bus and train stations.

East:

To the east of the site is footpath 51 and the Langbrook River there are also trees to the south-east part of the site boundary. Beyond these features are a Premier Inn and the Langbrook Public House/Restaurant to the north-east of the application site. To the southern part of the eastern side of the site are residential properties in Brookmead Way.

2 Planning History

- 2.1 The application site has been subject to numerous planning and advertisement consent applications, the more significant/relevant applications are listed below:

92/50238/022 - Single storey extension to Building 24, undercroft area enlarged fire exit lobby/link from Building 26, new fascade to night security entrance, PERM,07/09/1992

92/50238/024 - Variation of condition 2 of P.P.18838/82 for 2,000000sq.f of industrial/office floor space to extend time period for submission of reserved matters from 6 to 8 years., PERM,15/10/1992

93/50238/031 - Construction of new building for class B1 (business) use together with parking and service areas, access roads and landscaping(site area 3.32 hectares) , PERM,05/08/1994

94/50238/038 - Infill of building 25 undercroft area to provide additional floorspace, PERM,18/01/1995

94/50238/041 - Extension of existing car park (South) to provide approx. 250 replacement spaces, PERM,16/02/1995

96/50238/061 - Creation of new ditch and culverts for the purposes of diverting the existing water courses, including the construction of a new footbridge along the line of the existing footpath (No.49), PERM,06/11/1997

95/50238/044 - Extension of existing car park to provide approximately 216 new spaces., PERM,11/05/1995

95/50238/049 - Extension of existing car park (south) to provide 77 new spaces., ,05/09/1996

00/50238/068 - 1) Demolition of buildings (21 and part 24) on A27 frontage and redevelopment with DIY Retail Store (11,288 sq.m), Garden Centre (2,787 sq.m) External Trade Area (1,858 sq.m) and car parking (640 spaces), with vehicular access to Langstone Road (A3023) and Brookside Road (incorporating revised junction layout arrangements), new cycleway and landscaping. 2) Erection of 2 No. B1 Production Units (9, 290 sq.m) in south west corner with service access road, 310 parking spaces and landscaping. 3) Demolition of building (16) and revised parking layout for remainder of site including landscaping. 4) Demolition of 4 dwellings (39a, 39b, 43 and 47 Brookside Road) (Re-Consultation), REF, 16/07/2001

02/50238/076 - Demolition of four dwelling houses. New access road layout, including formation of new roundabout with Brookside Road and construction of car park adjacent to northern boundary with A27. PER, 21/01/2003

APP/10/00272 - Demolition of existing steel clad building and two portacabins to make way for a single storey timber framed building to house a 52 place nursery school., PERM, 10/09/2010

APP/11/01297 - Variation of Condition No. 3 of Planning Permission APP/10/00272 relating to extending the childcare facilities to non LTP employees (using the access via the western access road)., PERM, 05/12/2011

APP/11/01298 - Installation of 4No. roof mounted cooling units and chiller plant; extension at ground floor (level 1) to provide room for 2No. stand-by generators with attenuating exhaust baffles and louvred roof top air intake housing., PERM, 04/10/2011

APP/14/00631 - Variation of Condition 1 of Planning Permission APP/11/01297 (which varied condition 3 of original Planning Permission APP/10/00272) to remove restriction on catchment area., PERM, 17/10/2014

APP/15/00484 - Change of use from store to gym facility., PERM, 09/07/2015

APP/15/01225 - Installation of 2No. roof mounted condenser units and associated chiller pipe work to support 2No. additional internal computer room air conditioning units., PERM, 11/12/2015

APP/18/00018 - Change of use of site to Class B2 (engineering workshop with associated offices)., PERM, 05/02/2018

GEN/19/00354 - EIA Screening Opinion - Erection of new industrial units and rationalisation of south car park, demolition of part of the northernmost building with new elevation on the remaining part of the building, new screen on adjacent building and extension to existing car park.- Not EIA development 29/05/19

APP/19/00297 - Proposed alteration to the existing east facing elevation to accommodate a new entrance threshold and associated external works., PERM, 13/06/2019

GEN/19/00681 - Notification of application for listed building status, 19/08/2019
Officer Comment: This request in relation to Building 6000 has been considered by English Heritage who confirmed on the 3rd February 2020 the following:
We have taken into account all the representations made and completed our assessment of the building. Having considered our recommendation, the Secretary of State for Digital, Culture, Media and Sport has decided not to add the former IBM Building 6000, Langstone Technology Park, Havant to the List of Buildings of Special Architectural or Historic Interest.
Building 6000 is not therefore a Listed Building.

APP/19/00703 - Part-demolition of Building 1000 and associated works; the erection of new flexible use industrial units; and a new parking layout with associated works to layout and access and felling of two trees subject to a Tree Preservation Order (Norway Maples).(22.07.20). Request to discharge conditions 3,4,5 & 6 (02.11.20).
PERM 22/07/20

This is the application that is sought to be amended by the current planning application.

APP/19/00806 - Variation of Condition 2 of Planning Permission APP/19/00296 (Erection of a new building entrance structure, reception/lobby refurbishment and associated hard and soft landscaping works) to amend approved plans.,
PERM,09/10/2019

APP/21/00134 - Application for non material change to Planning Permission APP/19/00703 relating to change to approved plans and amendment to proposed elevations. REF 18/03/21

APP/21/00517 - Display of 4No. non-illuminated totem signs; 2No. non-illuminated marketing board signs; 1No. illuminated wall mounted sign. - Current Application

2.2 Applications for commercial development to the east of the site:

APP/14/01300 - Erection of four storey hotel (including restaurant for hotel guests only) with associated car parking and landscaping; and air conditioning units in compounds, with access from the private access road to Langstone Technology Park.,

PERM,26/05/2015

APP/15/00586 - Discharge of Condition No/s 5, 6, 7, 10, 12, 13, 14, 15, 16 and 18 of Planning Permission APP/14/01300., PERM,20/08/2015

APP/15/01266 - Erection of four storey hotel (including restaurant for hotel guests only) with associated car parking and landscaping; and air conditioning units in compounds, with access from the private access road to Langstone Technology Park. Request to Discharge Condition 19 of Planning Permission APP/14/01300 (04.11.15).,

PERM,20/01/2016

- 2.3 In addition to the above planning history the following S52 Agreement has been considered in relation to this development:

A S52 Agreement dated the 9th November 1982 included the following provisions:

1. The measures referred to in clause 2 above shall be such as to ensure that between the hours of 7.15am and 9am not more than 250 employees vehicles per hour enter the access to the IBM Havant Plant from the southbound carriageway of Langstone Road and shall include without prejudice to the generality of the foregoing the issuing at any one time to not more than 500 employees of distinguishing stickers indicating that such employees are permitted to enter the access to the IBM plant from the southbound carriageway of Langstone Road.

2. Only employees whose motor vehicles bear in a conspicuous position (which shall in the case of a four wheeled vehicle be the windscreen) the sticker referred to above shall be permitted to enter the IBM Havant Plant from the south bound carriageway of Langstone Road in a vehicle between the hours of 7.15 am and 9am and IBM shall maintain at its own expense such regulatory personnel as may be necessary to enforce this requirement.

3 Proposal

- 3.1 Variation of Conditions 2, 3, 8, 9, 18, 19, 22 and 25 of Planning Permission APP/19/00703 relating to the erection of the flexible use industrial units in the south-western corner of the site (Phase 1).

- 3.2 In relation to the conditions proposed to be varied these are as follows:

Condition 2

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

Plans

Site Location Plan Drawing No.0100 Rev C
Site Plan Drawing No. 0110 Rev F
Site Plan with Footpaths Drawing No. 0111 Rev A
Proposed Layout Plan Opt 02 Drawing No.0152 Rev N
Car Park Layouts Sheet 1 Drawing No. 0155 Rev E
Car Park Layouts Sheet 2 Drawing No. 0156 Rev E
Parking Access and Management Drawing No. 0158 Rev A
Proposed Ground Floor Plan (B1000) Drawing No. 4046A 200 Rev F
Units 01-05 Floor Plans Drawing No. 4046C 0200 Rev D
Units 01-05 Elevations and Typical Section Drawing No. 0205 Rev E
Units 06-09 Floor Plans Drawing No. 0210 Rev F
Units 06-09 Roof Plan Drawing No. 0211 Rev E
Units 06-09 Elevations and Typical Section Drawing No. 0215 Rev D
Units 10-12 Floor Plans Drawing No. 0220 Rev F
Units 10-12 Roof Plan Drawing No. 0221 Rev D
Units 10-12 Elevations and Typical Section Drawing No. 0225 Rev D
Sit Section and Elevation Analysis Drawing No. 0230
Proposed Elevations Drawing No. 300 Rev A
Drainage Strategy General Arrangement Sheet 1 of 2 Drawing No. 4400 Rev P1
Drainage Strategy General Arrangement Sheet 2 of 2 Drawing No. 4401 Rev P1

Summary of Existing Surface Water Drainage for Proposed Development Areas
Drawing No. 4600 Rev P1
100 Year Modelled Flood Levels – Created 16 September 2019
Indicative Drainage Details Sheet 1 of 2 Drawing No. 400410 Rev P1
Indicative Drainage Details Sheet 2 of 2 Drawing No. 400411 Rev P1

Documents

Design and Access Statement July 2019
Design and Access Statement Addendum October 2019
Planning Statement Ref 18-02501 dated 5 July 2019
Transport Assessment 20428-04c 3rd July 2019
Framework Travel Plan SKP/20428-05e Framework TP 11th December 2019
Response to Consultees on transport and highways matters 23rd October 2019
RJM/20428-06e Response
Further Response to Hampshire County Council re Highways Matters 20428-07b 4th March 2020
Non Technical Summary (Highways) 20428-08a 7th April 2020
Phase 1 Habitat and Species Survey Project No P3133 Rev 01 28th June 2019
Bat Emergence Survey Report Project No.: P3133 28th June 2019
Biodiversity Enhancement Plan Project No: P3133 Rev 1 dated 22nd October 2019
Heritage Impact Assessment Ref: edp5537_r002b June 2019
Preliminary Geo-Environmental Risk Assessment Project No. 19-0687.01 Issue No. 2 July 2019
Flood Risk Assessment and SUDS Strategy Ref 8/1982 Rev C 2nd July 2019
Drainage and Flood Risk Assessment Parts 2, 3 and 4
Clancy Consulting Letter Ref. 8/1982/LLFA dated 23rd September 2019
Clancy Consulting Letter Ref. 9/1982/FLOOD2 dated 7th October 2019
Clancy Consulting Letter Ref. 8/1982/FLOOD dated 29th August 2019
Calculation Package and Design Philosophy for Drainage Ref: 8/1982 Rev B 25th October 2019
Manhole Schedule Area 1 Drawing No. 4415 Rev P1
Manhole Schedule Area 2 Drawing No. 4416 Rev P1
Manhole Schedule Area 3 Drawing No. 4417 Rev P1
Manhole Schedule Area 4 Drawing No. 4418 Rev P1
BREEAM Pre-assessment (New Industrial) Ref: 5549-CBC-RGV-RP-Z-001-P02 Rev 2 26th June 2019
BREEAM Pre-Assessment (Building B1000) Ref: 5548-CBC-RGV-RP-Z-002-P02 Rev. 2 26th June 2019
BREEAM Rating Doc Ref. 5549 Design note – BREEAM rating Rev 2 23rd October 2019
Air Quality Assessment Ref AQ107578R1 October 2019
Acoustic Report – Preliminary Planning Compliance Review Report 18980.PPCR.01 Rev D
Arboricultural Method Statement Ref. 1087.bjh.Sept19
Tree Removal Note 2nd August 2019
Tree Protection Plans
Tree Constraints Plans
Rapleys Letter Ref HJOA/18-02501 (Parking/Access and Protected Trees etc) 19th December 2019

The Following were considered in relation to the application:

Industrial Park Signboard Drawing No. SK (Signage likely to require Advertisement Consent)

Artistic Impression Drawing No. 301

Marketing Strategy Report Area 1, 2 and 3 Building 1000 Ref.ANH/cec

Reason: - To ensure provision of a satisfactory development.

Condition 3

No development shall take place until plans and particulars setting out a phased programme for implementation of the development have been submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried out in accordance with the approved phasing programme unless an alternative is first agreed in writing with the Local Planning Authority.

Reason: To ensure adequate parking is provided on site in advance of the first use of the proposed new flexible use industrial units and that adequate foul drainage capacity is available having due regard to policies CS15 and DM14 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

Condition 8

The development hereby permitted shall be carried out in accordance with the Biodiversity Enhancement Plan (The Ecology Co-op, October 2019). In addition, prior to the commencement of developing the new industrial units full details of the translocation of the species-rich grassland containing orchid species and the long term management and maintenance of the translocation area shall be submitted to and approved in writing by the Local Planning. The translocation shall take place in accordance with timing provisions as may be approved as part of the details. The translocation process itself and subsequent management and maintenance of the translocation site shall thereafter take place in accordance with the approved management and maintenance details. The details of the translocation area and its management and maintenance shall also be shown on the detailed landscaping plan required in accordance with condition No.13.

Reason: In the interests of biodiversity and the protection of habitat having due regard to policies CS11 and DM8 of the Havant Borough Local Plan (Core Strategy) 2011 the Wildlife and Countryside Act 1981 (as amended) and the National Planning Policy Framework.

Condition 9

Prior to the commencement of any specific phase of development approved by this planning permission (other than demolition, site clearance, or any 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 relevant part of 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 may comprise separate reports as appropriate, but shall be undertaken by competent persons and unless specifically excluded in writing by the Local Planning Authority, shall include;

- 1) An intrusive site investigation based on the proposals outlined within the Preliminary Geo-Environmental Risk Assessment Re'-19-0687.01 (section 6.0); 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, and;
- 3) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out any Remediation Strategy required under (2) are complete, identifying any requirements for longer-term monitoring of pollutant linkages, maintenance of engineered mitigation measures, and arrangements for contingency action.

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

Reason: Having due regard to policies CS11 and DM10 of the Havant Borough Adopted Core Strategy (2011) and DM17 of the Havant Borough Local Plan (Allocations) (2014) and the National Planning Framework, Contamination may be present at the site as a result of previous land uses (& / or activities) on site and in the vicinity, that could pose a risk groundwater & local surface waters (ecology), to the proposed buildings, and future occupiers of the site.

Condition 18

The new industrial units shall not be brought into use unless and until signage to direct HGV movements as depicted on DTA drawing 20428-05 HGV Routing restrictions has been erected in accordance with the details shown. The signage shall thereafter be retained and maintained unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that HGV movements are directed to limit access from Langstone Road in the interests of traffic flow and highway safety having due regard to policies CS20 and DM12 of the Havant Borough Local Plan (Core Strategy) and the National Planning Policy Framework.

Condition 19

Each phase of the development hereby permitted shall not be brought into use unless and until details of cycle storage, in the quantum and position illustrated on drawings 4046C-0110_F and 4046A-200_F, with the exception of those shown for unit 12 are submitted to and approved in writing by the Local Planning Authority. In relation to unit 12, details of 12 long stay and 5 short stay cycle parking spaces shall be submitted to and approved in writing by the Local Planning Authority. The approved cycle parking provision shall thereafter be provided prior to the relevant phase of the development being brought into use and thereafter maintained in accordance with the approved details.

Reason: To ensure the provision of sustainable transport options and having due regard to policy DM14 of the Havant Borough Local Plan (Core Strategy) 2011

Havant Borough Parking Standards SPD 2016 (as amended) and the National Planning Policy Framework.

Condition 22

The car parking, servicing and other vehicular access arrangements shown on the approved plans to serve the development hereby permitted shall be made fully available for use prior to the new industrial units being first brought into use and shall be retained thereafter for their intended purpose, unless alternative arrangements are approved by the local planning authority in the context of a phasing plan pursuant to condition 3.

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.

Condition 25

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 new industrial buildings hereby permitted shall only be used as flexible B1(c), B2 and B8 uses; and for no other purposes within the Use Classes Order 1987 (as amended).

Reason: To accord with the terms of the application in the interests of amenity and having due regard to Policies CS16 and DM10 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

4 Policy Considerations

National Planning Policy Framework

Havant Borough Council Borough Design Guide SPD December 2011

Havant Borough Council Parking SPD July 2016

Havant Borough Local Plan (Core Strategy) March 2011

CS11	(Protecting and Enhancing the Special Environment and Heritage of Havant Borough)
CS14	(Efficient Use of Resources)
CS15	(Flood and Coastal Erosion)
CS16	(High Quality Design)
CS17	(Concentration and Distribution of Development within the Urban Areas)
CS19	(Effective Provision of Infrastructure)
CS2	(Employment)
CS20	(Transport and Access Strategy)
CS21	(Developer Requirements)
CS8	(Community Safety)
DM10	(Pollution)
DM11	(Planning for More Sustainable Travel)
DM12	(Mitigating the Impacts of Travel)
DM14	(Car and Cycle Parking on Development (excluding residential))
DM8	(Conservation, Protection and Enhancement of Existing Natural Features)

Havant Borough Local Plan (Allocations) July 2014

DM17	(Contaminated Land)
DM20	(Historic Assets)

AL1	(Presumption in Favour of Sustainable Development)
DM18	(Protecting New Development from Pollution)
AL2	(Urban Area Boundaries and Undeveloped Gaps between Settlements)

Submission Version Havant Local Plan

E22	(Amenity and pollution)
DR1	(Delivery of Sustainable Development)
IN1	(Effective provision of infrastructure)
E1*	(High quality design)
E3	(Landscape and settlement boundaries)
KP6	(Langstone Technology Park)
E12	(Low carbon design)
C1*	(Protection of existing employment sites)
IN3	(Transport and parking in new development)

Emsworth Neighbourhood Plan Post Examination Version 2020

Listed Building Grade: Not applicable.

Conservation Area: Not applicable.

5 Statutory and Non Statutory Consultations

Arboriculturalist, Havant Borough Council

Further Comments

I have looked over the revised proposals and I have no objection providing the arboricultural method statement and tree protection plan is strictly followed. The condition regarding the replacement of the two Norway Maples will need to still apply. The trees are now numbered T51 and T52 on this revised report.

Original Comments

In order to make an informed decision the Arboricultural Report and Tree Protection Plan will need to be updated and submitted before I can comment further.

Building Control

No comments received

Community Infrastructure, Planning Policy & Urban Design

No comments received

Conservation Officer

No comments received

Councillor D Guest - St Faith's

No comments received

Councillor J Branson - St Faiths

No comments received

Councillor T Pike - St Faith's

No comments received

Countryside Access Team, HCC, Countryside Access Team, Countryside Service
No comments received

County Archaeologist

Thank you for your consultation. I have no further comments regarding this application.

County Ecologist

Final Comments:

My previous comments for this application refer to Phlorum's Biodiversity Enhancement Plan (response to APP/21/00405 VoC dated 8 June 2021) and then the Ecology Co-op report (response to APP/21/00405 VoC dated 6 July 2021). In both responses I stated that the information submitted was satisfactory and that it was the implementation of the submitted details that was key. This will obviously be realised once development commences and the translocation occurs.

In summary, whilst I have not previously reviewed the Translocation report I can confirm that the details it contains are satisfactory.

Further Comments:

The application is accompanied by a letter report on grassland translocation (The Ecology Co-op, June 2021). This provides details of the favoured translocation areas and the methods for translocation. The submitted details are, like the other recently-submitted report, sufficient. The key issue is to ensure that these measures are implemented as described. This is especially important for the proposed grassland management it is essential that, following translocation, the areas of species-rich turf are managed appropriately year-on-year.

Original Comments

The application is accompanied by a Biodiversity Enhancement Report (Phlorum, March 2021). This is in essence in accordance with the previously submitted Biodiversity Enhancement Plan (The Ecology Co-op, October 2019) and condition 8 has not been subject to any material variation. The report includes measures to transplant an area of species-rich grassland (containing orchid species) within the site, and includes details (number, type, location) of various bird and bat boxes. Also included are details of proposed tree planting and aftercare.

The submitted details are, as previously, sufficient. The key issue is to ensure that these enhancement measures are implemented as described. This is especially important for the proposed grassland translocation – it is essential that, following translocation, the two areas of species-rich turf are managed appropriately year-on-year.

Highways England

Highways England has been appointed by the Secretary of State for Transport as strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the strategic road network (SRN). The SRN is a critical national asset and as such Highways England works to ensure that it operates and is managed in the public interest, both in respect of current activities and needs as well as in providing effective stewardship of its long-term operation and integrity.

In the case of this development proposal, our interest is in the A27.

Having reviewed the application we do not offer an objection to the proposal. However, we do request that where practicable the construction trips are minimised during the busy weekday peak hours to reduce any potential impact that they could have on the highway network.

Southern Water

Southern Water have following comments for variation of conditions 02 and 03 submitted by the applicant.

The submitted revised drainage strategy indicates surface water from Area 1 will utilise the existing connections to the public surface water sewer. Surface water may be discharged to the existing sewer, provided the rate of discharge to sewer is no greater than existing contributing flows.

Surface water from Area 2 will utilise the existing connections towards Penner Road. However, the final discharge point to public sewer has not been indicated in the submitted layout and should be confirmed by the applicant. The strategy indicates limiting surface water flow to existing contributing flows. Surface water may be discharged to the existing sewer, provided the rate of discharge to sewer is no greater than existing contributing flows.

Surface water from Area 3 is being discharged to a river East of the site, the council's technical staff and the Environment Agency should comment on the adequacy of the proposals to discharge surface water to the local watercourse.

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

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

Economic Development

The proposed development will provide employment space and new premises for business growth. This development would follow the Havant core strategy focus on providing new employment to the borough. This is in line with Policy CS1 of the Core Strategy.

The Economic Development Office therefore considers that the proposal still supports Local Plan Policies in so far as it provides for local employment and provides new sites for business growth. This growth will support the borough's local economy on a business and tourist level.

The changes of conditions in our view, do not have bearing over the main interest in this development as it still provides high quality, modern employment space for business growth and new jobs for the borough and its residents.

As stated in our previous comment on this proposal, given the scale of the development, the Economic Development office seeks that the applicant enters a Local Employment & Training Agreement to increase apprenticeship jobs, promote career opportunities and secure jobs for local residents to contribute towards a reduction in out commuting. This comprises the following mitigation measures:

- An agreement to assist in the placement of the apprentices and unemployed from the local area into jobs during occupation phase.

Negotiation of obligations including; direct labour agreements, training, work experience/ placements and apprenticeships to be implemented before completion of the development.

The proposed development presents an opportunity to build and enhance the skills of the local workforce by providing training and employment opportunities for local residents during the occupation phase.

The Submitted Havant Local Plan 2036 sets out in Policy DR2 the council's view on boosting local skill levels and community integration. It states that 'significant new residential and commercial development will be expected to support local people in accessing employment and skills training'.

Also, by providing for local employment and skills needs the proposal would advance the NPPF, in particular paragraph 80 which seeks to enable each area to build on its strengths, counter any weaknesses and address the challenges of the future.

This development will provide employment to the borough. The Economic Development Office therefore considers that the proposal supports Local Plan Policies CS2 and CS3 and the National Planning Policy Framework Paragraph 80 in so far as it provides for local employment. The office also recognises the need for a Local Employment & Training Agreement as stated within Havant Borough Council's local plan.

Engineering Services, Havant Council

No comments received

Environment Agency

Environment Agency position

We have **no objection** to this variation of conditions application (Phase 1).

Environmental Permit Planning permission does not remove the requirement for an Environmental Permit. The Environmental Permitting (England and Wales) Regulations 2016 require a permit to be obtained for any activities which will take place:

- on or within 8 metres of a main river (16 metres if tidal)
- on or within 8 metres of a flood defence structure or culvert (16 metres if tidal)
- on or within 16 metres of a sea defence
- involving quarrying or excavation within 16 metres of any main river, flood defence (including a remote defence) or culvert
- in a floodplain more than 8 metres from the river bank, culvert or flood defence structure (16 metres if it's a tidal main river) and you don't already have planning permission.

For further guidance please visit

<https://www.gov.uk/guidance/flood-risk-activities-environmental-permits> or contact our National Customer Contact Centre on 03702 422 549. The applicant should not assume that a permit will automatically be forthcoming once planning permission has been granted, and we advise them to consult with us at the earliest opportunity.

Environmental Health

Original Comments

Observations / Comments:

Contamination Assessment

The applicant has submitted an intrusive geo-environmental appraisal report (ref: 10/1425/001, Oct 2019) with the current s73 application for amending planning conditions.

I have not reviewed the appraisal report at this time, as the application does not seek to amend either of the relevant planning conditions (APP/19/00703 c.9 & c.10), and as I would agree that the proposals do not affect the risk profile of the site. The submitted documents will be reviewed at the time that the applicant seeks discharge of c.9.

Transport Assessment; Air Quality

The transport assessment indicates that the overall transport demand associated with the development will be marginally reduced, and that the concentration of demand around traditional transport demand peaks will not be significantly affected (i.e. peak demand is reduced in line with overall demand reductions).

Both Cycle parking & Vehicle Parking is stated to be in line with Supplementary planning guidance. Whilst the SPD does not include a standard for the new classification E g) iii), provision is in line with B2/B1 a) & c) – which I would accept to be an appropriate equivalent.

EV charging provision is to remain at 5% of spaces, increasing in line with the elevated parking quantum (relative to 19/00703) from 24 to 28.

It is accepted that the provision of additional parking spaces would not materially affect the transport demand estimate, which would be generated on the basis of use-class floorspace for comparable businesses.

The previous transport assessment (which underpins the air quality assessment) was accepted previously, subject to the respective highways authorities. As the revised assessment simply reduces the development impact in line with the reduced floorspace, a material objection would not be justified.

The Air Quality technical note reflects the transport assessment, as would be expected. No material objections arise.

Development Scheme; Air Quality

The scheme provides some sustainability enhancements – an increased quantum of roof mounted PV solar provision, and increased planting within the landscaping scheme. Taken together with the reduction in transport demand (relative to the 19/00703 consent, not necessarily to current demand), the changes are agreed to be net-positive in Air Quality terms (again, relative to the 19/00703 consent).

Environmental Health had previously agreed that the 19/00703 development could be supported on the basis of the supporting documentation submitted, including the air quality assessment, BREEAM assessment and scheme details (inclusive of access and servicing arrangements)

Condition 18; Signage to Direct HGV Movements

I have not identified Motion Drawing Ref 201 0053-01 in submission pack, and I note that it is not listed on 'list of attachments' document. However, I do note that the car park layout & site plans do not indicate any material changes that are likely to affect the balance of site-access point usage (between E & W accesses). I am comfortable assuming that the details are likely to be acceptable, but from a procedural perspective, the planning service should be satisfied that the drawing referenced is contained within the supporting documents.

Development Scheme; SuDS

The FRA & Drainage strategy (section 7, summary) indicates that a proprietary oil interceptor is to be provided for each car parking area. This addresses concerns raised about the previously proposed pollution control equipment being placed downstream of the hydrobrake unit, and represents a pollution control enhancement.

A detailed layout plan has not been provided with the current application, however I note that the applicant is not seeking to amend 19/00703 c.7, which requires this prior to commencement of development. No objections arise.

Summary

No objection to proposals.

Hampshire Constabulary

No comments received

Hampshire County Council, County Minerals, Planning and Development

No comments received

Hampshire Fire and Rescue Service, Business Fire Safety

Description of Works:

HIWFRS understands that the project involves variation of Conditions 2, 3, 8, 18, 19, 22 and 25 of Planning Permissions APP/19/00703 relating to the erection of the flexible use industrial units in the south-western corner of the site (Phase 1).

I confirm that Hampshire & IOW Fire and Rescue Service (HIWFRS) has received your application, dated 06 May 2021. The inspector named above has considered the information provided and has made the following comments:

Building Regulations: Access for Firefighting

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

Hampshire Act 1983 Section 12 – Access for Fire Service

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

Fire and Rescue Services Act 2004

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

Access for High-reach Appliances

High reach appliances currently operated by the HIWFRS 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 & IOW Fire and Rescue Headquarters, Leigh Road, Eastleigh, SO50 9SJ (risk.information@hantsfire.gov.uk) to discuss your proposals.

Fire Protection

HIWFRS 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.

HIWFRS 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

HIWFRS 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.

Firefighting 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:

<https://tff.co.uk/download/16-steps-fire-safety-timber-frame-construction-sites/>

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 | 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.

Langstone Harbour Board

The Board's Planning Sub Committee has considered this application and has **no objections** to the proposals.

County Highways

The applicant is seeking to vary the planning permission granted under planning reference APP/19/00703 (to which the Highway Authority raised no objection, subject to S106 obligations and conditions) to reconfigure the agreed floorspace usage.

A Transport Statement (TS) has been submitted to address the transport implications associated with the proposed reconfiguration. Following a review of this document, the Highway Authority wish to make the following comments.

Development Proposals

Planning permission was previously granted for the following:

- ☐ The part demolition of Building 1000;
- ☐ The erection of new flexible industrial units totalling 12,575m²; and
- ☐ A new parking layout with associated works to access.

The revised planning application seeks to reduce the total area of the new flexible industrial units to 11,290m² which also features changes to the car parking layout.

In accordance with the permitted development, access will still be taken from Brockhampton Road which is considered acceptable. Pedestrian and cycle access to the site, along with the contribution payment towards the upgrade of Footpath 51, will remain unchanged the previous permission.

Parking

In their capacity as local parking authority, Havant Borough Council should determine whether the amended quantum of parking meets adopted parking standards.

Traffic Impact

To assess the trip generation associated with the proposed development, the trip rates utilised within the Transport Assessment associated with the permitted development have been utilised which is considered an acceptable approach.

Taking account of the revised scheme by comparing the proposed development trips to those agreed as part of the permitted development, a reduction of 4 trips in the AM peak hour and 3 trips in the PM peak hour are proposed. It is therefore agreed that the development proposals would result in a marginal reduction in trips when compared to the permitted development.

Recommendation

The TS has demonstrated that the revised proposals at Langstone Technology Park would not result in a severe impact on the local highway network, subject to the measures agreed and secured under planning reference APP/19/00703.

The Highway Authority therefore recommend no reason for refusal, subject to the following:

S106 Obligations

- Payment of the £67,500 contribution towards the upgrade of Footpath 51 prior to commencement of development;
- Provision of appropriate signage to tie the upgrade Footpath 51 to the existing shared use facilities on Langstone Road with details of the signage requirements to be agreed prior to occupation;
- Payment of the £25,000 contribution towards the bus infrastructure upgrade prior to occupation of development;
- Langstone Road right turn lane works and additional signage at the roundabout to be implemented prior to occupation of development;
- Payment (by developer) of HCC fees in respect of approval (£1,500) and monitoring (£15,000) of the Framework Travel Plan prior to occupation; and
- Provision of a bond, or other form of financial surety, in respect of measures within the Travel Plan prior to occupation.

Conditions

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

Reason:

In the interest of highway safety

- No development hereby permitted shall be occupied until a Management Plan for the proposed traffic barriers within the site has been submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented before any part of the development hereby permitted is occupied and retained in perpetuity.

Reason:

In the interests of highway safety and operation.

Property Team HBC

Havant Borough Council has no legal interest in this land and property and as such has no comments to make in respect of the proposal.

HSE - Hazardous Substances Consent

HSE is a statutory consultee for certain developments within the consultation distance (CD) of major hazard sites and major accident hazard pipelines, and has provided planning authorities with access to HSEs Planning Advice WebApp

<https://pa.hsl.gov.uk>

I should therefore be grateful if you would arrange for HSEs Planning Advice WebApp to be used to consult HSE for advice on this application.

Landscape Team, Havant Borough Council

From a landscape perspective we have no objections to the variation to conditions 2, 3, 8, 18, 19, 22 and 25. However the Berm re-profiling will result in the loss of existing trees which we would like to see replaced.

Local Lead Flood Authority Hampshire County Council

The information on the planning website does significantly change the way that surface water will be managed when you compare it with the previously submitted.

Therefore, we have no comments to make for the variation of conditions 2, 3, 8, 18, 19, 22 and 25 of Planning Permission APP/19/00703 relating to the erection of the flexible use industrial units in the south-western corner of the site (Phase 1).

Mott Macdonald, Department of Transport, Trunk Roads and Motorways

No comments received

Natural England

SUMMARY OF NATURAL ENGLAND'S ADVICE

NO OBJECTION

Based on the plans submitted, Natural England considers that the proposed development will not have significant adverse impacts on the Chichester and Langstone Harbours SPA and Ramsar sites, the Solent Maritime SAC or the Langstone Harbour SSSI and has no objection.

Natural England's advice on other natural environment issues is set out below.

Protected Sites

The application site is within 400m of the Chichester and Langstone Harbours SPA and Ramsar and Langstone Harbour SSSI, and within 700m of the Solent Maritime SAC. Due to the distance of the site from the sensitive habitats, the type of development proposal and the existing surrounding development acting as a noise and visual buffer, it is Natural England's opinion that the proposal is not likely to have a significant impact on the protected sites and associated species and therefore we have no objection to the proposal in regards to this aspect.

Biodiversity Mitigation and Enhancement

We note that an updated Biodiversity Mitigation and Enhancement Plan (BMEP) by Phlorum, dated March 2021, has been prepared in support of this application for variation of conditions.

The submission of an approved BMEP will help ensure your authority meets the requirements of Section 40 of the Natural Environment and Rural Communities 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'. Section 40(3) also states that 'conserving biodiversity includes, in relation to a living organism or type of habitat, restoring or enhancing a population or habitat'. Biodiversity 2020: A strategy for England's wildlife and ecosystem services and Making Space for Nature (2010) also provide strong drivers for the inclusion of biodiversity enhancements through the planning process.

Please note that provided the Council's Ecologist is satisfied with the submitted biodiversity mitigation and enhancement measures and the measures are secured by any permission then no further consultation with Natural England on this aspect of the proposal is required.

Further general advice on consideration of protected species and other natural environment issues is provided at Annex A.

Open Space Society

No comments received

Planning Policy, PPUD

I have had an initial look at this, and the main changes seem to be a reconfiguration/re-orientation of the proposed new industrial units, with a slightly reduced employment floorspace figure.

I'm not sure a response is needed. The allocation generally supports the proposals, and we are proposing a change to the Inspectors (**Officer Comment:** Local Plan update) to provide additional flexibility

Property Services Manager, Corporate Group

Havant Borough Council has no legal interest in this land and property and as such has no comments to make in respect of the proposal.

Ramblers Association, South East Hants Group

No comments received

SEEDA, Planning Applications

No comments received

South Eastern Hampshire Clinical Commissioning Group, CommCen Building

No comments received

Southern Electric plc, Network Investment Team

No comments received

Traffic Management, East Hampshire District Council

The Traffic Team have no adverse comment to make.

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: 113

Number of site notices: 2

Statutory advertisement: 14/05/2021

Number of representations received: 4

Comment	Officer Comment
I do not object to the development, however I feel this an opportunity to address the issue of light pollution. The residents of Brookmead Way and Langbrook Close back onto the site and suffer from the extremely intrusive lighting of the site during the winter months. There is also a large amount of light pollution. The lights need to be more eco friendly.	See Part 7
The reduction of the berm by the river (section A-A) and removal of trees for what appears a small number of extra car parking spaces in my opinion are not required especially as overall floor area is reducing. The disruption, cost and impact to the natural environment out ways this possible benefit in spaces. What will happen to the current footpath by the river and the impact of this during the work? I would request no unsociable hours of working near residents properties and this would include weekends. HGV and large vehicles should not access the site via Langstone Road entrance at any time especially out of hours and weekends. There is no mention of the flood lighting over the car park. The current flood lighting in the car park outside building 7000 accessed from Langstone Road are very disruptive and invasive on my property as some are angled directly on the back of my property. I would request the applicants consider re-directing these lights as a courtesy to their local resident and do not add any more. Generally I have no issues with the planning purpose of new flexible use buildings, however, I would hope the planning department and applicants consider the above (especially the flood lights currently impacting my home as working with their local residents should be high on the agenda)	

Development work is currently planned at Langstone Technology Park for new buildings (APP/21/00405). Residents who back onto the Technology Park in Brookmead Way and Langbrook Close feel the car park lights are too bright all night. Can the Council work with the Technology Park owners on this current development and all future developments to reduce the light pollution. It would be even better if the Technology Park owners could upgrade all their current car park lighting to reduce light pollution. The lights could be dimmed, be on timers, be movement sensitive. Any such action would also reduce the energy consumed and help us achieve a carbon neutral environment. New lights could even be fitted with solar panels. I feel the Council need to require the current planned development to install the most eco friendly lights available. The standard you set for this first development will set the standard for all future developments on the site.	
Having examined the submitted documents I confirm the Langstone Residents' Association has no comment or objection to the revised scheme.	Noted

7 **Planning Considerations**

- 7.1 Section 73 of the Town and Country Planning Act 1990 allows for applications seeking to amend planning conditions including seeking minor material amendments. Permission granted under section 73 takes effect as a new, independent permission to carry out the same development as previously permitted subject to new or amended conditions. The new permission sits alongside the original permission, which remains intact and unamended. It is open to the applicant to decide whether to implement the new permission or the one originally granted.
- 7.2 Government guidance states that *There is no statutory definition of a 'minor material amendment' but it is likely to include any amendment where its scale and/or nature results in a development which is not substantially different from the one which has been approved.* It goes on to state that:

Development plan and material considerations, under section 38(6) of the 2004 Act, and conditions attached to the existing permission. Local planning authorities should, in making their decisions, focus their attention on national and development plan policies, and other material considerations which may have changed significantly since the original grant of permission.

The report below will concentrate on the proposed changes to the approved details and any changes to national and development plan policies or other material considerations.

7.3 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) Business
- (iv) Highway matters
- (v) Flood Risk/Drainage
- (vi) Heritage
- (vii) Trees/Landscaping
- (viii) Ecology
- (ix) Sustainable design
- (x) Other Environmental impacts
- (xi) Conditions update

(i) Principle of development

7.4 The application site is situated within an urban area where further development is considered acceptable subject to the usual development control criteria. The principle of the development has been previously established by planning permission APP/19/00703.

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

7.5 LTP is a large 'campus style' industrial site which is relatively 'self contained' in character. The site is located to the south of the A27 dual carriageway which is partly elevated above LTP and south west of Langstone Roundabout and the west bound slip road onto the A27 from Langstone Road and Havant. Footpath 50 runs along the sites northern boundary. To the east are the relatively recent developments of the Premier Inn Hotel and Langbrook Farm Public House/Restaurant. Residential properties in Langbrook Close and Brookmead Way are also to the east and south east of the site. The Langbrook stream and footpath 51 run to the eastern side of the site.

7.6 To the south and west of the site are business developments including to the South, Endeavour Business Park, Penner Road (Luxor Park, Pyramid Park, Alexander Park) and to the West Southmoor Lane Industrial Estate and industrial units in Brookside Road.

7.7 The existing buildings on the site include an element of uniformity which although varying in heights have a considerable degree of continuity of material finishes with grey cladding and flat roofed designs. The buildings generally have a horizontal emphasis with banding and glazing adding to this emphasis. The buildings also generally have extensive footprints. The design of the buildings generally reflects the IBM business requirements from the early development of the site.

- 7.5 The main changes resulting from the proposed development relate to the proposed industrial units to the south-west of the site. The proposed new buildings would be located in a part of the site which is set well away from the road access points from Langstone Road and Brookside Road. They would be effectively surrounded to the north, west and south by existing industrial development of varying heights, mass and bulk. To the east would be an extensive area of car parking within the LTP beyond which is a significant belt of woodland with the Langbrook Stream and residential properties set beyond.
- 7.6 The previously approved buildings constituted four new large structures designed to provide flexible accommodation suitable for a variety of Class B1 (Business), B2 (General Industrial) and B8 (Storage and Distribution) uses with a floorspace of approximately 12,575 sqm.. The approved buildings would provide 12 business units in total. The approved new industrial buildings were have an acceptable impact on the character and appearance of the area having due regard to their scale, siting, design and general materials.
- 7.7 The amended proposals have therefore been assessed on their merits in the context of the previously approved buildings. The current proposals would result in two large buildings to the south-west of the site, their alignment would be north/south rather than east west as previously approved.

(iii) Impact upon residential amenity

8 Conclusion

9 **RECOMMENDATION:**

That the Head of Planning be authorised to **GRANT PERMISSION** for application APP/21/00405 subject to the following conditions

- 1 The development must be begun not later than 22nd July 2023.

Reason: To comply with the requirements of Section 73 of the Town and Country Planning Act 1990.

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

Site Location Plan Drawing No.0100 Rev C
Proposed Overall Site Plan Drawing No. PL 004 Rev B
Proposed Site Plan (Part) Drawing No. PL 003 Rev A
Proposed Floor Plans Unit 1 Drawing No. PL 010
Proposed Floor Plans Unit 2 Drawing No. PL 011
Proposed Floor Plans Unit 3 Drawing No. PL 012
Proposed Floor Plans Unit 4 Drawing No. PL 013
Proposed Elevations and Sections Units 1-2 Drawing No. PL 020

Proposed Elevations and Sections Units 3-4 Drawing No. PL 021
 Proposed Street Scenes and Site Sections Drawing No. PL 022
 Proposed Roof Plan Units 1-2 Drawing No. 030
 Proposed Roof Plan Units 3-4 Drawing No. PL 031
 Proposed Ground Floor Plan Building 1000 Drawing No. PL 110
 Proposed Elevations Building 1000 Drawing No. PL 111
 Car Park Layouts Drawing No. PL 050
 Parking Access and Management Plan Drawing No. PL 051
 Proposed Drainage Strategy Drawing No. 102 Rev A
 Indicative Drainage Details Sheet 1 of 2 Drawing No. 400410 Rev P1
 Indicative Drainage Details Sheet 2 of 2 Drawing No. 400411 Rev P1
 Summary of Existing Surface Water Drainage for Proposed Development
 Areas Drawing No. 4600 Rev P1
 100 Year Modelled Flood Levels – Created 16 September 2019
 Drainage Strategy General Arrangement Sheet 2 of 2 Drawing No. 4401 Rev
 P1

Documents

Planning Statement Section 73 Application - Barton Willmore LLP Project Ref:
 20638 Rev 01 April 2021
 Design and Access Statement Report - PRC Version 0 March 2021
 Transport Statement - Motion Final 31/03/2021
 Biodiversity Enhancement Report - Phlorum Ltd. Project No. 10538 Rev 0 26th
 March 2021
 Management and Maintenance Plan for Orchid Translocation Phlorum Ltd.
 Project No. 10538 Rev 0 11/06/2021
 The Ecology Co-op letter dated 17th June 2021 (Translocation of Grassland)
 Flood Risk Assessment & Outline Drainage Strategy Report Phase 1 -
 Baynham Meikle Partnership Ltd Report Ref: R100 Rev 1.0 March 2021
 BREEAM Pre-Assessment Report - Watkins Payne Units 1-4 March 2021
 Air Quality Review Technical Note 02 - Accon uk 01/04/2021
 Arboricultural Impact Assessment (Tree Survey, Tree Protection Plan,
 Arboricultural Method Statement) Project No. 1746 11th June 2021
 Framework Travel Plan SKP/20428-05e Framework TP 11th December 2019
 Phase 1 Habitat and Species Survey Project No P3133 Rev 01 28th June
 2019
 Bat Emergence Survey Report Project No.: P3133 28th June 2019
 Heritage Impact Assessment Ref: edp5537_r002b June 2019
 Preliminary Geo-Environmental Risk Assessment Project No. 19-0687.01
 Issue No.2 July 2019
 Clancy Consulting Letter Ref. 8/1982/LLFA dated 23rd September 2019
 Clancy Consulting Letter Ref. 9/1982/FLOOD2 dated 7th October 2019
 Clancy Consulting Letter Ref. 8/1982/FLOOD dated 29th August 2019
 Calculation Package and Design Philosophy for Drainage Ref: 8/1982 Rev B
 25th October 2019
 Manhole Schedule Area 1 Drawing No. 4415 Rev P1
 Manhole Schedule Area 2 Drawing No. 4416 Rev P1
 Manhole Schedule Area 3 Drawing No. 4417 Rev P1
 Manhole Schedule Area 4 Drawing No. 4418 Rev P1
 BREEAM Pre-Assessment (Building B1000) Ref: 5548-CBC-RGV-RP-Z-002-
 P02 Rev. 2 26th June 2019
 BREEAM Rating Doc Ref. 5549 Design note – BREEAM rating Rev 2 23rd
 October 2019

Air Quality Assessment Ref AQ107578R1 October 2019
Acoustic Report – Preliminary Planning Compliance Review Report
18980.PPCR.01 Rev D
Flood Risk Assessment and SUDS Strategy (including Appendices) - Clancy
Consulting Ref. 8/1982 Rev. C 2nd July 2019
Transport Assessment 20428-04c 3rd July 2019
Response to Consultees on transport and highways matters 23rd October
2019
RJM/20428-06e Response
Further Response to Hampshire County Council re Highways Matters
20428-07b 4th March 2020
Non Technical Summary (Highways) 20428-08a 7th April 2020

Reason: To ensure provision of a satisfactory development.

- 3 The development hereby permitted shall take place in accordance with the phasing programme submitted in relation to the discharge of Condition No. 3 of planning permission APP/19/00703 as amended by the revised Car Park Phasing Plan (Transport Statement) unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure adequate parking is provided on site in advance of the first use of the proposed new flexible use industrial units and that adequate foul drainage capacity is available having due regard to policies CS15 and DM14 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

- 4 No development shall take place on a phase of the development until details of existing and finished floor and site levels relative to previously agreed off-site datum point(s) for that phase have been submitted to and approved in writing by the Local Planning Authority. The development shall be undertaken in accordance with the approved details.

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

- 5 No development shall take place on a phase of the development until all trees that are to be retained within or adjacent to the part of the site subject to that phase have been enclosed with temporary protective fencing in accordance with BS:5837:2012 'Trees in relation to design, demolition and construction. Recommendations'. The fencing shall be retained throughout the period of works relative to that phase and no activity prohibited by BS:5837:2012 shall take place within such protective fencing during the construction period.

Reason: To safeguard the continued health and presence of such existing vegetation and protect the amenities of the locality and having due regard to policies CS11 and CS16 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

6 No development shall take place on a phase of the development until plans and particulars specifying the following matters relative to that phase have been submitted to and approved in writing by the Local Planning Authority (in consultation with Hampshire County Council Highways Authority):

- (i) A Construction Traffic Management Plan. This shall include construction traffic routes and their management and control, parking and turning provision to be made on site, measures to prevent mud being deposited on the highway, adequate provision for addressing any abnormal wear and tear to the highway, and a programme for construction.
- (ii) The provision to be made within the site for contractors' vehicle parking during site clearance and construction of the development;
- (iii) 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 relevant phase of development, the approved construction traffic management plan shall be complied with and 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 in the interests of highway safety and having due regard to policies CS16, CS20, DM10 and DM12 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

7 With the exception of demolition works, no development hereby permitted shall commence on a phase of the development until 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) for that phase have been submitted to and approved in writing by the Local Planning Authority. The surface water drainage scheme for each phase shall specify the measures for ensuring that potential pollutants from the site do not impact the wider water environment. Unless agreed otherwise in writing by the Local Planning Authority, the relevant phase of the development hereby permitted shall not be brought into use prior to the completion of the implementation of all such drainage provision for that phase 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 to reduce flood risk and protect the wider water environment having due regard to policies CS15, CS16 and DM10 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

- 8 The development hereby permitted shall be carried out in accordance with the Biodiversity Enhancement Report - Phlorum Ltd. Project No. 10538 Rev 0 dated 26th March 2021, The Ecology Co-op letter dated 17th June 2021 (Translocation of Grassland) and Management and Maintenance Plan for Orchid Translocation Phlorum Ltd. Project No. 10538 Rev 0 10/06/2021. Prior to the commencement of developing the new industrial units the translocation of the species-rich grassland containing orchid species shall take place in accordance with the approved timing. The translocation process itself and subsequent management and maintenance of the translocation site shall thereafter take place in accordance with the approved management and maintenance details. The details of the translocation area and its management and maintenance shall also be shown on the detailed landscaping plan required in accordance with condition No.13.

Reason: In the interests of biodiversity and the protection of habitat having due regard to policies CS11 and DM8 of the Havant Borough Local Plan (Core Strategy) 2011 the Wildlife and Countryside Act 1981 (as amended) and the National Planning Policy Framework.

- 9 Prior to the commencement of any specific phase of development approved by this planning permission (other than demolition, site clearance, or any 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 relevant part of 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 may comprise separate reports as appropriate, but shall be undertaken by competent persons and unless specifically excluded in writing by the Local Planning Authority, shall include;

1) An intrusive site investigation based on the proposals outlined within the Preliminary Geo-Environmental Risk Assessment Re'-19-0687.01 (section 6.0); 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, and;

3) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in any Remediation Strategy required under (2) are complete, identifying any requirements for longer-term monitoring of pollutant linkages, maintenance of engineered mitigation measures, and arrangements for contingency action.

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

Reason: Having due regard to policies CS11 and DM10 of the Havant Borough Adopted Core Strategy (2011) and DM17 of the Havant Borough Local Plan (Allocations) (2014) and the National Planning Framework, Contamination may be present at the site as a result of previous land uses (& / or activities) on site and in the vicinity, that could pose a risk groundwater & local surface waters (ecology), to the proposed buildings, and future occupiers of the site.

- 10 Prior to the commencement on a phase of the development (excluding demolition and temporary works), a Draft Design Stage Assessment demonstrating that the relevant part of the development will achieve at minimum 'Very Good' against the BREEAM Standard, 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 CS4 of the Havant Borough Local Plan (Core Strategy) 2011.

- 11 Prior to the commencement of the new industrial units full details of the Electrical Vehicle (EV) Charging points, shall be submitted to and approved in writing by the Local Planning Authority. The details shall demonstrate that EV charging points are provided for the new car parking areas and that the development will accommodate at least 24 EV charging points. The details shall include the location of the EV charging points and a full specification of the materials to be used externally on the Charging points. Only the materials so approved shall be used, in accordance with any terms of such approval.

Reason: To ensure that the development provides appropriate facilities for Electric Vehicles in the interests of the environment, air quality and that the appearance of the development is satisfactory having due regard to policies CS16 and DM10 of the Havant Borough Local Plan (Core Strategy) 2011 and Policy IN3 of the Pre-Submission Havant Borough Local Plan 2036 and the National Planning Policy Framework.

- 12 Prior to the commencement of any phase of the development measures relative to that phase for the protection of public sewers within 5 metres of any work being carried out shall be submitted to and approved in writing by the Local Planning Authority in consultation with Southern Water. The development shall thereafter be carried out in accordance with the approved measures.

Reason: To ensure the protection of drainage apparatus having due regard to policies CS15 and DM10 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

- 13 With the exception of demolition and temporary works, no development hereby permitted shall be commenced on any phase until a more detailed soft landscaping scheme for all open parts of the relevant phase not proposed to be hardsurfaced has been submitted to and approved in writing by the Local Planning Authority. Such scheme shall specify the proposed finished ground levels in relation to the existing levels, the distribution and species of ground cover to be planted, the positions, species and planting sizes of the trees and shrubs to be planted and/or retained, bulbs and any areas of turfing and seeding and timing provisions for completion of the implementation of all such landscaping works.
- The details shall also specify the transplantation area of the species-rich grassland containing orchid species and the long term management and maintenance proposed.

The implementation of all such approved landscaping shall be completed in full accordance with such approved timing provisions. Any tree or shrub planted or retained as part of such approved landscaping scheme which dies or is otherwise removed within the first 5 years shall be replaced with another of the same species and size in the same position during the first available planting season.

Reason: To ensure the appearance of the development is satisfactory and having due regard to policies CS11, CS16 and DM8 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

- 14 With the exception of demolition and temporary works, no development hereby permitted shall commence on any phase until a specification of the materials to be used for the surfacing of all open parts of the site within that phase proposed to be hardsurfaced has been submitted to and approved in writing by the Local Planning Authority. The submitted details shall include:

fully annotated plans at sufficient scale that comprise the proposed range of coloured and textured surfacing treatments, which identify:

- hard surfacing material type / product reference and colour
- laying bond
- edging or kerb detail / type
- Further details on building material specification for the development requiring submission including material type, product reference and colour

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 policies CS16, and DM8 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

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

Reason: 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.

- 16 Prior to the occupation of any relevant phase of the permitted development, any verification report for that phase required in accordance with condition 9 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 CS11 and 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 previous land uses (&/or activities) on site and in the vicinity, that could pose a risk groundwater & local surface waters (ecology), to the proposed buildings, and future occupiers of the site.

- 17 The new industrial units shall not be occupied and the new parking spaces in front of Bay 3 of Building 1000 shall not be used until:

- Details of the design of the proposed barriers; and
- A Management Plan for the proposed traffic barriers within the site;

have been submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented before any of the new industrial units are occupied, or the new parking spaces in front of Bay 3 of Building 1000 are used, whichever is the earlier, and retained in perpetuity.

The traffic barriers shall prevent the new industrial units and parking accessed to the west of the barriers being utilised by vehicles from Langstone Road between 07.30am and 09.00am.

Reason: In the interests of highway safety and operation and having due regard to policies CS20 and DM12 and the National Planning Policy Framework.

- 18 The new industrial units shall not be brought into use unless and until signage to direct HGV movements as depicted on Motion drawing 2010053-01 HGV Routing restrictions has been erected in accordance with the details shown. The signage shall thereafter be retained and maintained unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that HGV movements are directed to limit access from Langstone Road in the interests of traffic flow and highway safety having due regard to policies CS20 and DM12 of the Havant Borough Local Plan (Core Strategy) and the National Planning Policy Framework.

- 19 Each phase of the development hereby permitted shall not be brought into use unless and until details of cycle storage, in the quantum and position illustrated on drawings PL 003 Rev A and PL 004 Rev B are submitted to and approved in writing by the Local Planning Authority.

The approved cycle parking provision shall thereafter be provided prior to the relevant phase of the development being brought into use and thereafter maintained in accordance with the approved details.

Reason: To ensure the provision of sustainable transport options and having due regard to policy DM14 of the Havant Borough Local Plan (Core Strategy) 2011 Havant Borough Parking Standards SPD 2016 (as amended) and the National Planning Policy Framework.

- 20 The Norway Maple trees shown to be felled on the Tree Protection Plan Drawing No. 1746-01.1 as T51 and T52 and listed in the Arboricultural Impact Assessment dated 11th June 2021 shall not be removed until full details and specifications of replacement tree planting for the Norway Maple trees to be felled has been submitted to and approved in writing by the Local Planning Authority. The approved replacement planting shall be carried out in the first planting season following approval of the details. Any trees or shrubs planted or retained in accordance with this condition which are removed, uprooted, destroyed, die or become severely damaged or become seriously diseased within 5 years of planting shall be replaced within the next planting season by trees or shrubs of similar size and species to those originally required to be planted.

Reason: To conserve and safeguard the visual amenities of the locality and having due regard to policies CS11 and CS16 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

- 21 Within 6 months of any phase of the development first becoming occupied, written documentary evidence proving that the relevant phase 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 CS4 of the Havant Borough Local Plan (Core Strategy) 2011.

- 22 The car parking, servicing and other vehicular access arrangements shown on the approved plans to serve the development hereby permitted shall be made fully available for use prior to the new industrial units being first brought into use and shall be retained thereafter for their intended purpose. The car parking provision for the new industrial units shall be provided in accordance with the car park phasing plan and retained thereafter.

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.

- 23 The external sound level emitted from plant, machinery or equipment at the development shall be equal or lower than the representative background sound level, with noise levels assessed (if necessary) in accordance with BS4142:2014 at the nearest and/or most affected noise sensitive premises.

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

- 24 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 and odour prevention 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 occupiers of nearby property and having due regard to policies CS16 and DM10 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

- 25 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 new industrial buildings hereby permitted shall only be used as flexible Class E(g) (ii)-(iii), B2 and B8 uses; and for no other purposes within the Use Classes Order 1987 (as amended).

Reason: To accord with the terms of the application in the interests of amenity and having due regard to Policies CS16 and DM10 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

- 26 Notwithstanding the provisions of the General Permitted Development Order (As Amended) no additional first floor mezzanine floorspace shall be created within the development hereby permitted.

Reason: To ensure that adequate car and cycle parking provision is provided on site having due regard to policy DM14 of the Havant Borough Local Plan (Core Strategy) 2011, Havant Borough Council Parking SPD 2016 (partly updated 2019) and the National Planning Policy Framework.