

The Council resolved to grant planning permission for the proposals in October 2012, which was subject to a S106 legal agreement. This was signed and the planning permission issued on 31st July 2013. The applicant carried out a significant marketing campaign following the granting of outline consent. The Council has been advised that there has been no occupier demand for the revised quantum of Class B1, B2 and B8 floorspace identified in the consented scheme. Therefore, it became necessary for the applicant to consider an alternative mix of development for the site to ensure that it could be brought back into use and its longer term viability was not jeopardised.

In 2013 an application (ref APP/13/00893) was submitted that sought outline approval for demolition of the existing main building and a mixed-use employment, leisure and retail development comprising of Class C1 hotel, Class D2 cinema, 3No. Class A3 restaurants, Class A4 public house, Class A3/A5 drive-thru restaurant, Class A1 food store and retention of E Block for use as Class B1 offices or conversion to Sui Generis bowling complex, Class D2 health and fitness centre, and Class A3 restaurant. The only matters to be considered at the outline stage were access into the site and the layout of the uses proposed. The appearance, landscaping and scale of the buildings were agreed to be considered at the reserved matters stage. The resolution by Development Management Committee was to permit subject to the completion of S106. However the application was withdrawn prior to the completion of the S106, after the site was sold to the current owners Hargreaves.

In 2015 an application for full planning consent was approved (ref APP/15/00451) for the construction of a vehicular route through the eastern side of the site at the former BAE systems park. Only the vehicular route formed the red line of the application. This application was submitted following the withdrawal of APP/13/00893. The applicants, Hargreaves, had acquired the site and confirmed within the submitted Planning Statement document that they wished to actively deliver the beneficial economic re-use of this site. The Planning Statement advised that the full planning application for a vehicular route through the eastern side of the site would facilitate necessary infrastructure to allow for bespoke submissions for individual plots. The reasoning for this approach was that to proceed with the development as a single consent as originally envisaged under the APP/13/00893 proposals was considered impractical because of the commercial and financial implications of the redevelopment package.

In 2015 a further three applications were submitted, these were:

- APP/15/00770 - Use of the E block building for leisure (class D2) and/or non food retail (class A1) purposes with associated car parking and other works. This scheme was never implemented and a subsequent application APP/16/00603 was submitted by the application, which was for the Application to determine whether prior approval is required for the method of demolition of Block E and any proposed restoration of the site, was granted prior approval on 11/07/2016, the building has subsequently been demolished.
- APP/15/00772 - Erection of a foodstore (Class A1) with associated parking, servicing, access and landscaping. Permission granted and implemented. The site has been occupied by Lidl
- APP/15/00773 Erection of a restaurant/drive thru (Classes A3/A5) with associated parking, servicing, access and landscaping. Permission granted and implemented. The site has been occupied by McDonalds.

3 Proposal

This is an outline planning application with all matters, apart from access, reserved for

subsequent approval for the erection of Class B1(c) / B2 / B8 development and Class B8 Trade Counter use, Class A1 Retail (non-food), Class D2 Leisure and Classes A3 and A5 Drink / Food Establishments.

The submission is supported by a Planning Statement, which outlines that the applicant is submitting the application in order to secure permission for a wider range of uses than the site has, or previously had, planning permission for. This decision has been taken as the previous planning permission has not been implemented in full due to changes in market conditions and the wider considerations that retailers are faced with when making investment decisions. The submission outlines that a market facing scheme, will be attractive to a wider range of potential occupiers both within the retail and leisure sector but also within the employment sector and Class B occupiers including trade counter uses.

The applicant has not submitted an illustrative masterplan for the site, as specific development plots will be driven by the requirements of individual occupiers. Notwithstanding the above, the intention is to divide the site in two, locating the Class B employment uses and ancillary trade counter uses on the southern parcel and leisure uses on the northern parcel closest to Hambledon Road. The application outlines the split between the two areas, indicating that 29,820 square metres of Class B use, including trade counters is envisaged on the southern parcel, whilst 10,288 square metres of floorspace is to be used within Classes A1, A3, A5, and D2 and is to be located on the northern parcel.

Access to the proposed development is to be taken off the existing access road that has been constructed from the roundabout junction on Elettra Avenue. Whilst this will be the principal access serving the development, a number of other indicative accesses are also shown on the submitted Access drawing, although permission and approval for these is not sought as part of the current application, which would be dealt with at reserved matters stage.

As all matters apart from access are reserved for the future and no detail is provided as part of the submission on siting, appearance, scale or landscaping. Notwithstanding this, the Design and Access Statement outlines indicative heights for the proposed B Class uses, comprising multi-level offices above warehouse accommodation. The indicative heights will be 12 metres to the eaves and 15.5 metres to the ridge.

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

CS14	(Efficient Use of Resources)
CS16	(High Quality Design)
CS21	(Developer Requirements)
CS4	()
CS6	(Regeneration of the Borough)
DM10	(Pollution)
DM11	(Planning for More Sustainable Travel)
DM12	(Mitigating the Impacts of Travel)
DM5	(Control of Class A3, A4 and A5 Food, Drink and Entertainment Uses)
DM6	(Coordination of Development)

Havant Borough Local Plan (Allocations) July 2014

AL1	(Presumption in Favour of Sustainable Development)
AL3	(Town, District and Local Centres)
AL2	(Urban Area Boundaries and Undeveloped Gaps between Settlements)
WA2	(Waterlooville Mixed Use Allocations)

Pre-submission Havant Borough Local Plan 2036

The Pre-submission Havant Borough Local Plan 2036 was approved by the Council on 30 January 2019 and was subsequently published under Regulation 19 of the Town and Country Planning (Local Planning) (England) Regulations 2012 for public consultation between 4 February 2019 to 18 March 2019. After this period, the next stage in the plan preparation will be the submission of the Local Plan for independent examination and thereafter adoption. Until this time, the Pre-Submission Local Plan is a material consideration in the assessment of this planning application in accordance with paragraph 48 of the NPPF, which confirms that weight may be given to policies in emerging plans following publication unless other material considerations indicate otherwise. Based on the current stage of preparation, along with the fact that the policies are compliant with the NPPF, the policies within the Pre-Submission Local Plan referenced below are currently afforded some weight, dependent on the level of objection received to each individual policy during the consultation process.

Until this time, the Pre-Submission Local Plan is a material consideration in the assessment of this planning application in accordance with paragraph 48 of the NPPF. This confirms that weight may be given to policies in emerging plans depending on a number of factors. Based on the current stage of preparation, along with the fact that the policies are compliant with the NPPF, the policies within the Pre-Submission Local Plan referenced below are currently afforded limited weight, dependent on the extent of objection received during the consultation process.

The relevant planning policies of the emerging Local Plan are:

- DR1 - Delivery of Sustainable Development
- DR2 - Regeneration
- IN1 - Effective Provision of Infrastructure
- IN2 - Improving Transport Infrastructure
- IN3 - Transport and Parking in new development
- IN5 - Future management and management plans
- E1 - High Quality Design
- E2 - Health and wellbeing
- E3 - Landscape and settlement boundaries
- E9 - Provision of public open space in new development
- E12 - Low Carbon Design
- E14 - The Local Ecological Network
- E15 - Protected Species
- E16 - Solent Special Protection Areas
- E18 - Trees, hedgerows and woodland
- E19 - Managing flood risk in new development
- E20 - Drainage infrastructure in new development
- E22 - Amenity and pollution
- C9 - (Former BAE Systems Park) and;
- KS2 (Waterlooville Town Centre)

Listed Building Grade: Not applicable.
Conservation Area: Not applicable.

5 Statutory and Non Statutory Consultations

Arboriculturalist, Havant Borough Council

With the exception of T32 the trees are boundary features. They should be able to be adequately protected during the course of any development. A detailed Arboricultural Method Statement and Tree Protection Plan will need to be submitted when a full application is received.

Building Control, Havant Borough Council

Insufficient information to comment under the Building Regulations

Communities Team, Havant Borough Council

The study which was undertaken in 2009 regarding the Leisure provision in the area is outdated. The Council-owned Waterlooville Leisure Centre has been extended to include increased gym and studio space (150 gym stations) and is in close proximity to this site.

Within the borough of Havant there are currently 13 Fitness providers with 3 within the PO7 PO8 Waterlooville area.

The loss of the bowling offer within the borough did have a negative impact on the wider community.

Community Infrastructure, Planning Policy & Urban Design

As an outline application this development is not CIL Liable however a subsequent reserved matters or new full application may be, especially if the use is retail.

Countryside Access Team

No response

County Archaeologist, Strategic Environmental Delivery Group, HCC

The site is located on the south west periphery of Waterlooville. Large scale geophysical surveys have been conducted to the south and west of the site which have identified prehistoric field systems to the south and Late Iron Age settlement evidence found to the north west following archaeological trial trenching. Overall therefore the area around the site is one of good archaeological potential. However, the site itself has been extensively impacted by the previous development of the BAE site and therefore any archaeological features and/or deposits which may have been located here will have been removed as at least severely truncated by this development. As a result of these previous impacts I would not wish to raise an archaeological issue in this instance.

Crime Prevention -Major Apps

No response

Developer Services, Southern Water

Request that a condition is attached to the planning permission. For example, "The developer must advise the local authority (in consultation with Southern Water) of the measures which will be undertaken to protect the public sewers, prior to the commencement of the development."

The applicant is advised to discuss the matter further with Southern Water, Sparrowgrove House, Sparrowgrove, Otterbourne, Hampshire SO21 2SW (Tel: 0330 303 0119) or www.southernwater.co.uk”.

Our initial investigations indicate that Southern Water can provide surface water sewage disposal to service the proposed development. Southern Water requires a formal application for a connection to the public sewer to be made by the applicant or developer.

We request that should this application receive planning approval, the following informative is attached to the consent:

A formal application for connection to the public sewerage system is required in order to service this development, please contact Southern Water, Sparrowgrove House, Sparrowgrove, Otterbourne, Hampshire SO21 2SW (Tel: 0330 303 0119) or www.southernwater.co.uk. Please read our New Connections Services Charging Arrangements documents which has now been published and is available to read on our website via the following link <https://beta.southernwater.co.uk/infrastructure-charges>.

Southern Water has undertaken a desk study of the impact that the additional foul flows from the proposed development will have on the existing public sewer network. This initial study indicates that there is an increased risk of flooding unless any required network reinforcement is provided by Southern Water. Any such network reinforcement will be part funded through the New Infrastructure Charge with the remainder funded through Southern Water’s Capital Works programme.

Southern Water and the Developer will need to work together in order to review if the delivery of our network reinforcement aligns with the proposed occupation of the development, as it will take time to design and deliver any such reinforcement.

Southern Water hence requests the following condition to be applied:

“Occupation of the development is to be phased and implemented to align with the delivery by Southern Water of any sewerage network reinforcement required to ensure that adequate waste water network capacity is available to adequately drain the development”

It may be possible for some initial dwellings to connect pending network reinforcement. Southern Water will review and advise on this following consideration of the development program and the extent of network reinforcement required.

Southern Water will carry out detailed network modelling as part of this review which may require existing flows to be monitored. This will enable us to establish the extent of works required (If any) and to design such works in the most economic manner to satisfy the needs of existing and future customers.

Our assessment of the timescales needed to deliver network reinforcement will consider an allowance for the following:

Initial feasibility, detail modelling and preliminary estimates.

Flow monitoring (If required)

Detail design, including land negotiations.

Construction.

The overall time required depends on the complexity of any scheme needed to provide network reinforcement.

Southern Water will seek however to limit the timescales to a maximum of 24 months from a firm commitment by the developer to commence construction on site and provided that Planning approval has been granted.

It is the responsibility of the developer to make suitable provision for the disposal of

surface water. Part H3 of the Building Regulations priorities the means of surface water disposal in the order

a Adequate soakaway or infiltration system

b Water course

c Where neither of the above is practicable sewer

Southern Water supports this stance and seeks through appropriate Planning Conditions to ensure that appropriate means of surface water disposal are proposed for each development. It is important that discharge to sewer occurs only where this is necessary and where adequate capacity exists to serve the development. When it is proposed to connect to a public sewer the prior approval of Southern Water is required.

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

Under current legislation and guidance SUDS rely upon facilities which are not adoptable by sewerage undertakers. Therefore, the applicant will need to ensure that arrangements exist for the long-term maintenance of the SUDS facilities. It is critical that the effectiveness of these systems is maintained in perpetuity. Good management will avoid flooding from the proposed surface water system, which may result in the inundation of the foul sewerage system. Thus, where a SUDS scheme is to be implemented, the drainage details submitted to the Local Planning Authority should: Specify the responsibilities of each party for the implementation of the SUDS scheme. Specify a timetable for implementation.

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

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

Economic Development

No response

Environment Agency

No Objection subject to conditions.

The south-west corner of the site is located in Flood Zone 2, land defined by the NPPF as having a medium probability of flooding. The FRA accompanying the original application in 2013 (Peter Brett Associates, 29169/004 Rev C, September 2013) identified the small flood alleviation scheme in this corner, and proposed to modify it through the construction of a new swale.

This latest application lacks details of what is proposed to be constructed in the south west corner, but the Flood Risk Addendum (Peter Brett Associates, 42567/4001/TN001 Rev A, October 2018) recommends the construction of this swale. Given that there are no updated details of the swale construction in relation to the latest proposals, we recommend that conditions 1 and 2 above are included with any planning permission granted to ensure that the swale is appropriately constructed, and that no development is located in an area at risk of flooding.

Environmental Health Manager, Community Group

No objection subject to conditions

Hampshire Fire & Rescue

Make comments with regard to the development needing to comply with Building Regulations.

Hampshire Highways

No objection - subject to conditions and financial contributions

Following discussions between the Highway Authority and the applicant, a Technical Note (TN) has been produced to summarise the correspondence since the Highway Authority's last response dated 20th March 2019. The response requested further information on the following:

1. Further details regarding pedestrian/cycle connections to existing and proposed improvements.
2. A capacity improvement scheme at the Hambledon Road/Elettra Avenue roundabout which successfully mitigates the impact of traffic generated by this development.
3. Updated Travel Plan.
4. Agreement on how the immediate connectivity for sustainable travel modes will be achieved and how this will link to existing highway infrastructure.
5. Agreement on how service access details will be agreed.

The Highway Authority has now had the chance to consider the latest Technical Note and has the following comments to make.

Pedestrian/Cycle Connectivity

Detailed discussions have been held regarding the pedestrian and cycle connections from the site to the wider network. Given the outline nature of the application, the applicant has been unable to commit to some of the locations for pedestrian and cycle connection points from the development. Therefore, it has been agreed that these connections shall be dealt with at the reserved matters stage, once the internal layout has been developed, and conditioned as part of the outline application.

The connection points identified as part of the reserved matters application will be delivered via S278 agreement(s) with the Highway Authority. It has been agreed that the existing footpath to the south of the existing McDonald's will be widened to accommodate cyclist movements to the development. This matter will be secured by condition. The Highway Authority reviewed the potential to widen the footpath to the north of the Lidl store but agreed that this option would not be pursued in lieu of alternative cycle routes.

On-Site Service Access

Similarly to the pedestrian/cycle connections, the applicant has been unable to commit to the location of service arrangements within the site, given the outline nature of the application. It has been agreed that details of the service arrangements shall be submitted to and agreed with the Highway Authority during the reserved matters application.

Hambledon Road/Elettra Avenue Roundabout

The applicant has developed an improvement scheme for the Hambledon Road/Elettra Avenue roundabout to offset the impact of traffic generated by this development, as detailed in drawing number 19235/02 Rev I. The improvement scheme features the provision of a dedicated left turn lane on the Elettra Avenue approach to the roundabout, with associated lining changes. The scheme also features widening to the existing pedestrian crossing on the Milton Road arm of the roundabout to facilitate the

crossing movement of cyclists as well.

Whilst the improvement scheme provided capacity improvements to the Elettra Avenue arm of the roundabout, this came at the detriment of the Hambledon Road (N) approach. Given Hambledon Road's role as the mainline for traffic flow, the Highway Authority were unwilling to accept an improvement scheme which worsened the overall capacity of this approach to the roundabout.

As such, it has been agreed that a £60,000 contribution will be paid towards an improvement scheme which benefits the overall capacity of the roundabout, rather than the Elettra Avenue arm alone. This matter will be secured within the S106 agreement and paid prior to the commencement of development.

Hambledon Road Pedestrian/Cycle Crossing Provision

Hampshire County Council have been undertaking feasibility work to provide a toucan crossing on Hambledon Road. This is to provide a controlled crossing location for pedestrians and cyclists to access the Brambles Business Park. The toucan crossing would therefore provide a safe crossing location for pedestrian and cyclists to access the proposed development.

Through the feasibility study, a shortfall of £150,000 was identified towards these works. It has been agreed with the applicant that the development will fund the remaining £150,000.

Travel Plan

Through further discussions with the applicant, the Highway Authority has reached an agreed position with the applicant on the travel plan. Prior to occupation, a Framework Travel Plan will be submitted to and agreed by the Highway Authority.

The Travel Plan will include the employment of a site wide travel plan coordinator to manage the travel plans associated with each individual unit on site. The requirement for an individual travel plan will be triggered once that unit has reached 20+ members of staff which will be required prior to individual unit occupation. The site wide co-ordinator will monitor all of the travel plans for the development, including an estimate for the units/staff which are on-site. Should the number of units with 20+ members of staff be low, the situation would revert back to the travel plan co-ordinator providing a site wide travel plan for each unit to follow. The site wide travel plan co-ordinator will be in place at least three months prior to first occupation of the first unit and then in place until 5 years post 50% floorspace occupation.

Recommendation

The applicant has satisfactorily overcome the outstanding matters raised in the Highway Authority's previous response. The Highway Authority therefore recommends no objection to the application, subject to the obligations and relevant conditions conditions.

Landscape Team, Havant Borough Council

From a landscape perspective we do not object to the principal of this development, however we have the following comments in relation to this general enquiry:

- Sustainable transportation infrastructure is fundamental for this development to help alleviate the number of users solely using vehicles to access the site. The provision of 3m wide, hard surfaced and appropriately lit shared cycle/footpaths that ties into the existing network is essential. Furthermore facilities for cycle storage will need to be provided, in a considered location that offers surveillance and convenience.

- A robust soft landscape scheme that softens the proposed development is required. Planting should be used to break up any continuous lines of parking to mitigate the visual impact of the required parking. Additionally planting should be implemented to create green corridors along the pedestrian/cycle routes as this will encourage sustainable transportation, by creating a desirable routes around the site.

Local Lead Flood Authority HCC

No objection - subject to conditions

Planning Policy

No Objection subject to conditions

I have provided some comments on the updated retain and leisure statement and addendum, together with a note which summarises the potential trading effects particularly on Waterlooville Town Centre below. For completeness, the submitted information includes an assessment of potential capacity for additional leisure uses, but I do not consider this would materially affect the viability and vitality of the town centre.

Based on 4,000 sq. m gross (2,80 sq. m net) of comparison (non-food) retail space, the development proposals are predicted to achieve a total turnover of approximately £15m in 2021 based on 2007 prices. As set out in my previous comments dated 20th November 2018, condition 8 of planning permission reference APP/15/00770 limited Class A1 floorspace to 'bulky goods' as follows:

"Use Class A1 floorspace within this development shall only be used for the sale of DIY products (including materials and accessories), home improvement products, carpets and floor coverings, fabric, furniture, soft and hard furnishings, floor coverings, household goods, homewares, decorative products, glassware, cookware, kitchen utensils, white and electrical goods, automotive and cycle parts, pet food, garden tools, arts and crafts materials, variety retailing, tents, camping, caravanning, leisure and outdoor activity equipment, or related accessories for all of the aforementioned or the provision of ancillary café facilities, unless otherwise agreed with the Local Planning Authority."

The applicant's agent has also assessed the impact of restricting the range of goods to predominantly bulky items, and concluded the turnover would be reduced to £8.4m which would obviously have a reduced impact on existing centres.

The retail impact assessment has also considered the impact on expenditure within the catchment area of the application site. Between 2016 and 2021 it is estimated that in excess of £580m is potentially lost from Waterlooville town centre to competing centres, many of which are located outside of the borough. It is estimated the scheme would help to retain an additional 10% expenditure in Waterlooville town centre, broadly equivalent to £11-£12 million.

In a worst case scenario, the report estimates that 44% of the scheme's turnover at £15m (with unrestricted goods) would be drawn from the town centre, which would equate to an impact of 2.9% on the town centre's turnover in 2021. This would be reduced to 1.6% with a condition restricting the range of goods. On this basis, and with a condition restricting the range of goods to bulky items, I am content that the impact on Waterlooville town centres would not be significantly adverse.

Portsmouth Water Company

No objection subject to conditions

The site is located in Source Protection Zone 1c (SPZ1c) for the Havant and Bedhampton Springs- an essential public water supply source. The site lies on Made Ground and Head deposits overlying the London Clay Formation. The SPZ1c relates to subsurface activity only, where the Chalk aquifer is confined and may be impacted by deep drilling activities. Subterranean activities such as drainage solutions, site investigation boreholes and/or piling may pose a risk to groundwater quality and our supply at Havant and Bedhampton Springs.

Drainage

According to the FLOOD_ASSESSMENT_ADDENDUM-1140855 the proposed surface water drainage strategy for the site comprises a combination of attenuation crates and permeable paving with outfall controls. The recommended flow route is via a new SuDs feature (swale) constructed between the open watercourse and existing collector drain at the western boundary of the site.

The site use with the highest pollution hazard indices as delineated from the Flood Risk Addendum is the 'B1(c)/B2/B8 Trade Counter Uses'. The proposed surface water drainage design for this area outlined in the Addendum involves surface water storage areas formed of permeable paving with a granular sub-base with storage discharges directed to the proposed vegetated swale feature.

The area in the south-west corner of the site is designated as Flood Zone 2, the Addendum states the storage designed in this area of the site will not benefit from filtration through either permeable paving or a granular sub-base. It is anticipated another method of treatment will be required, it is recommended that an oil interceptor is installed with the drainage system accompanied by an additional stage of treatment provided by a proprietary treatment product such as a Downstream Defender. The storage is projected to connect to the existing public surface water sewer in Elettra Avenue.

Portsmouth Water would wish to be consulted on the final surface water drainage strategy for the site prior to approval. Information on pollution prevention measures and mitigation from areas such as industrial units and car parking areas prone to contaminants should be provided. Portsmouth Water additionally requires design details of the permeable paving areas proposed. Portsmouth Water are pleased to see a SuDs maintenance schedule mentioned within the Addendum. As part of this application Portsmouth Water would wish to see a drainage maintenance schedule submitted for the proposed SuDs drainage systems.

The foul drainage from the site will be disposed of by mains sewers, however it is unknown if proposing to connect to the existing drainage system. Portsmouth Water require the use of the highest specification pipework and designs for schemes involving new sewerage systems in SPZ1 to minimise leakage.

Piling & Foundations

No piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface water infrastructure, vibration and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Portsmouth Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.

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

- a) the methods to be used;
- b) the design depths of the various structures involved and rationale;
- c) the density of piling, if any; and

d) details of materials to be removed or imported to site.

In the event that piling/excavation works are required on site Portsmouth Water would require an intrusive land contamination investigation and risk assessment to review potential contamination as part of these works.

The method statement outlining the approach to drilling must take into account the sensitive principal aquifer at depth and be provided for comment prior to commencement. Pollution prevention measures and clean drilling techniques must be adopted.

Risk Assessment and Conceptual Site Model

A Phase I Environmental Report (Preliminary Risk Assessment) has been undertaken to support the application. We are pleased to see groundwater acknowledged as a sensitive receptor for the site and the site designation as SPZ1c outlined in the report. The report concludes from the review of previous site investigative work that there are no contamination issues identified to date at the site.

The report states in the event that any olfactory or visual evidence of contamination is encountered during construction of foundation excavations in the future it is recommended that a competent person attend the site and a verification sampling programme of the underlying soils be undertaken to examine contaminate presence. Portsmouth Water support this recommendation and would like to see a strategy plan for verification of contamination not previously identified at the site.

Environmental Management

The proposed re-development of the site is intended for mixed retail and light industrial use, Portsmouth Water request a Construction Environment Management Plan (CEMP) be produced to outline the key environmental processes proposed on site during construction and information provided on what to do in the event of an incident in line with the applicant's Environmental Management Systems (EMS) policy.

During and post construction there is the potential for polluting materials to enter the environment as a result of leaks, spills or pollution incidents. Good housekeeping and environmental management will reduce the risk and regular maintenance of plant and machinery on site will ensure best practices are followed.

Bulk storage of chemicals and hydrocarbons (oils) should be carried out on impermeable surfaces and in accordance with British Standards. Pollution prevention measures should include bunding, secondary containment where feasible and an incident response plan including spill kits on site and training of site staff on how to use them. This information should be presented in the EMS and form part of the CEMP to be readily available to all staff whilst working on site.

The Construction Environmental Management Plan (CEMP) should specifically outline the proposed means of surface water management during development. Fugitive emissions from the site during construction could pose a significant threat to groundwater and therefore the Havant & Bedhampton Springs.

Southern Electric

No response

Traffic Management, East Hampshire District Council

Please ensure that Havant Borough Council parking strategy is adhered to when further application is made.

Winchester City Council

No response

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: 45

Number of site notices: 6.

Statutory advertisement: 09/11/2018

Number of representations received: 3

Comment (summarised)	Officer Comment
The proposal should include leisure facilities, as this borough particularly needs a Bowling Alley following the closure of the Bedhampton facility	This application make allowance for a D2 leisure u
Concerns regarding the impact of the development on the foul drainage system of the area	Addressed in section 7.1 (vi) - Flooding and draina
Concerned that the development will have an adverse impact and increase congestion on the wider highway network. The wider implications of Aquind major infrastructure project should be taken into account as any plan should factor this and disruptions to routing in.	Addressed in section 7.1 (v) Highway Implications
Concerns about the impact on the amenity of neighbouring properties in the area such as air quality, pollution and access	Addressed in section 7.1 (iii) Impact upon resident amenity

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) Access and Parking Arrangements
- (v) Highway Implications
- (vi) Flood Risk and Drainage
- (vii) Sustainability

- (i) Principle of development

The National Planning Policy Framework (NPPF) sets out a clear presumption in favour of sustainable development; and describes the three dimensions that the planning system must have regard to when determining applications - an economic role, a social role and an environmental role. These three roles are to be seen as mutually dependent:

- * **an economic role** - contributing to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure;
- * **a social role** - supporting strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of present and future generations; and by creating a high quality built environment, with accessible local services that reflect the community's needs and support its health, social and cultural well-being; and
- * **an environmental role** - contributing to protecting and enhancing our natural, built and historic environment; and, as part of this, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change including moving to a low carbon economy.

When making decisions on planning applications, this presumption means that development proposals that accord with the development plan should be approved without delay; but where the development plan is out-of-date, permission should be granted unless the adverse effects of doing so would significantly outweigh the benefits.

The NPPF also sets out core planning principles, which in relation to this application include the need to proactively drive and support sustainable economic development; take account of market signals; always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings; take account of the different roles and character of different areas; encourage the effective use of land by reusing brownfield land; promote mixed use developments; conserve heritage assets; and focus significant development in locations which are sustainable.

Planning law requires that applications for planning permission must be determined in accordance with the development plan (the Core Strategy and the Allocations Plan), unless material considerations indicate otherwise. The application site is identified in the adopted Allocations Plan policy WA2 (BD54), for development uses falling within the definition of Economic Development within the NPPF. In more detail, Policy WA2 (BD54) defines the site as out of centre for retail and edge of centre for main town centre uses; the policy goes on to say that sequential and impact tests will be required in line with the NPPF.

The NPPF defines economic development as those within the B use classes and main town centre uses, which includes retail, leisure and hotels. For the purposes of clarity this definition excludes housing development. As such a granting of permission would allow for the site to be marketed and developed in a manner that could encourage operators to invest in the site. It is noted that a representation received refers to potential leisure uses on the site; a formal grant of planning permission for the uses proposed will provide increased certainty to the marketing process and should enhance the potential for leisure operators to invest in the site, as well as retail and B Class operators.

Sequential test

Whilst the development proposals would be in accordance with an up-to-date development plan, the adopted allocation policy WA2 (BD54) requires a sequential and impact assessment will be required in line with the NPPF. This was in the context

of the high levels of vacancy in Waterlooville town centre, and the likely changes in the retail market since the last impact assessment was undertaken to inform the planning application for Block E reference APP/15/00770.

The submitted Sequential Test report identifies 11 vacant units in the town centre and a number of sites included in the Allocations Plan. With the exception of W109 Asda/Clock Tower and W110 Wellington Way which are not available for redevelopment, the applicant contends that all of the sites would be too small to accommodate the proposed development. With reference to case law, paragraph 6.13 of the Sequential Test Report suggests:

"The scale of development proposed and the likely benefits that can accrue would not be deliverable if the development was divided and disaggregated amongst a number of disparate sites around the town centre."

It is also noted that the applicant is seeking a flexible outline permission with no named operators. As such, it can be concluded that there are no other sequentially preferable sites to accommodate the development within Waterlooville Town Centre. Accordingly the proposal therefore accords with the sequential test in retail terms as set out in the NPPF and NPPG.

Impact assessment

Based on 4,000 sq. m gross (2,800 sq. m net) of comparison (non-food) retail space, the development proposals are predicted to achieve a total turnover of approximately £15m in 2021 based on 2007 prices. In terms of background condition 8 of planning permission reference APP/15/00770 limited Class A1 floorspace to 'bulky goods' as follows:

"8 Use Class A1 floorspace within this development shall only be used for the sale of DIY products (including materials and accessories), home improvement products, carpets and floor coverings, fabric, furniture, soft and hard furnishings, floor coverings, household goods, homewares, decorative products, glassware, cookware, kitchen utensils, white and electrical goods, automotive and cycle parts, pet food, garden tools, arts and crafts materials, variety retailing, tents, camping, caravanning, leisure and outdoor activity equipment, or related accessories for all of the aforementioned or the provision of ancillary café facilities, unless otherwise agreed with the Local Planning Authority."

The applicant's agent has also assessed the impact of the restricting the range of goods to predominantly bulky items, and concluded the turnover would be reduced to £8.4m which would therefore have a reduced impact on the existing Waterlooville town centre. The retail impact assessment has also considered the impact on expenditure within the catchment area of the application site. Between 2016 and 2021 it is estimated that in excess of £580m is potentially lost from Waterlooville town centre to competing centres, many of which are located outside of the borough. It is estimated the scheme would help to retain an additional 10% expenditure in Waterlooville town centre, broadly equivalent to £11-£12 million.

In a worst case scenario, the report estimates that 44% of the scheme's turnover at £15m (with unrestricted goods) would be drawn from the town centre, which would equate to an impact of 2.9% on the town centre's turnover in 2021. This would be reduced to 1.6% with a condition restricting the range of goods. On this basis, and with a condition restricting the range of goods to bulky items, it is not considered that the development would have a significant adverse impact on the town centre, therefore the

proposal complies with the impact test as set out in the NPPG.

The uses proposed in this application accord with those set out in Policy WA2 (BD54). Having regard to the representation received, although Policy WA2 (BD54) makes reference to the potential for employment and large scale leisure uses on the site, which may not be able to be accommodated elsewhere in Waterloo, the policy is not prescriptive in respect of these uses and does not restrict other forms of economic development as defined by the NPPF. Nonetheless this application will still allow for the further leisure marketing of the site and, the flexible use applied for within this application would not preclude such a use should an operator or indeed number of smaller operators come forward at a future date. Indeed, the granting of a specific permission for this application will formally establish the acceptability of a leisure use for the site, and other uses of the site and as such this proposal is considered acceptable.

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

The only matters to be considered at this stage are access (vehicular). The appearance, layout, landscaping and scale of the development would be agreed at the reserved matters stage.

Layout

Although the precise layout would be agreed at a later stage, the site has an mature landscaped boundaries around most of Elettra Avenue and Silverthorne Way, so the layout should allow for the retention of the valuable mature boundary trees. The development as shown on the indicative layout plan is proposed to be accommodated within the main body of the site allowing the existing vegetation and grass banking around the site to be retained and also the existing topography will maintain partial screening of the site. This allows the development to assimilate easily with the character of the area, including with the recently constructed Lidl and McDonalds.

The proposal enables the site to be more efficiently used, whereas the parking area currently dominates large areas of the site. The existing access point via Elettra Avenue is retained as the principle point of access to the site.

It is considered that the layout of the proposed development coming forward under subsequent reserved matters applications would be capable of according with policy CS16 of the Core Strategy and generally with the Council's Design Guide.

Scale

Although the precise scale would be agreed at a later stage, the application has included indicative plans indicating the likely scale of the proposed buildings. The B class units would sit in the western part of the site, screened by heavy tree planting along the site boundary. These are shown to be up to 3 storeys in height and are situated adjacent to existing 2 storey industrial and office units in the area.

In summary, although the scale of development is reserved, the indicative details of height/mass show that a suitable form of development can be achieved.

Design and appearance

The appearance of the buildings is also not for consideration at this time and would be agreed at the reserved matters stage. The final design and appearance of the retail, drink /food and leisure will be influenced by the branding of the end-operators. No specific operators have been put forward by the applicant at this time.

(iii) Impact upon residential amenity

The closest existing residential properties are located at least 80m northeast of the area zoned for A1, A3, A5 and D2 uses. Local Plan (Core Strategy) Policies DM5 and DM10 are therefore relevant to this application. This policy states that the development of A5 uses (Hot Food Takeaway - which is the nearest equivalent use class in Planning law), will only be permitted where adequate measures are incorporated to mitigate the impact of the preparation of hot food on nearby properties. Development should not cause any unacceptable disturbance to the occupiers of neighbouring properties. Such measures should include adequate provision for the disposal, storage and collection of refuse and must not have a negative impact upon the appearance of the building itself.

Policy DM10 of the Core Strategy considers the impact of new development on the amenities of neighbouring properties. This application proposes a wide range of uses, including D2 (Leisure uses), which could create noise issues for the residential properties to the north. However, it is considered that given the intervening Hambledon Road (B Class road), and the associated separation distances between the site and neighbouring properties, that this is a matter that can be adequately controlled in the detailed design and layout of the development at the Reserved Matters stage.

(iv) Impact on highways, including access and parking considerations

As the application is for outline permission with access as the only reserved matter being assessed, the internal road layout has not been subject to detailed consideration because the design is just indicative at this stage. Access to the proposed development is to be taken off the existing access road that has been constructed from the roundabout junction on Elettra Avenue, which is considered acceptable and has been previously approved in other applications on this site. The Elettra/Silverthorne routes are the principal access points (being agreed under this outline), with the potential for secondary/supplementary access points to support this route, and providing further cycle and pedestrian connectivity being the subject of a separate condition (Condition 12).

Pedestrian/Cycle Connectivity

Detailed discussions have been held regarding the pedestrian and cycle connections from the site to the wider network. Given the outline nature of the application, the applicant has been unable to commit to some of the locations for pedestrian and cycle connection points from the development. Therefore, it has been agreed that these connections shall be dealt with at the reserved matters stage, once the internal layout has been developed, and conditioned as part of the outline application. The connection points identified as part of the reserved matters application will be delivered via S278 agreement(s) with the Highway Authority.

It has been agreed that the existing footpath to the south of the existing McDonald's will be widened to accommodate cyclist movements to the development. This matter will be secured by condition. The Highway Authority reviewed the potential to widen the footpath to the north of the Lidl store but agreed that this option would not be pursued in lieu of alternative cycle routes.

On-Site Service Access

Given the outline nature of the application, the applicant has been unable to commit to the location of service arrangements within the site. As such the service arrangements

shall be agreed during the reserved matters application(s).

Hambledon Road/Elettra Avenue Roundabout

The applicant has developed an improvement scheme for the Hambledon Road/Elettra Avenue roundabout to offset the impact of traffic generated by this development, as detailed in drawing number 19235/02 Rev I. The improvement scheme features the provision of a dedicated left turn lane on the Elettra Avenue approach to the roundabout, with associated lining changes. The scheme also features widening to the existing pedestrian crossing on the Milton Road arm of the roundabout to facilitate the crossing movement of cyclists as well.

Whilst the improvement scheme provided capacity improvements to the Elettra Avenue arm of the roundabout, this came at the detriment of the Hambledon Road (Northern) approach. Given Hambledon Road's role as the mainline for traffic flow, the Highway Authority were unwilling to accept an improvement scheme which worsened the overall capacity of this approach to the roundabout.

As such, following extensive negotiations on this matter between the Highway Authority and the applicant it has been agreed that a £60,000 contribution will be paid towards an improvement scheme which benefits the overall capacity of the roundabout, rather than the Elettra Avenue arm alone. This matter will be secured within the S106 agreement and paid prior to the commencement of development.

Hambledon Road Pedestrian/Cycle Crossing Provision

Hampshire County Council, as Highway Authority, have been undertaking feasibility work to provide a toucan crossing on Hambledon Road, both as a result of this proposed development, and in combination with the McDonalds and Lidl premises, which have recently opened and have resulted in concerns over pedestrian safety, as a number of pedestrians have been crossing Hambledon Road in an uncontrolled manner. As such this toucan crossing is to provide a controlled crossing location for pedestrians and cyclists to access the Brambles Business Park. The toucan crossing would therefore equally provide a safe crossing location for pedestrian and cyclists to access the proposed development. Through the feasibility study, a shortfall of £150,000 was identified towards these works. It has been agreed with the applicant that the development will fund this shortfall, which is considered reasonable given the increased usage and need for sustainable pedestrian accesses to the site across Hambledon Road.

Parking provision

Given the outline nature of the application, the car parking will be considered at the reserved matters stage. However, it is considered that given the proposed quantum of development and the proposed site area, that any subsequent reserved matters application should be able to provide car parking standards in accordance with Parking Supplementary Planning Document (SPD) 2019.

Travel plan

Through detailed discussions between the applicant and the Highway Authority it has been agreed that prior to occupation of the development, a Framework Travel Plan will be submitted to and agreed by the Local Planning Authority in consultation with the Highway Authority.

The Travel Plan will include the employment of a site wide travel plan co-ordinator to manage the travel plans associated with each individual unit on site. The requirement for an individual travel plan will be triggered once that unit has reached 20+ members

of staff which will be required prior to individual unit occupation. The site wide co-ordinator will monitor all of the travel plans for the development, including an estimate for the units/staff which are on-site. Should the number of units with 20+ members of staff be low, the situation would revert back to the travel plan co-ordinator providing a site wide travel plan for each unit to follow and will be managing on-site parking and to ensure parking is contained within each development plot and does not overspill. The site wide travel plan co-ordinator will be in place at least three months prior to first occupation of the first unit and then in place until 5 years post 50% floorspace occupation. The Travel Plan will be secured through a section 106 legal agreement

Taking all these highway factors together it is considered that the site is sustainable in transport terms, subject to the mitigation measures proposed and S106 and conditional requirements. Overall the impacts on the highway network are not considered to be severely harmful to the safety or free flow of the highway network and as such the development should not be refused. It is clear in the NPPF that development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe. Following the implementation of the agreed mitigation proposals required by legal agreement and conditions, these are considered to mitigate the impact of the development on the highway network and therefore a reason for refusal on this basis could not be justified.

(vi) Flood Risk and Drainage

The site lies largely within a Flood Zone 1, the zone of least probability, according to the Environment Agency flood maps. There is an 1800mm diameter public surface water sewer crossing the site from north-east to south-west. The sewer discharges into a short section of open watercourse within the site curtilage and this is classed as a 'Main River'. There are twin 1200mm diameter culverts beneath Silverthorne Way and Tyak House to the south before the watercourse flows through an open channel away to the west. The watercourse becomes the River Wallington. An area of the site in the south-west corner is designated as Flood Zone 2. This is associated with shallow ponding associated with the 1,000 year flood event from the River Wallington to the south.

As part of the site is in flood zone 2, a flooding sequential test would usually be required. However, policy WA2 (Waterlooville Mixed Use Allocations), allocates this site, for the uses that are proposed within this application, as such in accordance with government guidance, a further sequential test is not required to be undertaken for this application.

In 2003, with the approval of the Environment Agency and Southern Water, BAE Systems constructed a flood alleviation scheme to cater for the shortfall in the culverts, following several flooding events in the main car park. It is proposed as part of the redevelopment to redefine the overflow flood route within a new swale constructed between the open section of watercourse and the existing collection drain. The proposals do not increase the area of impermeable surfacing at the site. Therefore, there will be no increase in volume of runoff and no change is required to the existing attenuation provided by the Southern Water pond for rainfall events up to the 1 in 30 year event up to the 1 in 100 year plus 40% climate change event. Future management of sustainable drainage features will require further discussion which will be secured through planning conditions.

As a result of the south-west corner being situated in Flood Zone 2, no buildings will be

erected on this area of the site; although it could be used as vehicle parking. The more vulnerable buildings will be located on the eastern section of the site, and only less vulnerable development in the western section which contains the Flood Zone 2 risk. This accords with the Technical Guidance and the NPPF.

The total site area is 4.01ha. As stated in the submitted FRA, it is assumed that the existing percentage of impermeable surfacing (approximately 80%) will be retained post development at the same 80% level giving an impermeable surfacing of approximately 3.2ha. Thus, the volume of run-off leaving the site during a rainfall event will not be changed by development.

Foul water drainage

Southern Water have requested a preoccupation condition in respect of foul sewage, to align with the delivery by Southern Water of any sewerage network reinforcement required to ensure that adequate waste water network capacity is available to adequately drain the development". When considering the matter of planning conditions Government guidance on the use of planning conditions is clear that they should only be used where there is a clear justification, which is likely to mean that the requirements of the condition (including the timing of compliance) are so fundamental to the development permitted. In this regard the matter of foul sewage connections is directly controlled by the Water Acts. Applying the principle of avoiding dual regulatory control it is not necessary for the planning system to impose a condition on this matter when it should be dealt with properly through the Water Acts. In that context it should be noted that there is a right of connection for new development and this will be applied for in the usual way by the developer, and the relevant discussions with Southern Water can take place at this time.

Furthermore, it is also pertinent to note that this is a significant brownfield site within the urban area and, as such, Southern Water should have made allowance for its capacity in its previous and current operations. In conclusion on this matter it will be resolved between the developer and Southern Water through the Water Acts, as noted as above.

(vii) Sustainability

Policy CS14 of the Local Plan (Core Strategy) states that non residential development over 500sqm should achieve BREEAM standard 'very good' unless it is clearly demonstrated that this would be financially or technically unviable. As such appropriate conditions are therefore recommended to ensure that further details are submitted to ensure the buildings meet this required level.

(viii) Developer Contributions/S106

As an outline application this development is not CIL Liable however a subsequent reserved matters or new full application may be, especially if the use is retail.

Employment and skills plan

Policies WA2 of the Allocation Plan 2014 identifies that for this development an Employment & Skills Plan is required. However in the emerging Pre-submission Havant Borough Local Plan 2036 revision, both the site allocation policy C9 and policy DR2 (Regeneration), which is due to go before Cabinet, are proposing to remove E&S Plans as a requirement for all but residential schemes. As such it is clear that the direction of travel of policy for developments of this nature is that Employment and

Skills Plans are not required for non-residential schemes - which marks a distinct change of direction from earlier S106 obligations secured or negotiated relating to the site. Given this situation, and taking into account the direction of travel regarding this matter, it is not considered that an Employment and Skills Plan could be justified in these unique circumstances.

The proposed S106 Agreement secures the following:

Highways

£60,000 contribution will be paid towards an improvement scheme on Milton Roundabout.

£150,000 contribution towards toucan crossing across Hambledon Road.
Travel Plan

8 Conclusion

The development is considered to be a suitable form of redevelopment as it will bring economic development to Waterlooville and complement and enhance the Brambles Business Park, provide employment and Class A1 Retail, Class D2 Leisure and Classes A3 and A5 Drink / Food Establishments.

Overall the development of the overall former BAE site as individual plots should assist the marketing of the site as a potential economic development destination in Waterlooville that will attract increased visitor spend to the area, providing wider benefits for local businesses and residents alike. It would support the Government's emphasis on enterprise and facilitate economic development.

9 RECOMMENDATION:

That the Head of Planning be authorised to **GRANT OUTLINE CONSENT** for application APP/18/01072 subject to:

(A) a Section 106 Agreement as set out in paragraph (viii) Developer Contributions/S106 above; and

(B) subject to the following conditions:

- 1 The development hereby permitted shall be begun before the expiration of 2 years from the date of the approval of the last of the reserved matters to be approved. Reason: To comply with Section 51 of the Planning and Compulsory Purchase Act 2004.
- 2 Application for approval of reserved matters shall be made to the Local Planning Authority before the expiration of 3 years from the date of the grant of this planning permission.
Reason: To comply with Section 51 of the Planning and Compulsory Purchase Act 2004.
- 3 No development hereby permitted shall commence until a Phasing Layout Plan has been submitted to and approved in writing by the Local Planning Authority. The development of the site shall be carried out in accordance with the approved phasing plan. Any amendment to the approved phasing programme

as phases are subsequently divided, subdivided or amalgamated must be first agreed in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

Reason: To ensure a co-ordinated and comprehensive form of development in which interdependent elements of the overall development are planned for and timetabled. It also allows flexibility by means of updating of these phases and timetabling as detailed plans of the site emerge. This is important in delivering a high quality development having due regard to policy CS16 of the Havant Borough Local Plan (Core Strategy) and the National Planning Policy Framework.

- 4 No development hereby permitted in any approved phase, except for site clearance, set up and remediation works, shall commence until plans and particulars specifying the detailed proposals for all of the following aspects of that phase of the same [herein called "the reserved matters" and "other matters"] have been submitted to and approved in writing by the Local Planning Authority.

(i) **The reserved matters:**

- (a) Appearance, to include external appearance, materials, decoration, lighting, colour and texture;
- (b) Landscaping including a landscape design showing the planting proposed to be undertaken, the means of forming enclosures, formation of banks or other earthworks, the materials to be used for paved and hard surfaces and the finished levels in relation to existing levels; and also the intended timing of completion of the landscaping works
- (c) Layout;
- (d) Scale, to include height, width and length of each building.

(ii) **Other matters:**

- (e) The finished levels (above ordnance datum) of both the ground floor of the proposed buildings(s) and the surrounding ground levels;
- (f) Access facilities for the disabled;
- (g) The manner of treatment of existing water courses and ditches;
- (h) Tree protection including an accurate plan showing the position, type and spread of all existing trees on the site and a schedule detailing the size and physical condition of each tree and, where appropriate, the steps to be taken to bring the tree(s) to be retained to a satisfactory condition; and also details of any proposals for the felling, lopping, topping or uprooting of any tree;
- (i) The arrangements to be made for the future maintenance of landscaped and other open areas;
- (j) The alignment, height and materials of all walls and fences and other means of enclosure;
- (k) The provision to be made for the parking, turning, loading and unloading of service vehicles;
- (l) The provision to be made for the storage and removal of refuse from the premises;
- (m) Measures for security and crime prevention;
- (n) The provision to be made for street lighting within the site;
- (o) Details of the foundation design including:

- i) the methods to be used;
 - ii) the design depths of the various structures involved and rationale;
 - iii) the density of piling, if any; and
 - iv) details of materials to be removed or imported to site;
- (p) measures to protect the public sewers.

The development shall be implemented in full accordance with the approved details.

Reason: To secure orderly development.

- 5 Notwithstanding the provisions of The Town and Country Planning (Use Class Order), the business units hereby permitted shall not at any time be used for any purpose within the scope of Class B1a (office) of the Town and Country Planning (Use Classes) Order 1987 (as amended), (except any Ancillary floorspace) without the prior written approval of the Local Planning Authority. This condition shall apply notwithstanding any Town and Country Planning (General Permitted Development) Order.

Reason: In the interests of highway safety and having due regard to policies DM11 and DM13 of the Havant Borough Local Plan (Core Strategy) 2011 and National Planning Policy Framework.

- 6 The development hereby permitted in any approved phase shall not be occupied until details of parking allocation, including cycle parking, for each building/unit have been submitted to and agreed in writing with the Local Planning Authority. The spaces shall be surfaced and marked out and allocated in accordance with the approved details prior to the bringing into use of the building/unit. Such areas shall thereafter be retained and used solely for those purposes.

Reason: In the interests of highway safety and having due regard to policy DM13 of the Havant Borough Local Plan (Core Strategy) 2011 and National Planning Policy Framework.

- 7 With respect to the development in any approved phase, equipment shall be installed to suppress and disperse fumes and/or smell produced by cooking and food preparation for commercial sales, and the equipment shall be effectively operated for so long as the use continues. Details of the equipment shall be submitted to, and approved by, the Local Planning Authority and the approved equipment shall be installed and be in full working order to the satisfaction of the Local Planning Authority prior to the commencement of use of the relevant building in any approved phase. The development shall be carried out in accordance with the approved details.

Reason: To ensure that unsatisfactory cooking odours outside the premises are minimised in the interests of the amenity of occupiers of nearby properties and having due regard to policies DM10 and CS16 of the Havant Borough Local Plan (Core Strategy) 2011.

- 8 No development hereby permitted in any approved phase shall be occupied until details of external plant and equipment have been submitted to and approved in writing by the Local Planning Authority. The details shall include

acoustic performance. The equipment shall be installed prior to the use of the building(s) commencing, and shall thereafter be maintained and operated only in accordance with the approved details.

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

- 9 No development hereby permitted in any approved phase shall commence, apart from site clearance, set up and remediation works, until plans and a scheme specifying the layout, depth and capacity of all foul and surface water drains, swales or similar features and sewers proposed to serve the same, and details of any other proposed ancillary drainage works/plant (e.g. pumping stations) have been submitted to and approved in writing by the Local Planning Authority together with details for the maintenance of surface water drainage and swales after completion of development.

The surface water drainage scheme for the site shall be based on the principles set out within the Peter Brett Associates Flood Risk Assessment rev C and Flood Risk Addendum 42567/4001/TN001 rev. A. The submitted details shall include:

- a. A technical summary highlighting any changes to the design from that within the approved Flood Risk Assessment.
- b. Detailed drainage plans to include type, layout and dimensions of drainage features including references to link to the drainage calculations.
- c. Detailed drainage calculations to demonstrate existing runoff rates are not exceeded and there is sufficient attenuation for storm events up to and including 1:100 + climate change.
- d. Exceedance plans demonstrating the flow paths and areas of ponding in the event of blockages or storms exceeding design criteria.
- e. Confirmation that there will be no building located in Flood Zone 2.
- f. Confirmation that finished floor levels shall be raised at least 0.3m above existing ground level and at least 400mm above the swale crest level.

Details for the long term maintenance arrangements for the entire surface water drainage system (including all SuDS features) shall include:

- a. Plans detailing the responsibility of the different drainage features
- b. Confirmation from Southern Water that the discharge rates are acceptable
- c. Maintenance schedules for each drainage type
- d. Protection measures to protect the drainage features while construction is ongoing

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

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

- 10 The implementation of the approved landscaping shall be completed in full accordance with the timing provisions approved under Condition 3 (i)(b). 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 policy CS16 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.
- 11 Use Class A1 floorspace within this development shall only be used for the sale of DIY products (including materials and accessories), home improvement products, carpets and floor coverings, fabric, furniture, soft and hard furnishings, floor coverings, household goods, homewares, decorative products, glassware, cookware, kitchen utensils, white and electrical goods, automotive and cycle parts, pet food, garden tools, arts and crafts materials, variety retailing, tents, camping, caravanning, leisure and outdoor activity equipment, toys and games, beauty products and medicines, baby products, seasonal items, ancillary items such as clothing and footwear, or related accessories for all of the aforementioned or the provision of ancillary café facilities, unless otherwise agreed with the Local Planning Authority.
Reason: In the interests of the viability and vitality of Waterlooville town centre in particular and having due regard to policy CS4 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.
- 12 No development in any approved phase (excluding site clearance, set up and remediation works) shall commence until details of the Highways Works and access with supporting construction management plan (to include lines, widths, levels, gradients, cross section, drainage and lighting) required for that phase have been submitted to and approved in writing by the Local Planning Authority. The phase of development shall not be occupied until the agreed Highway Works have been implemented in accordance with the approved details.
Reason: In the interests of highway safety and having due regard to policy DM13 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.
- 13 No development in any approved phase shall commence until details of the means of cycle access direct to Hambledon Road in the vicinity of the existing footpath link from within the site have been submitted to, and approved in writing by the Local Planning Authority. The approved cycle access shall be constructed in accordance with the approved details and made available prior to the occupation of the first unit.
Reason: In the interests of highway safety and having due regard to policy DM13 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.
- 14 No development shall commence in any approved phase until a Construction Management Plan has been submitted to and approved in writing by the Local

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

Reason: In the interests of highway safety and having due regard to policy DM13 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

- 15 In the event that contamination is found at any time when carrying out the approved development which was not previously identified, development shall stop on that part of the site affected by the unexpected contamination and it shall be immediately reported in writing to the Local Planning Authority. An additional investigation and risk assessment shall be undertaken and where remediation is necessary, a remediation scheme shall be prepared, which shall be submitted to and approved in writing by the Local Planning Authority. Following approval, such remediation scheme shall be implemented on site in complete accordance with the approved details unless otherwise agreed in writing by the Local Planning Authority.

Reason: Having due regard to Policies DM10 of the Havant Borough Local Plan (Core Strategy) 2011 and DM17 of the Havant Borough Local Plan (Allocations) 2014, contamination may be present within brownfield areas of the site that could pose a risk to future occupants.

- 16 No development in any approved phase shall take place, including any works or demolition, until a Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the Local Planning Authority. Thereafter the approved plan shall be implemented and adhered to throughout the entire construction period of that phase. The Plan shall provide details as appropriate but not necessarily be restricted to the following matters:

- i) A construction-phase drainage system for surface water to prevent pollutants from leaving the site;
- ii) Safeguards for fuel and chemical storage and use, to ensure no pollution of the surface water leaving the site.

Reason: The proposal has the potential to impact on the underlying groundwater and thus the Havant and Bedhampton Springs public water supply. This condition is therefore necessary having due regard to policies and proposals CS16 and DM10 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework

- 17 Unless otherwise agreed in writing with the Local Planning Authority, before the commencement of the development in any phase hereby permitted, written documentary evidence demonstrating that the development will achieve at minimum a level of 'Very Good' against the Building Research Establishment Environmental Assessment Method (BREEAM) Standard, in the form of a design stage assessment, shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure the development minimises its overall demand for

resources and to demonstrate compliance with Policy CS14 of the Havant Borough Local Plan (Core Strategy) 2011 and Policy E12 of the emerging Havant Borough Local Plan 2036.

- 18 Unless otherwise agreed in writing by the Local Planning Authority, prior to the occupation of the development in any phase hereby permitted, written documentary evidence proving that the development has achieved at minimum a level of '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, and approved in writing by the Local Planning Authority.

Reason: To ensure the development minimises its overall demand for resources and to demonstrate compliance with Policy CS14 of the Havant Borough Local Plan (Core Strategy) 2011 and Policy E12 of the emerging Havant Borough Local Plan 2036.

- 19 Notwithstanding the provisions of any Town and Country Planning (Use Classes) Order, the development hereby approved shall not result in more than 40,048sqm of floorspace being created, of which not more than 10,228sqm shall be for uses falling within Use Classes A1, A3, A5 and D2 of the Town and Country Planning (Use Classes) Order 1987 as amended.

Reason: In the interests of highway safety and in the interests of preserving the vitality and viability of Waterlooville Town Centre in accordance with policies DM13 and CS4 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

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

ARBORICULTURAL REPORT AND METHOD STATEMENT 15217-AA2-CA
TREE PROTECTION PLAN 15217-BT2
LOCATION PLAN 1618-PL-100
SITE ACCESS PLAN 1618-PL-103

Reason: - To ensure provision of a satisfactory development.