
Site Address: 32 New Lane, Havant, PO9 2NG
Proposal: Demolition of existing buildings and redevelopment of site comprising erection of distribution warehouse (class B8) with ancillary offices and related facilities, vehicle storage deck, new access, landscaping and associated infrastructure.
Application No: APP/21/00200 Expiry Date: 25/05/2021
Applicant: Mr Hooper
Havant Property Investment
LLP
Agent: Mr G Beck Case Officer: David Eaves
Luken Beck MDP Ltd
Ward: Bondfields DMC Lead Member

Reason for Committee Consideration:

Density:

HDS Recommendation: **GRANT PERMISSION**

1 Site Description

- 1.1 The site is located on the eastern side of New Lane, within a long established industrial area. Wyeth was established at the site since the 1950s and Pfizer took over the site in around 2010. Pfizer have been reducing their occupation at the site in recent times and are understood to anticipate leaving the site shortly.
- 1.2 The operations at the site have historically concentrated on the manufacturing of pharmaceutical products but more recently relate to the packaging and distribution of products that are manufactured off site and most recently the site has also stored products during the Corona Virus response..
- 1.3 The extensive complex of buildings on the site date from various periods from the 1950s to the current decade. They vary in design and scale with the tallest and most imposing building on site being the high bay warehouse for storage of pharmaceutical products permitted in 2002. In 2011 the Construction of new cold storage warehouse facility was granted planning permission.
- 1.4 The site is accessed off New Lane (two access points).. The Portsmouth to Waterloo railway line runs to the rear of the site. Parking is provided at the front of the site with further parking adjacent to the high bay warehouse, and adjacent to the north side distribution warehouse. The current application shows access to the proposed site being taken from the Southern and Northern Access points and from a new central access to New Lane.
- 1.6 The closest residential properties are located on the west site of New Lane and to the east of the railway line (Nutwick Road).
- 1.7 The proposal now under consideration relates to the demolition of existing buildings on site and a comprehensive re-development comprising the erection of a distribution warehouse (class B8) with ancillary offices and facilities, vehicle storage deck, new access to New Lane and with landscaping and associated infrastructure.

2 Planning History

- 2.1 There is a long planning history associated with the site and the most relevant recent planning history is given below:

00/52191/026 - Demolition of SMA building and erection of a new high bay warehouse for storage of pharmaceutical products (to east of SMA building), S106,12/02/2002

03/52191/032 - New security building to north of car park., PERM,16/06/2003

03/52191/033 - Application to crown raise two Holm Oak trees (T1 & T2) subject to TPO 1034., PERM,02/07/2003

03/52191/034 - New HVAC plant for warehouse located in south east corner adjacent to railway and north west corner close to Stanbridge Road entrance., PERM,20/11/2003

04/52191/035 - New HVAC Plant for Warehouse situated in South East corner adjacent to railway and North West corner close to Stanbridge Road entrance (resubmission), in order to seek a revision to Condition 3 of planning permission 03/52191/034 with respect to noise level., PERM,26/03/2004

04/52191/036 - Application to fell Poplar tree, T2 subject to TPO 1034., PERM,11/10/2004

07/52191/037 - Re-roofing of existing pitched structure with one DDA compliant reception., PERM,03/09/2007

08/52191/038 - Alteration to existing access and associated works. Facade reinstatement post demolition., PERM,02/05/2008

08/52191/039 - New pallet store (108.75 sq m) abutting existing maintenance building which will also be reclad to match adjacent buildings., PERM,09/06/2008

08/52191/040 - New Packaging Hall extension and new electrical intake switchboard., S106,16/09/2008

08/52191/041 - Discharge of Condition No.s 2,3,4,5,6,7,9,10,12,13,15,19,20,22 and 23 of Planning Permission 08/52191/040., PERM,12/11/2008

08/52191/042 - Discharge of Condition 2 of Planning Permission 07/52191/037., PERM,23/12/2008

09/52191/043 - Variation of Condition No. 22 of Planning Permission 08/52191/040 to allow for the insertion of 2No. additional double windows to the east facing elevation of packaging hall., PERM,18/05/2009

09/52191/047 - New raised roof parapet to existing site building, south elevation of building 'M'. , PERM,27/01/2010

APP/10/00902 - Application for the temporary Planning Permission for the siting of 8No. Portacabin and 6No. steel containers with hardstanding area., TPP,17/01/2011

APP/10/00955 - Construction of new cold storage warehouse facility.,
PERM,28/02/2011

APP/11/00298 - Discharge of Condition No/s 2, 3, 4 and 10 of Planning Permission
APP/10/00955., PERM,23/06/2011

APP/11/00969 - Discharge of Condition No/s 12 & 13 of Planning Permission
APP/10/00955, PERM,14/07/2011

APP/11/01212 - Application to determine whether prior approval is required for the
method of demolition of 5No. buildings (including: main administration building (u);
workshop (t); boiler house (r); warehouse (q) ;and iff/wch building (s)) and any
proposed restoration of the site., PARR,06/09/2011

APP/11/01460 - Application to determine whether prior approval is required for the
method of demolition of 5No. buildings (including: main administration building (u);
workshop (t); boiler house (r); warehouse (q) ;and iff/wch building (s)) and any
proposed restoration of the site. (Revised application.), PARP,21/10/2011

APP/12/00117 - Installation of 9No. windows at second floor level, south and east
elevations., PERM,04/04/2012

APP/12/00164 - Erection of a new section of palisade security fencing to height of
2.65m, to sub divide north and south sites at 32 New Lane., PERM,05/04/2012

APP/12/00600 - Discharge of Condition No. 2 of Planning Permission APP/12/00117.,
,26/07/2012

APP/13/00404 - Remodelling of north elevation to incorporate demolition of existing 3
storey offices; installation of loading doors, new cladding provision of service yard and
reorganisation of parking areas. Over cladding of west elevation., PERM,27/06/2013

APP/13/00836 - Installation of ground mounted solar PV modules in two phases.,
PERM,16/10/2013

APP/13/00837 - Erection of new metal-clad substation enclosure., PERM,16/10/2013

APP/14/00378 - Insertion of 2No. new fire escape exit doors in west elevation of Block
N. , PERM,03/06/2014

APP/15/00365 - Replacement of two existing external stand alone blast freezers with
one large blast freezer building with integral link to existing warehouse facilities.,
PERM,26/06/2015

APP/16/01061 - Application to determine whether prior approval is required for the
method of demolition of building including slab removal and any proposed restoration
of the site., PAYA,10/11/2016

APP/16/01100 - Extension of existing site security offices to form new reception area
and ancillaries., PERM,04/01/2017

APP/16/01142 - Erection of prefab building to house electrical services.,
PERM,20/12/2016

APP/17/00257 - Refurbishment of existing Site Security Offices with new side extension to form new reception area., PERM,05/05/2017

APP/17/01085 - Erection of replacement perimeter security fencing along the northern and eastern boundaries of the site with 2.4m high painted palisade fencing., PERM,07/12/2017

APP/19/00532 - Erection of new and replacement perimeter security fencing 2.4m high with new security gates at site entrances along the North Western boundary., PERM,19/07/2019

GEN/20/00451 - Redevelopment of industrial land for the erection of a distribution warehouse building and a vehicle storage deck (Use Class B8), construction of an additional access, car parking and associated works ,25/08/2020

3 Proposal

Demolition of existing buildings and redevelopment of site comprising erection of distribution warehouse (class B8) with ancillary offices and related facilities, vehicle storage deck, new access, landscaping and associated infrastructure.

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)
CS3	(Skills and Employability)
DM10	(Pollution)
DM11	(Planning for More Sustainable Travel)
DM12	(Mitigating the Impacts of Travel)
DM14	(Car and Cycle Parking on Development (excluding residential))
DM16	(Freight Transport)
DM3	(Protection of Existing Employment and Tourism Sites)
DM8	(Conservation, Protection and Enhancement of Existing Natural Features)

Havant Borough Local Plan (Allocations) July 2014

DM17	(Contaminated Land)
AL1	(Presumption in Favour of Sustainable Development)
AL2	(Urban Area Boundaries and Undeveloped Gaps between Settlements)

Submission Version Havant Local Plan

E23	(Air Quality)
E22	(Amenity and pollution)
E21	(Aquifer Source Protection Zones)
E24	(Contamination)
DR1	(Delivery of Sustainable Development)
E20	(Drainage infrastructure in new development)
IN1	(Effective provision of infrastructure)
IN5	(Future management and Management Plans)
E1*	(High quality design)
IN2	(Improving transport infrastructure)
E3	(Landscape and settlement boundaries)
E12	(Low carbon design)
E19	(Managing flood risk in new development)
E15	(Protected species)
C1*	(Protection of existing employment sites)
E14	(The Local Ecological Network)
IN3	(Transport and parking in new development)
E18	(Trees, hedgerows and woodland)

Emsworth Neighbourhood Plan Post Examination Version 2020

Listed Building Grade: Not applicable.

Conservation Area: Not applicable.

5 Statutory and Non Statutory Consultations

Arboriculturalist

The Tree Constraints plan, AIA, AMS and TPP supplied by Lizard are comprehensive documents and if fully adhered to will allow for the retained trees on this site to grow on unharmed in the future and in some instances for some trees the immediate rooting medium will be improved due to the removal of hard surfacing and the introduction of soft landscaping.

There are a number of trees required to be removed to facilitate the development, but none could be considered specimen or irreplaceable and will be more that adequately mitigated for with the proposed new tree planting scheme. The site will in fact be improved in terms of tree cover rather than negatively affected.

In terms of the part hedge removal, I defer to our colleagues in CELT for their opinion.

If permission is given for this application, then the following must be conditioned to ensure the trees are adequately protected:

- Pre commencement site meeting with Site Agent, Arb Consultant and HBC representative to ensure that all tree protection is correctly in place.
- The AMS and TPP must be strictly adhered.
- Any new underground servicing must be undertaken outside of tree RPA.

- All works within the RPA must be supervised by the Arb Consultant.
- New trees must be maintained and any losses that occur in the first 5 years must be replaced by the site owner / lease holder.

Building Control

Building Regulation consent will be needed for this development

Fire Authority access will need to be considered around and within the warehouse development

Disabled WC provisions not shown at this time

Additional issues may arise when full plans application submitted

Community Infrastructure

S106 could arise out of consultee responses for this site.

If there are any HBC Heads of Term our monitoring fees can be found on our website <https://www.havant.gov.uk/monitoring-fees>

Councillor Alex Rennie

Councillor D Guest - St Faith's

Councillor J Branson - St Faiths

Councillor T Hart - Bondfields

Councillor T Pike - St Faith's

Countryside Access Team

Please accept this response as being that of the Countryside Service, in relation to this application we are responding on behalf of Hampshire County Council as Highway Authority in respect of Public Rights of Way.

Comment:

Public Rights of Way are unaffected by the proposals. We therefore have no objection.

County Archaeologist

The site lies approximately 300m to the east of the line of a Roman Road, an area where archaeological remains might be expected. However, the site has previously been the subject of extensive development (in the form of the current buildings on site) which has likely removed any archaeological potential. Therefore, I would not raise any archaeological issues.

County Ecologist

Further Comments

The application is accompanied by an Ecological Impact Assessment (Lizard, May 2021). The site is essentially of minimal ecological value, containing a complex of modern industrial structures with areas of hardstanding, patches of amenity-type grassland and some planted trees and shrubs. The site is considered unsuitable for the majority of protected and notable species, and no further survey works are necessary.

If you are minded to grant permission, can I suggest that all ecological mitigation, compensation and enhancement measures are secured by condition.

Development shall proceed in strict accordance with the ecological mitigation, compensation and enhancement measures detailed within the Ecological Impact Assessment (Lizard, May 2021) and as shown in the Landscape Masterplan Strategy (Drawing LD2177-LAN-DWG-010, Lizard, February 2021) unless otherwise agreed in writing by the Local Planning Authority. All ecological measures shall be implemented and installed in accordance with ecologists instructions and retained in a location and condition suited to their intended function. Reason: to protect and enhance biodiversity in accordance with the NERC Act 2006, NPPF and Policy CS 11 of the Havant Borough Core Strategy March 2011.

Original Comments

The application is accompanied by an Ecological Impact Assessment (Lizard, February 2021). The site is essentially of minimal ecological value, containing a complex of modern industrial structures with areas of hardstanding, patches of amenity-type grassland and some planted trees and shrubs. The site is considered unsuitable for the majority of protected and notable species, and no further survey works are necessary.

The site offers an opportunity for ecological enhancements, and the landscaping proposals include a small number of bat and bird boxes as well as areas of native hedging, an 'ecological area', a hedgehog box, and a log pile. These measures are of course welcome, although the new warehouse building offers an obvious opportunity for further enhancements such as nest boxes for common swift – these are inexpensive and can be either integral to the structure or fitted to external materials. Swift boxes work extremely well and are a very simple measure with significant biodiversity benefits.

I would request that the new buildings incorporate a suitable number of swift nest boxes and that these are shown on the submitted plans and elevations. Ecological advice will be needed to ensure these are positioned in suitable locations.

Crime Prevention -Major Apps

No comments received

Economic Development HBC

The application is for the demolition of existing buildings and redevelopment of site comprising erection of distribution warehouse (class B8) with ancillary offices and related facilities, vehicle storage deck, new access, landscaping and associated infrastructure. The proposed development is subject of Local Plan Policy CS2 and Local Plan Policy CS3 of the Havant Borough Council Core Strategy Adopted Core Strategy – Adopted March 2011).

Economic Development Office notes that:

The proposed development will provide a new use for the former Pfizer site and will provide active business use now that Pfizer has left the site and freed it for new development.

The initial development follows the Havant core strategy focus on providing new employment to the borough and the reduction of out commuting. This new development will also ensure that previously developed land is reused for new employment floorspace as well as generating wealth and producing an economic output on existing employment sites that are not fit for current purpose. This is in line with Policy CS1 of the Core Strategy.

Emerging Local Plan Policy C1 of the Pre-Submission Local Plan seeks to retain existing employment sites by reinforcing their function and role and therefore the proposal for redevelopment of the site to retain it in business use class is in accordance with the emerging Havant Borough Local Plan 2036.

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 Pre-submission 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.

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.

Education Department

Thank you for the opportunity to comment on the above planning application. As it does not provide additional residential dwellings no contribution will be sought for educational facilities.

Environment Agency

We have **no objection** to the proposed development as submitted, **subject to the inclusion of the following 4 conditions**, in any permission granted.

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

Condition 1

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

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

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

Reason(s)

Potentially contaminating activities have been identified on this site. In particular various pharmaceutical and other industrial activities have been highlighted. The site is above the secondary superficial aquifer which would be considered a moderately sensitive controlled water receptor. The chalk principal aquifer and associated SPZ1c occurs at depth beneath the site under a layer of London clay. The chalk would be considered a highly sensitive controlled water receptor. These receptor could potentially be impacted by contamination present on this site.

To ensure that the development does not contribute to, and is not put at unacceptable risk from or adversely affected by, unacceptable levels of water pollution in line with paragraph 170 of the National Planning Policy Framework.

Condition 2

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

Reason(s)

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

Condition 3

Prior to occupation of any part of the site, a verification report demonstrating the completion of works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to, and confirmed in writing, by the local planning authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met.

Reason(s)

To ensure that the site does not pose any further risk to human health or the water environment by demonstrating that the requirements of the approved verification plan have been met and that remediation of the site is complete. This is in line with paragraph 170 of the National Planning Policy Framework.

Condition 4

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

Reason(s)

To ensure that the proposed Piling or other deep foundation does not harm groundwater resources in line with paragraph 170 of the National Planning Policy Framework.

Environmental Health

Observations / Comments:

Comments here relate to physical pollution, air quality (and air-quality-relevant aspects of development), and ground contamination. Comments are provided in respect of construction management, but these are limited in respect of loss of amenity due to noise impacts.

I will leave it to my nuisance / amenity focussed colleagues to comment on the noise impact assessment, and lighting strategy.

Summary

- The Construction Management Plan is considered adequate to manage dust emissions and development-phase air pollution impacts. It is recommended to list the plan as an approved document. No condition is proposed.
- I would raise a holding-objection on the basis that the development transport demand (trip generation potential) has not been sufficiently robustly defined, undermining the conclusions of the submitted air quality assessment
- Highways Agency concerns about the assessment of the impact of development traffic are supported.
- Concerns raised by the New Lane Community group about development traffic routing via New Lane / Beechworth Road are supported. Assessment of this routing option could require consideration of the air quality impact of development.
- The proposals are considered to have made a reasonable and proportionate response to emerging Air Quality policy E23 a. (development-emissions offsetting). No objections on this basis.
- Further assessment to address the holding objection referred to above may justify additional air quality mitigation under the principles of policy E23 c. (air quality impact mitigation)
- The draft surface water drainage strategy (SuDS) represents best practice for pollution prevention, and is supported.
- The contamination assessment is accepted. Amendments are required to the suite of conditions proposed by the Environment Agency in order to bring risks to human health into scope, and to ensure that the applicant is not unduly constrained by a strict interpretation of the provisions of the Grampian condition (EA proposed Condition 1)

Air Quality – Impact Assessment, Construction Phase (Construction Management Plan)

Comments relate to the Delta Simons Air Quality Assessment Report Ref: 20-1275.01 iss.2 (April 2021) & the TSL Construction Management Plan dated 12/01/21 issue 1.

The Air Quality report concluded that unmitigated construction activities would represent up to high risk of dust soiling impacts and medium risk of increases in particulate matter concentrations, but that through the implementation of suitable mitigation measures, the effect of dust and PM10 releases would be significantly reduced (to a low/negligible risk). Suggested measures are outlined within section 6.1, and these measures are agreed to represent good practice.

The measures given in section 6.1 of the air quality report are broadly represented in the TSL management plan. I would recommend that the TSL management plan be listed as an approved supporting document comprising an integral part of the scheme, so as to make it's contents (in principle) 'enforceable'. I don't believe that a specific compliance condition is strictly necessary.

If the Development Management service considers it necessary to include a specific condition requiring that the CMP be observed, please let me know and I will draft some condition wording which refers to compliance the submitted framework document & establishes a requirement for LPA approval to be obtained for revisions in respect of certain sections (e.g. working hours, dust suppression etc.).

Air Quality – Impact Assessment, Operational Phase

Comments relate to the Delta Simons Air Quality Assessment Report Ref: 20-1275.01 iss.2 (April 2021).

The report refers to the EPUK & IAQM industry guidance 'planning for air quality' v1.2 2017 in determining significance of any changes to local air quality. The report does reference both National & Local Policy, but does not recognise that the industry guidance pre-dates both the NPPF & LP2036 Policies, nor that there is a compelling argument to make that the significance scales given within the industry guidance is no longer compatible with prevailing policy. Relevant illustrative text from the NPPF is quoted within the report.

In addition, emerging policy from the LP2036 deliberately aims to better the degree of protection offered by the industry guidance, and the extant policy (DM10) includes wording which is compatible with the latest version of the NPPF (i.e. including 'health' focus in addition to a 'standards focus'. I refer to this policy context in light of uncertainty in the reliability of the outputs of the assessment, and of the conclusions that are based upon these outputs.

I note that the baseline traffic figures used for the assessment are crude; there is poor resolution in traffic flow estimates between road links and the figures quoted do not appear to correspond to the values given by the referenced source; differing substantially in the estimate of proportion of traffic representing HGV's, for example. Some values attributed to key road links differ significantly from estimates used in assessments undertaken for other developments – differing by up to a -1/3rd (Park Road North / Park Road South in particular). This will reduce the accuracy of the model. Where the verification points are close to the affected road links (e.g. DT22), this will serve to increase the magnitude of the adjustment factor that needs to be applied. Where verification points are not on affected road links (e.g. if adjacent to an accurately characterised link, effects will not be fully accounted for within the verification process.

It should also be noted that the quantitative assessment of development impact is based upon overall operational trip generation figures and 'net change in trip generation' estimates which are both disputed by the Highways Authority. This raises doubts as to the validity (or 'representativeness') of the estimate of development impact (both in highway, and air quality terms).

Contradictory (development operational-phase traffic) trip distributions are also given in the transport assessment, understood to be a result of a typographical error. Allocation of the development trips to the local road network is not stated clearly in the report, and is only possible to derive by calculation. It appears the air quality assessment may have been based upon a distribution broadly corresponding to Table 5.8 of the traffic assessment (though full calculations have not been undertaken). Table 5.8 is expected to represent the 'correct' figures. Given that 57% of development traffic being expected to access the strategic road network ('SRN', A27) at the Havant Junction (approaching from the local road network, 'LRN'), and Park Road (North / South) is a road link where kerbside exceedances of national air quality standards are known to be likely to occur at junctions; I am unclear as to why no receptors have been considered on this route.

The residents of Cardinal House (on the corner of Park Road South & Elm Lane) are considered to represent the worst-case receptor, and the omission of this receptor undermines confidence in the conclusions of the assessment.

In terms of the actual volume of traffic accounted for, it would appear the air quality assessment has considered a net growth in traffic demand as +599 as 'total vehicles, AADT'. The vehicle type distribution assumed is unclear, and I note that both the net-change in flows and the development traffic routing choices assumed (considered as a binary choice from site access) both differ from the net figures given in the transport assessment (from -90 to +466 depending on scenario & 70/30 direction split, given in the transport assessment, compared with +566 & 60/40 split in the air quality assessment). This is illustrative of the 'fluidity' of estimates of transport demand, which I will return to in the sections below.

I would conclude that the air quality assessment has-;

- been based upon baseline figures of poor resolution which differ from the quoted source in both overall volume estimates and in vehicle fleet composition. Additional justification is required for these figures.
- accounted for an AADT net change in 'total traffic' which has not been agreed with the Highways Authority to be either reasonable or robust, and which may differ substantially from the 'true' net change associated with this development
- omitted a receptor which is arguably the most sensitive to changes in air quality, and;
- has referred to industry guidance which is not fully compatible with either local policy

It would seem to me to be irrational to accept the conclusions of an air quality assessment which is based upon a baseline scenario which is poorly justified, and a development impact scenario which has not been agreed to be reasonable. I would recommend that the assessment be considered to have been 'rejected' until these aspects have been resolved.

In the event that the justification for the baseline scenario cannot be agreed, or that the Highways Authority will only agree a development impact scenario which differs significantly from that accounted for within the air quality report, it may be necessary to update the air quality assessment. Otherwise, following receipt of those assurances it may be possible to accept the report.

Development Transport Demand - General (Air Quality)

Comments here refer to the general scheme particulars, the Vectos Transport Statement dated February 2021, the Delta Simons Air Quality Assessment Report Ref: 20-1275.01 iss.2 (April 2021), and relevant representations made by consultees and local community groups.

I note that paragraph 4.4 of the Transport Statement suggests that *'the vehicle movements associated with the proposed development are already on the local road network as the proposed end user currently operates within the Havant area.'* I would challenge this statement on the basis that Table 5.6, which forms the basis of the 'trip distribution gravity model' indicates that 5% of freight delivery trips will be accounted for within the Havant Area. Given that the trip distribution model is based upon population density, it may be assumed that the employee commuting trips broadly correspond to the delivery demand distribution. Given that the operator doesn't currently operate *from* the borough, it may be assumed that the majority of HGV trips have both an origin & destination external to the borough, even though they may pass through the borough on the national strategic road network (A27 / A3(M)).

I would concede that the statement quoted above is probably true in relation to the 'regional road network', but it is unlikely to apply to the local road network within the Havant district, and it is the impact to the local road network that is most important when considering both the highway impact and the environmental impact of the development transport demand. This is relevant to the concept of 'net' development impact, and I would caution against accepting an offsetting of development trips from its net impact on the basis that a significant number of these trips are already on the local road network – this is very unlikely to apply to any more than 10% of trips, and may even be <5%.

It should be noted that whilst the HA considers gravity distribution model to be robust, the net generation figures have not been agreed. The Highways Authority requires additional junction modelling to be undertaken once a credible net figure has been agreed – as is suggested in the section above, it may be appropriate to update the air quality assessment model to reflect the agreed figures.

The Highways Agency objections relate to the degree of 'netting', meaning the degree to which the transport demand of the operational Pfizer site (whether theoretical, based upon consented floor area by landuse type, or whether based upon actual demand at a given date -) may be offset against the estimated transport demand of the proposed development. What is not called in to question per se is the transport demand estimate for the proposed development under the intended occupant's target operational model.

As regards the transport demand estimate for the proposed development, section 5.4 states *"The methodology of calculating traffic movements is based on the experience from [operating the sites listed in Appdx.G] and is applied to each proposed site on the basis of the number of parcels the site can process in a day, the number of vans operating from a site and the modal split journey to work for the area. This methodology is how the traffic data from the proposed development has been calculated."*

The methodology referred to at 5.4 remains opaque; it is not presented, nor explained in any greater anecdotal detail than described in the quote above. With reference to the data provided in Appendix F of the Transport Statement, I note that it omits the modal split which is apparently available with reference to table 5.1. It appears that there is additional detail available that has not been included within the Transport statement.

I note that some well organised community representation has been made which calls into question the likely trip demand of the development (and so the highway and air quality impact). With reference to certain statements given in the Transport Assessment, the scheme particulars, and to the transport demand estimates given; it would appear that closer scrutiny of the origin of the transport demand figures may be justified.

In particular, it would appear that the operational provision sought under the proposed scheme is substantially elevated relative to the identified need. This applies to both the employee parking space provision as it does to the capacity of the van storage deck, despite statements given at Section 4.25 which argues that the capacity sought is essential for operational efficiency and the viability of the site.

By my calculation, anticipated car trips account for 86% of the parking quantum, ignoring the capacity of the van storage deck for the parking of driver's vehicles. Van storage deck utilisation accounted for is approximately 58%, implying that a 30% reduction in quantum would not harm the viability of the site.

The contrary conclusion is that this apparently redundant capacity is required for anticipated expansion of the operation at the site, which would mean that the transport demand figures given in the Transport Assessment, upon which both the air quality & highway impact assessments are based, may not fully reflect the intended transport demand of the development (i.e. the transport demand that is within scope of the consent under consideration).

It may be worth considering the point in time that the methodology referred to at 5.4 estimates the operational transport demand – it could be that it aims to estimate trip generation at the year of opening, or at a specific point in time (year 3, year 5 etc.). *It appears unlikely that the estimates represent target capacity, or maximum capacity.* This may be relevant to the consideration of a number of relevant policy matters – including whether the over-provision of parking spaces relative to SPD requirements is sufficiently supportive of sustainable transport policy, for example.

I am mindful of shifting trends in retail which no doubt underpins the business justification for this development, and would of course anticipate that a range of operational scenario's may arise in practice. I would anticipate that for consideration of highway or air quality impact, consideration of a worst case scenario might be helpful (e.g. max. operational capacity) or a 'bracketing' approach may be appropriate (e.g. middle estimate, compared with a target operational capacity or maximum feasible capacity).

It is expected that these matters will comprise material matters for the scheme currently under consideration.

Development Transport Demand – Distribution, "Rat-Running" (Air Quality)

I have reviewed the representation of the 'New Lane Neighbourhood' ('NLN') group (response to the Highways Authority comments). The response provides an arguably rather unrealistic worst case as a counter to the rather opaque 'middle estimate' accounted for within the application documents. I have addressed the issue of the overall development transport demand in the sections above.

The bulk of the NLN representation concerns the LGV routing likely to arise in practice. I have considered the routes suggested, and would dismiss a number of them as not making sensible routing choices for day-to-day operational traffic. Some represent routes that could be helpful when problems exist on principle routes, but other routes highlighted fail to bypass strategic junctions on principle routes, and so don't make good alternatives even under abnormal (congested) traffic conditions.

The exception to this is the Southbound routing option to A27 Warblington via New Lane, Beechworth Road, East Street & Emsworth Road. This route is more than 2km shorter than the anticipated route to this junction, and both routes are hampered by a controlled rail crossing that is not permanently available. This route would be preferable for all Westbound trips during peak periods or when abnormal conditions have caused congestion on the B2149 which hampers access to the A27 at Havant. It may be justified to consider the attractiveness of this route, and to assess the likely development impact along its route.

I am mindful that the planning process has limited power to control the routing of road-legal vehicles on the adopted highway network – for this reason I would consider this to be a matter of properly assessing the likely highway impact (and securing any necessary mitigation), rather than being an argument for seeking to control the routing of development traffic.

Air Quality – Emissions Offsetting and Sustainability

I would acknowledge the applicant's positive response to comments about the loss of existing PV generation capacity, and the commitment to provide a PV provision within the development, as well as making a commitment to meet emerging policy requirements for sustainable construction.

The Electric vehicle charging provision of 20% van storage deck spaces, with the remaining 80% serviced with passive infrastructure to support future expansion is considered to be a proportionate response which represents good practice. Other suggestions made at the pre-planning consultation have not been incorporated into the scheme design, but I do note that the scheme brought forward does have an enhanced landscaping scheme which will result in a net gain of 'air pollution interception & absorption' services within the development red-line area.

Whilst neither the Air Quality assessment, the Design & Access Statement, nor the Planning Statement make a specific response to the requirements of emerging policy E23 a., I would acknowledge that the above factors substantially contribute to the policy aims embodied by E23 a.. As such, I would raise no objections to the development on this basis.

SS-DES - Surface and Water Drainage (Pollution Prevention) sources / contamination-impacted areas) .

I note that 5no. proprietary petrol interceptors are included on the drainage network. The report further states that the additional Work Constraints and that the proposed Planning Application is a key off the site to be supported by the means of the Proprietary style plantings. condition. I note that the Environment Agency has requested a suite of conditions to this effect, and also that Portsmouth Water has made a pragmatic assessment in respect of the thick set of pipe (as to parallel) gullies, (with out the surface water). drainage scheme exceeds the SuDS manual Ch.26 requirements for pollution control, representing best practice. The drainage system is directly exposed to the health in respect to the contamination assessment, and the imposition of related conditions. I have reviewed the proposed wording of the Environment Agency conditions, and would note that it omits wording commonly used by Environmental Health to support a flexible approach, such as reference to the EP Conditions as a 'trigger', when the Assessment Report Ref: 1629.5052 is used (25/01/2021). The representation is a slightly relevant suggestion that it would be helpful to apply consistent 'reason' for each 'contamination-related' condition, and to amend the reasons proposed by the Environment Agency to consistently include the assessment with the site scope of the conditions. The assessment reports which identified the presence of contamination in various areas of the site. Some remediation suggested, as a side note, presented conclusions which characterise the contamination as 'not requiring remediation'.

Condition 1

Some of the reports referent of any specific phase(s) developed by Approved by this planning permission (other than submitted to the Local Authority previously to the date of stage knowledge as may be agreed in writing with the Local Planning Authority), an assessment of the nature and extent of contamination at the site shall be submitted to and highlight that by the Local Planning Authority and the standards of remediation that have been accepted in the past are applicable to the context of the site at the time the assessment may comprise separate reports as appropriate, but shall be noted that this context may differ under a scenario unless specifically excluded in writing by the Local Planning Authority, shall include;

The broad conclusions of the EPS Ltd. Phase I report are accepted. However, I do not agree with the site investigation based on the previous assessments summarised within the EPS Ltd. Phase I Environmental Assessment Report Ref: UK20.5052 iss.4 (25/01/2024) paragraph 3.3 as it suggests that the primary information to be generated by a further & detailed site analysis (e.g. the location) alongside affecting the life, care, employees of the site. The site assessment of the risk drivers identified does not, however I would highlight that off-site migration of contaminants to 'contamination sensitive' human receptors (2) are external to the development risk assessment and based upon a significant risk driver. This has been identified from a Remediation Strategy that includes; the vicinity of the site, appropriately considered remedial objectives,

- Paragraph 7.2.2 suggests that sufficient information is available to 'outline' a 'remediation strategy'. I would challenge the 'face value' interpretation of this statement. At least paragraph 3.3.3.9 merits a more comprehensive synopsis of available results to present a comprehensive site conceptual model which accounts for the result of investigations which have not to date been reported to the Council.

9) A verification of the planning of the remediation strategy will be included within the report to demonstrate that the following sections in the Remediation Strategy, and) additional phases of investigation, all might disprove the overlapping distinction between the three stages, 'immediation' and 'assessment' given the approaches these conclusions are accepted.

- A 'high level' data-gap assessment has identified that for further Site Assessment, should be adhered to unless agreed in writing by the Local Planning Authority. I would like to see some additional stratified-random trial holes across the site in order to bolster knowledge of the general context of the site (to support statistical

Reason: *Potentially contaminating activities have been identified on this site. In particular, various pharmaceutical and other industrial activities have been highlighted. The site is above the secondary superficial aquifer which would be considered a moderately sensitive controlled water receptor. The chalk principal aquifer and associated SPZ1c occurs at depth beneath the site under a layer of London clay. The chalk would be considered a highly sensitive controlled water receptor. Alongside the health of future occupants of the development land, and the health of occupiers of adjacent land, these receptors could potentially be impacted by contamination present on this site. To ensure that the development does not contribute to, and is not put at unacceptable risk from- or adversely affected by-, unacceptable levels of contamination, in line with policy DM10 of the Havant Borough Local Plan (Core Strategy) 2011, DM17 of the Havant Borough Local Plan (Allocations) [2014], and paragraphs 178-180 of the National Planning Policy Framework."*

Condition 2

[As Environment Agency wording, with 'reason' substituted with that given below]

Reason: *To ensure that the development does not contribute to, and is not put at unacceptable risk from- or adversely affected by-, unacceptable levels of contamination, in line with policy DM10 of the Havant Borough Local Plan (Core Strategy) 2011, DM17 of the Havant Borough Local Plan (Allocations) [2014], and paragraphs 178-180 of the National Planning Policy Framework."*

Condition 3

[As Environment Agency wording, with 'reason' substituted with that given below]

Reason: *To ensure that the site does not pose any further risk to human health or the water environment by demonstrating that the requirements of the approved verification plan have been met and that remediation of the site is complete. This is in line with policy DM10 of the Havant Borough Local Plan (Core Strategy) 2011, DM17 of the Havant Borough Local Plan (Allocations) [2014], and paragraphs 178-180 of the National Planning Policy Framework."*

Condition 4

[As Environment Agency wording, with 'reason' substituted with that given below]

Reason: *To ensure that the proposed Piling or other deep foundation does not harm groundwater resources, in line with policy DM10 of the Havant Borough Local Plan (Core Strategy) 2011, DM17 of the Havant Borough Local Plan (Allocations) [2014], and paragraphs 178-180 of the National Planning Policy Framework."*

Environmental Health

I have reviewed the details provided, in particularly the Noise Constraints Assessment (ref A118298 – rev 3). This considers the potential impact of noise from building services plant, vehicle movements, car park use, unloading and loading, etc. Overall, the assessment suggests that the proposed development is unlikely to significantly harm existing residential amenity. Full details of the proposed building services plant to be installed are not known at this stage so the assessment provides design criteria for future use. No consideration however is given to the potential impact of low frequency noise from such plant which means I am unable to provide full comments on whether this element poses a risk of impact on health and quality of life from noise, or whether low frequency noise which may arise from the proposed development can be adequately mitigated and minimised.

Further information on the potential impact of low frequency noise from proposed building services plant is required before a recommendation can be made of the application.

I have also reviewed the construction management plan and external artificial lighting assessment report and have no adverse comments regarding their contents.

Hampshire Fire & Rescue

Description of Works:

HFRS understands that the project involves Demolition of existing buildings and redevelopment of site comprising erection of distribution warehouse (class B8) with ancillary offices and related facilities, vehicle storage deck, new access, landscaping and associated infrastructure.

I confirm that Hampshire Fire and Rescue Service (HFRS) has received your application, dated 05 March 2021. The inspector named above has considered the information provided and has made the following comments:

Early Engagement:

The proposal is of great interest to this fire authority due to the size and risks identified. We would like to engage early with the stakeholders on this project, please could early contact be made with the fire engineering & consultation team if the proposal progresses.

Building Regulations: Access for Firefighting

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

Hampshire Act 1983 Section 12 – Access for Fire Service

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

Fire and Rescue Services Act 2004

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

Access for High-reach Appliances

High reach appliances currently operated by the HFRS exceed the maximum requirements given in Section 17 of the Approved Document B. When considering high rise buildings these variations should be considered as additions and incorporated as follows. Structures such as bridges, which a high-reach appliance may need to cross should have a maximum carrying capacity of 26 tonnes. Where the operation of a high reach vehicle is envisaged, a road or hard standing is required 6m wide. In addition, the road or hard standing needs to be positioned so that its nearer edge is not less than 3m from the face of the building.

Water Supplies

Additional water supplies for firefighting may be necessary. You should contact the Community Response Support, Hampshire Fire and Rescue Headquarters, Leigh Road, Eastleigh, SO50 9SJ (risk.information@hantsfire.gov.uk) to discuss your proposals.

Fire Protection

HFRS would strongly recommend that consideration is given to installation of an Automatic Water Fire Suppression Systems (AWFSS) to promote life safety and property protection within the premises.

HFRS is fully committed to promoting Fire Protection Systems for both business and domestic premises. Support is offered to assist all in achieving a reduction of loss of life and the impact of fire on the wider community.

Testing of Fire Safety Systems

HFRS strongly recommends that, upon commissioning, all fire safety systems are fully justified, fully tested and shown to be working as designed. Thereafter, their effectiveness should be reconfirmed periodically throughout their working lifecycles.

Fire-fighting and the Environment

Should a serious unsuppressed fire occur on the premises, the water environment may become polluted with 'fire water run-off' that may include foam. The Service will liaise with the Environment Agency at any incident where they are in attendance and under certain circumstances, where there is a serious risk to the environment, a 'controlled burn' may take place.

This of course could lead to the total loss of the building and its contents.

Premises' occupiers have a duty to prevent and mitigate damage to the water environment from 'fire water run off' and other spillages.

Hampshire Highways

Thank you for consulting the Highway Authority on the above planning application which seeks permission to redevelop the former Pfizer site located to the east of New Lane. The Highway Authority have reviewed the Transport Assessment (TA) submitted alongside the application and wish to make the following comments.

Pre-Application

The applicant has engaged in pre-application discussions with the Highway Authority to discuss the impact of the proposed development on the local road network.

Conversations on the transport elements of the development have remained ongoing until the submission of the planning application.

Existing Conditions

The former Pfizer site is situated in the industrial estate located on the eastern side of New Lane. The site currently serves a number of industrial units which are internally connected via access roads. The site is currently served via 2 bellmouth junctions on New Lane. To the west of New Lane are a number of residential estates while Havant town centre is located to the south.

The site itself has been subject to a number of planning applications; however, the 2020 schedule of site uses (the most recently available), consisting of the planning permitted uses, is outlined below:

2

Land Use	Floorspace (sqm)
Office (b1a)	4,311
R&B (B1b)	2,427
Industrial (B1c/B2)	22,539
Warehousing (B8)	5,231
Total	34,508

Sustainable Transport

Pedestrian/Cycle

Footways are present on both sides of New Lane, separated from the carriageway by grass verges. The footway on the eastern side of the road terminates to the south past the allotments, requiring pedestrians to cross and utilise the existing provision on the western side of the carriageway.

A pedestrian refuge crossing is provided circa 200m north of the site, consisting of dropped kerbs, tactile paving and a refuge island. The site does not currently benefit from any pedestrian crossing facilities to the south; however, it is noted that the applicant is proposing to implement a new dropped kerb/tactile crossing facility to the south. The proposed crossing is very wide and could present a safety issue. Visibility splays should be shown from the mid-point of the crossing landings corresponding to the sight stopping distance (SSD) of the main road.

New Lane benefits from on-road cycle lanes which connect into NCN routes 2 and 22. The Highway Authority have highlighted to the applicant the existing safety concerns at the Crossland Drive/New Lane junction which impacts on cyclists. This matter is addressed under the Personal Injury Accident Data section of this response.

Bus

The nearest bus service facilities are located on St. Albans Road, to the west of the site, approximately a 2-minute walk away. The number 20 and 21 bus provide two services an hour between Portsmouth and Havant.

The Highway Authority identified at the pre-application stage that the local bus facilities could be upgraded to improve the uptake of sustainable transport to the site. The existing stops on St. Albans Road consist of a flag pole and timetable only. The applicant should address the potential upgrade of these facilities in any follow up transport documents.

Rail

Havant railway station is approximately 1.1km south-west of the site. Services are provided to destinations including Southampton, Portsmouth and London. Services to Portsmouth are available 7 times an hour from the railway station and therefore represent an alternative mode of transport to the private car for those based in the on-site warehouse.

Personal Injury Accident data

The applicant has provided Personal Injury Accident data (PIA) obtained from Hampshire Constabulary for the most recently available ten-year period, up to 31st December 2019. The study area covers the lengths of New Lane, New Lane Industrial Estate Access, Crossland Drive/New Lane Junction and Crossland Drive/ St. Albans Road Junction. Given that the data is now over a year out of date, the Highway Authority have undertaken an internal review of accident data in the vicinity of the site

During the above time frame, a total of 11 recorded accidents occurred within the study area. Of these, 7 were recorded as slight, whilst there were 4 recorded as serious, no fatalities were recorded.

The Crossland Drive/New Lane junction recorded 3 slight and 3 serious PIA over the time period, 3 of these accidents involve cyclists utilising the on-road cycle lanes on New Lane. As previously noted, Hampshire County Council have expressed concerns about the collision rate at the junction and have agreed with the applicant during the pre-app stage that a scheme should be designed to address the accident record at this location. The junction has been subject to a number of improvements schemes implemented by HCC over the years to reduce the frequency and severity of accidents at this location. The historical concerns at this junction relate to the interaction between HGVs and cyclists.

During pre-application discussions, the applicant was requested to investigate an LTN 1/20 compliant scheme which would improve the safety of cyclists at the junction. The improvement scheme presented within the TA consists of two new traffic islands located either side of the New Lane/Crossland Drive junction, shown in drawing number 205452/PD03.

The TA states that the purpose of the islands is to reduce vehicle speeds on New Lane. The applicant has undertaken speed surveys on New Lane in September 2020 which recorded 85th percentile speeds as 37.3mph northbound and 36.8mph. Whilst the Highway Authority acknowledge that the new island may provide benefit in reducing vehicle speeds, it has also previously stated that the proposed improvement scheme does not address the accident history at the junction. The introduction of the traffic islands would reduce the working width of the cycle lanes which would not improve cyclist safety, nor does it meet the standards set out in LTN 1/20. It is noted that the safety auditor has identified this issue within the RSA. The PIA data does not indicate a link between the accidents and speeding on New Lane; instead, the accidents are attributed to the large visibility splays afforded along New Lane which results in drivers becoming making decisions about turning from the junction early and failing to see oncoming cyclists.

The Highway Authority requires the applicant to revisit the proposed improvement scheme at the junction and would welcome further discussions around this point.

Development Proposal:

The proposed development would see the re-development of the former Pfizer site to convert it into a distribution centre 15,546 sqm in size, where parcels are delivered via vans to the local area. 868 delivery vans shall be branded and stored on site, this is opposed to the vans being stored by workers at home addresses.

It is proposed that the vans stored onsite will undertake what is referred to as the last mile of the distribution. The vans will leave the site in the morning between 07:00-12:00 and return between 16:00-21:00 and deliver within an hours catchment area from the depot site. The vans will be loaded to ensure they can deliver goods for 6 hours, thus ensuring only one trip to and from the distribution centre is required by the delivery vans. Additionally, onsite staff will have a shift pattern outside of the network peak hours (08:00-16:00, 16:00-12:00 and 12:00 – 08:00). Given the specific details on the operational requirements for the site forming the basis of the assessment, the Highway Authority would seek planning conditions restricting the use for the current applicant only. An open permission for any end user would not be appropriate as the assessment assumes that the impacts are reduced by the development type as a result of the operational model for this particular occupant. The Highway Authority would welcome further discussions with the applicant and the Planning Authority on this matter.

Access:

The proposed development will provide three separate vehicle accesses from New Lane, all in the form of a priority junctions. The southern and middle junctions are pre-existing and are not proposed to be amended as part of the development. The northernmost junction is new on the network and has been shown in drawing number 205452/PD02.

Movements between the 3 accesses will be disaggregated based on the employee's role. HGV access will be achieved solely via the existing southern access only. This will be secured through the design of the internal layout and should be conditioned appropriately. The existing central access will be used by staff based on site in the distribution centre and through design of the internal layout only provides access to the staff car park. Van drivers delivering goods from the site will use a mixture of the new northern access and existing southern access.

To confirm that the proposed accesses are suitable for the level of flow along New Lane, annual average daily traffic flows should be provided. The Highway Authority also require further information regarding the speed survey data undertaken by the applicant to confirm that it is inline with the Highway Authority's TG3 guidance. The speed surveys should have been undertaken in free-flow conditions and near to the expected 'y' distance of the access visibility splays and not at the junctions themselves.

The visibility splays have been shown to 43m; however, it is noted that the current speed survey data would require 62.0m and 60.0m visibility splays in the respective northbound/southbound directions. The existing and proposed accesses are spaced too close based on a 43m SSD, which is also too short considering the higher recorded speed values. Therefore, there is a greater risk of visibility obstruction caused by adjacent accesses which will need to be evaluated in safety terms against the proposed site usage and intensification of the accesses.

The tracking drawings have been provided at a 1:1000 scale which makes them difficult to assess. The Highway Authority will require 1:200 scale drawings to review.

Parking Provision:

The car park serving employees, accessed via the central vehicular access, will provide a total of 208 parking spaces. In their capacity as local parking authority, Havant Borough Council should determine whether the proposed quantum of parking meets adopted parking standards. The Highway Authority will need to be confident that the site development will not lead to on street parking by employees from the site.

In addition to the above parking facilities proposed, it is also proposed to include 866 van storage spaces within a van storage deck within the site. The intention is for all delivery drivers to travel to the site, pick up their van, load it up from the distribution centre before departing on their delivery route. For those delivery drivers travelling to the site via their personal vehicle, they will park in the operational van storage spaces whilst the deliveries are made.

Trip Generation:

Proposed Development Trip Generation

During the pre-application stage, the Highway Authority agreed that the applicant should base their trip generation assumptions on occupier-based data, given the lack of available and comparable TRICS data on last mile distribution centres. The total trip generation has been split between cars, LGVs and HGVs and is therefore agreed as follows:

Peak Hour	Car (two-way)	LGV (two-way)	HGV (two-way)
AM	121	216	2
PM	105	216	0

The applicant was also requested to run a comparison search of TRICS which confirmed that the two-way traffic movements noted above were robust when compared to the TRICS data.

Existing Site Trip Generation

During pre-application discussions, the applicant noted that the Pfizer operations on-site had been winding down for a number of years, but there remained some existing level of on-site traffic generation. It was therefore agreed that an element of the existing site traffic generation could be net from the proposed development trip rates.

Within the TA, the applicant has presented assessments which compare the proposed trip generation against the previous maximum site use (taken as the time at which consent was granted for an on-site Cold Storage unit in 2010) and the 'existing' site use by looking at TRICS data. During pre-application discussions, the Highway Authority raised that whilst an element of netting should be applied to the site, it is not proportional to do so against the maximum site use. The Highway Authority also expressed concern with assuming a blanket 'existing' assumption which bases the trip rate on the current occupiers GFA which is not representative nor reflective of the wind down in operation of the Pfizer site. Whilst the Highway Authority acknowledges that the site has planning permission and have, in the past, fulfilled their operational needs within the confines of the permission, this does not reflect the fact that the site has not been operating at full capacity for a number of years and therefore requires a new planning application to re-develop the site.

The Highway Authority therefore requires an assessment which robustly present the existing site use to net against the proposed development trip rates. Further discussions with the applicant would be welcome on this point. The purpose of netting the existing site use is to ensure that double counting is not taken when assessing junctions in modelling terms. The Highway Authority cannot permit the netting of trips beyond this level given the nature of the operation of the site for some period of time.

Traffic Distribution:

During pre-application discussions, the Highway Authority agreed the form and use of a gravity model to distribute traffic to and from the proposed development. The model assumes that deliveries are weighted based on the population of areas within a 1-hour drive of the site, forming the catchment area. Population data to inform the model has been extracted from the Census 2011 which is considered acceptable.

HGV's traffic distribution will not be based in peak conditions. This is down to the HGV's operating overnight delivering goods. The main networks associated with the travel of HGV's are along Crossland Drive, which is a designated HGV route. Whilst these may not be a concern for operational capacity these are relevant when considering the safety of the Crossland Drive/New Lane junction as set out above. Clarification is sought on the level of any increases or change in distribution of HGV traffic at the junction as a result of the proposed development.

Utilising the gravity model, Table 5.8 identifies that the Crossland Drive/New Lane junction will take 70% of the site traffic. This figure reduces to 66% at the B2149/Park Road North Roundabout and 57% at the A27/Langstone Road Roundabout when accessing the strategic road network. The remaining circa 30% of trips route north of the site to the New Lane/Bartons Road junction. To reaffirm the routes shown within the gravity model, a comparison has been drawn against the distribution agreed through the nearby planning application at 38 New Lane (APP/19/00660). It is noted that the distributions are comparable and therefore the gravity model distribution is considered robust.

Based on the identified percentage of traffic at each junction, a comparison has been drawn against the maximum and 'existing' site use. As set out above, the Highway Authority has queried this approach and will require an assessment of the existing site trip generation before the impact at individual junctions can be identified.

Junction Assessment:

The following junctions have been modelled to ascertain the impact of the development:

- • New Lane site access
- • Further to the comments raised above regarding the provision of AADT flows to confirm that the junction form is appropriate, junction modelling should also be undertaken for the 2 existing accesses to confirm that they will operate within capacity following the increase in traffic movements.
- The junction has been modelled under the following scenarios:
 - Baseline Future Year 2023.
 - Baseline Future Year + Development 2023.

The modelling for the new site access identifies a maximum RFC of 0.50 on the New Lane (S) in the PM peak hour. It is noted that the modelling has been based on the traffic distribution presented within Table 5.7 of the TA which states that 0% of traffic will use New Lane north, 29% of traffic will use New Lane south and 1% of traffic will use Crossland Drive. This data varies from the percentages set out in Table 5.8 which is outlined above. The applicant should therefore clarify what set of distribution data has been used and if Table 5.7 has been used for the assessment, why the localised impact of traffic has not been fully accounted for.

Until the applicant has provided an updated assessment which robustly analyses the existing site trip generation, the Highway Authority reserves its position to request further junction modelling on locations identified through the further assessment. However, it should be noted that the following junctions receive an increase in 30 or more trips when comparing the proposed development against the 'existing' use and would therefore need to be considered for modelling:

- • Crossland Drive/New Lane;
- • B2149/Crossland Drive;
- • B2149/Park Road North Roundabout; and
- • A27/Langstone Roundabout.

Framework Travel Plan

The Framework Travel Plan is being reviewed by Hampshire County Council's Travel Plan team and any comments will be forwarded to the applicant direct.

Recommendation

The Highway Authority requires further information on the following points before a recommendation can be made of the application:

- • Updated mitigation proposal for the New Lane/Crossland Drive Junction;
- • Pedestrian visibility splays annotated on the southern crossing plan;
- • Provision of further information regarding the site accesses;
- • Updated assessment to net trips from the existing site from the proposed development;
- • Junction modelling for the pre-existing site accesses;
- • Further discussions with the Highway Authority regarding junction modelling once the trip generation has been agreed

Landscape Team, Havant Borough Council

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

- Given the scale of the proposed unit and the intention to bring the footprint closer to residential properties west of New Lane we recommend that large native UK species of trees are introduced into the soft landscaping of the new lane boundary of the site. We are concerned that the form of fastigate trees will not provide sufficient width or height to mitigate the visual impact of the development.
- Insufficient details submitted in relation to the proposed hard landscaping. Hard landscape details requiring submission of fully annotated plans at sufficient scale that comprise a range of coloured and textured surfacing treatments, which identify:
 - finished levels
 - hard surfacing material type / product reference and colour
 - laying bond
 - edging or kerb detail / type
 - retaining structures or steps

- The landscape plans do not provide details on all boundaries and we require details on all aspects whether retained and proposed to ensure suitability. As such boundary details requiring submission of fully annotated plans at sufficient scale showing the locations of existing, retained and proposed new boundary treatments, with scaled elevation drawings to show height, design, materials, type and colour of proposed new walling / fencing or other type of enclosure and associated gates.

Local Lead Flood Authority HCC

Further Comments

The County Council has reviewed the following documents relating to the above application:

- Drainage Strategy Report; ref: C200810-PIN-XX-XX-RP-C-02; dated: 9 February 2021.
- Flood Risk Assessment; ref: C200810-PIN-XX-XX-RP-C-01; dated: 27 May 2021.

Following our formal response to this planning application dated 16th March 2021, we received additional on the 22nd June 2021 including the requested clarification on the existing/proposed discharge rates and detailed drainage drawing together with detailed hydraulic calculations.

The additional information submitted by the applicant has addressed our concerns regarding surface water management and local flood risk. Therefore, the County Council as the Lead Local Flood Authority has **no objection** to this planning application subject to the following planning conditions:

1. The drainage system shall be constructed in accordance with the Drainage Strategy Report; ref: C200810-PIN-XX-XX-RP-C-02. Surface water discharge to the public sewer network shall be limited to 174l/s (1 in 1 year), 395l/s (1 in 30 year) and 395l/s (1 in 100 year). Any changes to the approved documentation must be submitted to and approved in writing by Local Planning Authority and Lead Local Flood Authority. Any revised details submitted for approval must include a technical summary highlighting any changes, updated detailed drainage drawings and detailed drainage calculations.
2. Evidence that the surface water sewer asset owner has agreed to the proposed discharge rates and connection should be submitted before any connection is made. If necessary, improvement to the condition of the surface water sewer as reparation, remediation, restitution and replacement should be undertaken.
3. Details for the long-term maintenance arrangements for the surface water drainage system shall be submitted to and approved in writing by the Local Planning Authority prior to the first occupation of any of the dwellings. The submitted details shall include;
 - a. Maintenance schedules for each drainage feature type and ownership.
 - b. Details of protection measures.

We would also recommend that the applicant is directed to our website <http://www3.hants.gov.uk/flooding/hampshireflooding/drainagesystems.htm> for further information on recommended surface water drainage techniques.

Please note that Hampshire County Council as Lead Local Flood Authority will not comment on the fluvial systems as these are outside our remit.

Original Comments:

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

In order to assist applicants in providing the correct information to their Local Planning Authority for planning permission, Hampshire County Council has set out the information it requires to provide a substantive response at <https://www.hants.gov.uk/landplanningandenvironment/environment/flooding/planning>

The County Council has reviewed the following documents relating to the above application:

- Drainage Strategy Report; ref: C200810-PIN-XX-XX-RP-C-02; dated: 9 February 2021.
- Flood Risk Assessment; ref: C200810-PIN-XX-XX-RP-C-01; dated: 9 February 2021.

The information submitted by the applicant in support of this planning application indicates that surface water runoff from the application site will be managed through permeable paving and attenuations tanks. Additionally, surface water runoff will be discharged into the surface water public network at a discharge rate of 395l/s (50% betterment), via existing connections (4 catchments). This is acceptable in principle bearing in mind that the underlying geology (London Clay Formation) and the potential contamination will make infiltration infeasible at the site, in the absence of any nearby watercourse, and considering that the existing site is discharging surface water into the surface water public sewer network.

The applicant is proposing to discharge surface water runoff at 395 l/s considering a 50% betterment of the existing discharge rate 790 l/s, which is acceptable. However, there is no information on the existing/proposed discharge rates for all rainfall events and it is unclear whether the discharge rates would be increased for some rainfall events. Therefore, we **request** a table with the existing and proposed discharge rates, including all the proposed catchments, for all rainfall events including those with a 1 in 1year, 1 in 30year & 1 in 100year annual probability of occurrence. We further request the calculations and values used for that discharge rates.

The drainage layout and source control calculations submitted are very high level at this stage considering that this is an application for full planning permission. Therefore, we **request:**

- Detailed drainage layout drawings at an identified scale indicating catchment areas, referenced drainage features, manhole cover and invert levels and pipe diameters, lengths and gradients.
-
- Detailed network hydraulic calculations for all rainfall events, including the listed below. The hydraulic calculations should take into account the connectivity of the entire drainage features including the discharge locations. The results should include design and simulation criteria, network design and result tables, manholes schedule tables and summary of critical result by maximum level during the 1 in 1, 1 in 30 and 1 in 100 (plus an allowance for climate change) rainfall events. The drainage features should have the same reference that the submitted drainage layout.
-
- Exceedance plans demonstrating the flow paths and areas of ponding in the event of blockages or storms exceeding design criteria.

The applicant is proposing to manage surface water through the existing drainage system, however, there is not information within the planning website which demonstrate that the asset owner has agreed to the proposals including the principle of re-using existing connections. Failure to secure this agreement is likely to necessitate in the need to review the drainage proposals for the application, which may have implications for the proposed quantum and layout of the proposed development.

Bearing in mind that this is an application for full planning permission and the layout will be fixed, we **request** that the above issues are addressed at this stage and not through planning conditions, to demonstrate that the development site has a secure outfall to dispose surface water, and to demonstrate that the quantum of development is achievable, whilst ensuring that flood risk will not be increased on or off site.

Network Rail

Asset Protection Informatives for works in close proximity to Network Rail's infrastructure

Due to the close proximity of the proposed works to Network Rail's land and the operational railway, Network Rail requests the applicant / developer contacts Network Rail's Asset Protection and Optimisation (ASPRO) team via AssetProtectionWessex@networkrail.co.uk prior to works commencing. Our Asset Protection will review the details of the proposal to ensure that the proposed development can be completed without any risk to the operational railway. The applicant / developer may be required to enter into an Asset Protection Agreement to get the required resource and expertise on-board to enable approval of detailed works. More information can also be obtained from our website <https://www.networkrail.co.uk/running-the-railway/looking-after-the-railway/asset-protection-and-optimisation/>.

As well as contacting Network Rail's ASPRO Team, the applicant / developer must also follow the attached Asset Protection informatives (compliance with the informatives does not remove the need to contact ASPRO).

Please note that our ASPRO team are currently reviewing the planning application and may choose to send further comments shortly.

Full Comments (Check above comments where are they from?)

Asset Protection Informatives for works in close proximity to Network Rail's infrastructure

The developer must ensure that their proposal, both during construction and after completion does not:

- encroach onto Network Rail land
- affect the safety, operation or integrity of the company's railway and its infrastructure
- undermine its support zone
- damage the company's infrastructure
- place additional load on cuttings
- adversely affect any railway land or structure
- over-sail or encroach upon the air-space of any Network Rail land
- cause to obstruct or interfere with any works or proposed works or Network Rail development both now and in the future

Network Rail strongly recommends the developer complies with the following comments and requirements to maintain the safe operation of the railway and protect Network Rail's infrastructure.

Future maintenance

The applicant must ensure that any construction and subsequent maintenance can be carried out to any proposed buildings or structures without adversely affecting the safety of/or encroaching upon Network Rail's adjacent land and air-space. Therefore, any buildings are required to be situated at least 2 metres (3m for overhead lines and third rail) from Network Rail's boundary.

This requirement will allow for the construction and future maintenance of a building without the need to access the operational railway environment. Any less than 2m (3m for overhead lines and third rail) and there is a strong possibility that the applicant (and any future resident) will need to utilise Network Rail land and air-space to facilitate works as well as adversely impact upon Network Rail's maintenance teams' ability to maintain our boundary fencing and boundary treatments. Access to Network Rail's land may not always be granted and if granted may be subject to railway site safety requirements and special provisions with all associated railway costs charged to the applicant.

As mentioned above, any works within Network Rail's land would need approval from the Network Rail Asset Protection Engineer. This request should be submitted at least 20 weeks before any works are due to commence on site and the applicant is liable for all associated costs (e.g. a l l possession, site safety, asset protection presence costs). However, Network Rail is not required to grant permission for any third party access to its land.

Plant & Materials

All operations, including the use of cranes or other mechanical plant working adjacent to Network Rail's property, must at all times be carried out in a "fail safe" manner such that in the event of mishandling, collapse or failure, no plant or materials are capable of falling within 3.0m of the boundary with Network Rail.

Drainage

Storm/surface water must not be discharged onto Network Rail's property or into Network Rail's culverts or drains except by agreement with Network Rail. Suitable drainage or other works must be provided and maintained by the Developer to prevent surface water flows or run-off onto Network Rail's property. Proper provision must be made to accept and continue drainage discharging from Network Rail's property; full details to be submitted for approval to the Network Rail Asset Protection Engineer. Suitable foul drainage must be provided separate from Network Rail's existing drainage. Soakaways, as a means of storm/surface water disposal must not be constructed within 20 metres of Network Rail's boundary or at any point which could adversely affect the stability of Network Rail's property. After the completion and occupation of the development, any new or exacerbated problems attributable to the new development shall be investigated and remedied at the applicants' expense.

Scaffolding

Any scaffold which is to be constructed within 10 metres of the railway boundary fence must be erected in such a manner that at no time will any poles over-sail the railway and protective netting around such scaffold must be installed. The applicant/applicant's contractor must consider if they can undertake the works and associated scaffold/access for working at height within the footprint of their property boundary.

Piling

Where vibro-compaction/displacement piling plant is to be used in development, details of the use of such machinery and a method statement should be submitted for the approval of the Network Rail's Asset Protection Engineer prior to the commencement of works and the works shall only be carried out in accordance with the approved method statement.

Fencing

In view of the nature of the development, it is essential that the developer provide (at their own expense) and thereafter maintain a substantial, trespass proof fence along the development side of the existing boundary fence, to a minimum height of 1.8 metres. The 1.8m fencing should be adjacent to the railway boundary and the developer/applicant should make provision for its future maintenance and renewal without encroachment upon Network Rail land. Network Rail's existing fencing / wall must not be removed or damaged and at no point during or post construction should the foundations of the fencing or wall or any embankment therein, be damaged, undermined or compromised in any way. Any vegetation within Network Rail's land boundary must not be disturbed. Any fencing installed by the applicant must not prevent Network Rail from maintaining its own fencing/boundary treatment.

Lighting

Any lighting associated with the development (including vehicle lights) must not interfere with the sighting of signalling apparatus and/or train drivers' vision on approaching trains. The location and colour of lights must not give rise to the potential for confusion with the signalling arrangements on the railway. The developers should obtain Network Rail's Asset Protection Engineer's approval of their detailed proposals regarding lighting.

Noise and Vibration

The potential for any noise/vibration impacts caused by the proximity between the proposed development and any existing railway must be assessed in the context of the National Planning Policy Framework which hold relevant national guidance information. The current level of usage may be subject to change at any time without notification including increased frequency of trains, night time train running and heavy freight trains.

Vehicle Incursion

Where a proposal calls for hard standing area/parking of vehicles area near the boundary with the operational railway, Network Rail would recommend the installation of a highways approved vehicle incursion barrier or high kerbs to prevent vehicles accidentally driving or rolling onto the railway or damaging lineside fencing.

Landscaping

Any trees/shrubs to be planted adjacent to the railway boundary these shrubs should be positioned at a minimum distance greater than their predicted mature height from the boundary. Certain broad leaf deciduous species should not be planted adjacent to the railway boundary as the species will contribute to leaf fall which will have a detrimental effect on the safety and operation of the railway. Network Rail wish to be involved in the approval of any landscaping scheme adjacent to the railway. Any hedge planted adjacent to Network Rail's boundary fencing for screening purposes should be so placed that when fully grown it does not damage the fencing or provide a means of scaling it. No hedge should prevent Network Rail from maintaining its boundary fencing. If required, Network Rail's Asset Protection team are able to provide more details on which trees/shrubs are permitted within close proximity to the railway.

Existing Rights

The applicant must identify and comply with all existing rights on the land. Network Rail request all existing rights, covenants and easements are retained unless agreed otherwise with Network Rail.

Planning Policy

Policy Status

The Local Plan (Core Strategy) and the Local Plan (Allocations), together with the Hampshire Minerals and Waste Plan, provide the development plan for the borough. The Havant Borough Local Plan (HBLP) was submitted for Examination on the 12th February 2021 and can be afforded limited weight.

The following policies are of particular relevance:

- • CS2 – Employment
- • CS14 – Efficient Use of Resources
- • CS16 – High Quality Design
- • CS19 – Effective Provision of Infrastructure
- • CS21 – Developer Requirements
- • DM10 – Pollution
- • DM13 – Car and Cycle Parking on Residential Development

In the Pre-submission Plan the following policies are of particular relevance:

- • DR1 | Delivery of sustainable development
- • C1 | Protection of existing employment sites
- • IN1 | Effective provision of infrastructure

- IN3 | Transport and parking in new development
- E1 | High quality design
- E12 | Low carbon design
- E22 | Amenity and pollution

Principle of Development:

Policy CS2 of the Core Strategy prioritises the use of previously developed land for the provision of new employment floorspace, whilst Policy DM2 seeks to safeguard existing employment sites from development proposals for non-employment uses. Emerging Policy C1 of the Pre-Submission Local Plan proposes to define New Lane as an established employment area (within which the application site falls) and generally protects employment sites from change of use or redevelopment to a non-employment use.

In this case, the application proposals seek to re-provide employment floorspace through the redevelopment of the site. The submitted Planning Statement indicates that following the subdivision and redevelopment of the northern part of the site (Velocity), there remains 27,144 sq. m of warehousing space and cold store pallet locations, with the remaining pharmaceutical site employing 150 staff.

The proposed new building would stand centrally within the site, standing 15.7m in height and would make provision of 14,017 sqm (Gross Internal Floorspace), in addition to two ancillary buildings providing an additional 32 sq. m. This reflects the intended use by the proposed occupier as a 'last mile' distribution centre. In this respect, it is noted that the proposals could be key in supporting the Borough's economic recovery from the pandemic. In terms of jobs, the submitted statement simply refers to the creation of a 'broad range of jobs'.

Paragraph 8.9 of the Council's Employment Land Review recognises that there is likely to be a net loss of floorspace, allowing for the intensification and redevelopment of established employment areas. This reflects the extensive areas of redundant floorspace within the borough's existing employment areas. The proposals would also support the vision in the submitted Plan in terms of providing new and refurbished business development and providing people with access to high quality new employment (paragraph 2.14).

Though there would be a net loss in employment floorspace, it is proposed that the site would be retained in employment use in an established employment area as proposed to be defined by Policy C1. As such, a policy objection would be unlikely to arise.

Design

Both the adopted and emerging local plan require high quality design in all development under policies

- CS16 High Quality Design (Core Strategy)
- E1 High Quality Design (HBLP 2036)

Low carbon design:

Non-residential development over 500 sq. m is expected to meet the BREEAM 'Very Good' standard, unless proven to be financially or technically unviable in line with Policy CS14 of the adopted Core Strategy. Policy E12 of the emerging HBLP 2036 sets out the BREEAM level to be achieved for different floorspace thresholds for non-residential development. Proposals of 1,000 sq. m or more of non-residential development are expected to meet BREEAM 'Excellent'.

The submitted BREEAM Pre-Assessment indicates that the development is likely to achieve BREEAM Excellent (76.03%).

Source Protection Zones:

The site lies within Groundwater Source Protection 1c for Bedhampton and Havant Springs. Policy DM10 (in the Adopted Local Plan) and emerging Policy E21 (in the Pre-Submission Local Plan) are therefore of relevance. The Environment Agency and Portsmouth Water will be able to provide further advice in terms of where solution features are present, and if any conditions should be imposed.

Parking:

The proposals would need to ensure that appropriate parking provision is provided in accordance with Policy DM13, emerging policy IN3 and the Council's Parking SPD.

Summary:

The development proposals would secure the redevelopment of an existing employment site within an established employment area. As such, the proposals is capable of support in policy terms, subject to the relevant detailed matters above being satisfactorily addressed

Portsmouth Water Company

Final Comments

Pollution Prevention & CEMP

Portsmouth Water have received the revised Construction Management Plan, dated May 2021. I can confirm we are satisfied with the content of the Construction Management Plan as it now includes the details of the environmental management during construction (overland run off and the storage of hazardous substances) to protect groundwater quality.

Further Comments

Our response is based on the review of the following documentation:

- Drainage Strategy Report by Pinnacle Consulting Engineers, May 2021
- Construction Management Plan, January 2021

Our response dated 23rd March 2021 remains valid and is reference below for ease of reference:

'The site is a brownfield site and ground contamination is suspected from the previous land uses. The site is located within the Source Protection Zone 1c (SPZ1c) for an essential Public Water Supply Source. 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 deep drainage solutions and/or piling may pose a risk to groundwater quality at the local public water supply source. The confined aquifer is of high sensitivity and consequently all measures to prevent pollution during and post construction are required in order to safeguard the local public water supply.

Drainage

The proposed surface water drainage strategy for the site is utilising the existing surface water sewer network for final discharge. Car parking bays will be permeable paved to treat car park drainage. Run-off from the impermeable areas will be directed through drainage channel with a petrol interceptor prior to entering the attenuation tanks with final discharge to existing surface water sewer. Due to the sensitivity of the groundwater environment, infiltration is not proposed to be suitable solution for the site. Portsmouth Water agree with this assessment and would have a presumption against deep infiltration drainage due to the previous use on the site and the sensitivity of the underlying principal aquifer. The proposed foul water drainage strategy for the site is the connection to the existing public foul water sewer following confirmation from Southern Water.

Both drainage proposals are acceptable to Portsmouth Water in relation to groundwater protection. If there is any deviation from these proposals Portsmouth Water would wish to be further consulted.

Piling & Foundations

Portsmouth Water would have no objection to piling at this location if the piles terminate within the Clay cover. If the piles penetrate the full depth of the Clay cover we would expect a piling risk assessment and method statement, this should detail the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including pollution prevention measures. Piling or any other foundation designs using penetrative methods can pose a risk to potable supplies from, for example, turbidity, mobilisation of historical contaminants, drilling through different aquifers and creation of preferential pathways for contaminants.

Pollution Prevention & CEMP

The Construction Management Plan submitted as part of the application does not cover all the environmental pollution risks of construction. There is no detail on the management of overland runoff (including the drainage proposal for the wheel washing facilities), storage of hazardous materials, chemical and hydrocarbons on site and temporary drainage infrastructure to ensure that water resources are not put at risk from leaks or spillages. The current plan could be updated with this information or alternatively a separate plan could be prepared.

Reason- Fugitive emissions from the site during construction could pose a significant threat to groundwater and therefore the local water supply source if not appropriately managed.

Original Comments

Portsmouth Water's Position

Our response is based on the review of the following documentation:

- Drainage Strategy Report by Pinnacle Consulting Engineers, February 2021
- Phase I Environment Assessment, January 2021
- Construction Management Plan, January 2021

The site is a brownfield site and ground contamination is suspected from the previous land uses. The site is located within the Source Protection Zone 1c (SPZ1c) for an essential Public Water Supply Source. 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 deep drainage solutions and/or piling may pose a risk to groundwater quality at the local public water supply source. The confined aquifer is of high sensitivity and consequently all measures to prevent pollution during and post construction are required in order to safeguard the local public water supply.

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Reason- Fugitive emissions from the site during construction could pose a significant threat to groundwater and therefore the local water supply source if not appropriately managed.

SE Hants Clinical Commissioning Group

As a Clinical Commissioning Group we have a specific interest in new residential developments and how the increased population would directly affect local healthcare provision.

Thank you for informing us of the proposed redevelopment. However, South Eastern Hampshire Clinical Commissioning Group does not wish to make any further comments at this time.

Southern Electric

Southern Gas Networks - stage 1

Southern Water

Further Comments

The submitted drainage layout (Dwg.no: 200810-PIN-XX-XX-DR-C-00205 P07) is satisfactory to Southern Waters.

The comment in our response dated 24/03/2021 remain unchanged and valid for the additional information.

Original Comments:

Please see the attached extract from Southern Water records showing the approximate position of our existing public foul and surface sewer within the development site. The exact position of the public assets must be determined on site by the applicant in consultation with Southern Water.

Please note:

- The 225 mm public foul sewer requires a clearance of 3 metres on either side of the gravity sewers to protect it from construction works and to allow for future access for maintenance.

The 600 mm public surface water sewer requires a clearance of 3.5 metres on either side of the public sewer to protect it from construction works and to allow for future access for maintenance.

- No development or tree planting should be carried out within 3 and 3.5 metres of the external edge of the public sewers without consent from Southern Water.

- No soakaway, swales, ponds, watercourses or any other surface water retaining or conveying features should be located within 5 metres of public sewers.

- All existing infrastructure should be protected during the course of construction works.

Please refer to: southernwater.co.uk/media/3011/stand-off-distances.pdf.

The impact of any works within the highway/access road on public apparatus shall be assessed and approved, in consultation with Southern Water, under a NRSWA enquiry in order to protect public apparatus. Please send these enquiries to:

Developer.Services@southernwater.co.uk

Furthermore, it is possible that a sewer now deemed to be public could be crossing the development site. Therefore, should any sewer be found during construction works, an investigation of the sewer will be required to ascertain its ownership before any further works commence on site.

Southern Water requires a formal application for any new connection to the public foul and surface water sewer to be made by the applicant or developer.

To make an application visit: southernwater.co.uk/developing and please read our New Connections Services Charging Arrangements documents which are available on our website via the following link: southernwater.co.uk/connection-charging-arrangements

Submitted FRA indicates that surface water from the site will be discharged to a public surface water sewer with a 50% betterment compared to the existing brownfield rates which is satisfactory to Southern Water. Surface water may be discharged to the existing sewer, provided the rate of discharge to sewer is no greater than existing contributing flows. You will be required to provide a topographical site survey and/or a CCTV survey showing the existing connection points, pipe sizes, gradients and calculations confirming the proposed surface water flow will be no greater than the existing contributing flows.

The Council's Building Control officers or technical staff should be asked to comment on the adequacy of soakaways to dispose of surface water from the proposed development.

The drainage design should ensure that no groundwater and/or land drainage will enter the public sewerage network.

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

We request that should this application receive planning approval, the following condition is attached to the consent: "Construction of the development shall not commence until details of the proposed means of foul and surface water sewerage disposal have been submitted to, and approved in writing by, the Local Planning Authority in consultation with Southern Water. For Southern Water Planning Webpage please click the below link: southernwater.co.uk/regulations-services/planning-your-development

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

Traffic Management Team

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: 74

Number of site notices: Not applicable.

Statutory advertisement: Not applicable.

Number of representations received: 311

Comment	Officer Comment

Summary:

Comment:

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

(i) Principle of development

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

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

(iii) Impact upon residential amenity

8 Conclusion

9 RECOMMENDATION:

That the Head of Planning be authorised to **GRANT PERMISSION** for application APP/21/00200 subject to the following conditions

- 1 The development must be begun not later than three years beginning with the date of this permission.

Reason: To comply with the requirements of Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

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

Plans:

Proposed Warehouse Elevations Drawing Number 2101-S4-P6
Proposed Warehouse Floor Plan Drawing Number 2102-S4-P6
Proposed Van Parking Deck Plan - Levels 0 & 1 Drawing Number 2103-S4-P4
Proposed Van Parking Deck Plan - Levels 2 & 3 Drawing Number 2104-S4-P4
Proposed Warehouse Roof Plan Drawing Number 2109-S4-P3
Site Location Plan Drawing Number 2001-S4-P3
Proposed Site Plan Drawing Number 2003-S4-P7
Proposed Site Plan Grade Level Drawing Number 2003A-S4-P3
Proposed Building Overlay Drawing Number 2004-S4-P3
Proposed Parking and Vehicular Movements Drawing Number 2005-S4-P5
Existing and Proposed Site Section Drawing Number 2006-S4-P7
Proposed Boundary Treatments Plan Drawing Number 2008-S4-P3
Proposed Guard Hut & Guard Cabin Details Drawing Number 2009-S4-P3
Proposed Cycle and Smoking Shelter Details Drawing Number 2010-S4-P3
Proposed Height Restrictor & Vehicle Barrier Details Drawing Number 2011-S4-P3
Landscape Masterplan Strategy Drawing Number LLD2077-LAN-DWG-010 Rev 03
Tree Constraints Plan Drawing Number LLD2177-ARB-DRG-001 Rev 03
Tree Retention and Protection Plan Drawing Number LLD2177-ARB-DWG-002 Rev 04
Bulk Earthworks Analysis 15.5m FFL Drawing Number C200810-PIN-XX-XX-DR-C-220 Rev P02
Levels Strategy 15.5m FFL Drawing Number C200810-PIN-XX-XX-DR-C-206 Rev P05
External Lighting Lux Level Plot Drawing Number 10290-PL-100 Rev B
External Lighting Intrusive Lighting Renders & Calculation Points Drawing Number 10290-PL-101 Rev B
Access Road General Arrangement Drawing - Drawing Number LLD2177-LAN-DWG-150 Rev 03
Proposed Junction Layout with Landscaping Overlay Drawing Number 205452/PD14

Documents:

Planning Statement Luken Beck February 2021
Design and Access Statement SMR Architects 7379/DAS/V3 February 2021
Transport Statement - Vectos February 2021
Supplementary Transport Assessment - Vectos July 2021
Transport Assessment Addendum - Vectos - Bus Services 205452/N09
Daily Trip Generation Note - Vectos - 205452/N10
Highways Response Note - Vectos 205452/N13
Travel Plan - Vectos June 2021
Non-Motorised User Context Assessment -Vectos February 2021
Air Quality Assessment Delta-Simons Project No. 20-1275.01 Issue 2 January 2021
Air Quality - Response to Havant Borough Council Environmental Health Comments Delta-Simons Project Number 20-1275.03 24th May 2021
Air Quality - Response to Havant Borough Council Environmental Health

Additional Comments - Delta-Simons 20-1275.03 18th August 2021
 Noise Constraints Assessment Tetra Tech A118298 Rev 3 February 2021
 External Artificial Lighting Assessment Report KTA Report Number
 IDS/JG/10290/PL1/R1 February 2021
 Pfizer Biotech Incumbent Lighting Survey KTA 10290-ELR-100 8 December
 2020
 Existing Tree Schedule Lizard Landscape Design and Ecology Project
 Reference LLD2177 Rev 02 February 2021
 Arboricultural Impact Assessment and Method Statement Lizard Landscape
 Design and Ecology Project Reference LLD2177 Rev 02 8 February 2021
 Flood Risk Assessment Pinnacle Consulting Engineers Flood Risk
 Assessment C200810-PIN-XX-XX-RP-C-01 Version 4.0 9 February 2021
 Drainage Strategy Report Pinnacle Consulting Engineers
 C200810-PIN-XX-XX-RP-C-02 Version 8.0
 BREEAM Pre-assessment Yonder Job Nr. 2225 Rev A 29 January 2021
 Phase 1 Environmental Assessment EPS UK20.5052 Issue 4 25 January 2021
 Construction Management Plan TSL Issue No.3 12th January 2021
 Landscape and Visual Impact Assessment Lizard Landscape Design and
 Ecology Project Reference LLD2177-LPL-REP-001 Rev 01 9 February 2021
 Landscape and Visual Impact Assessment Lizard Landscape Design and
 Ecology Project Reference LLD2177-LPL-REP-001 Rev 01 Appendix E
 Landscape Design Strategy Lizard Landscape Design and Ecology Project
 Reference LLD2177-LAN-REP-001 Rev 2 30th June 2021
 Ecological Impact Assessment Lizard Landscape Design and Ecology Project
 Reference LLD2177 Rev 03 26th May 2021
 Statement of Community Involvement Luken Beck January 2021
 Construction Employment and Skills Framework Plan Fellows Planning
 uploaded 26th August 2021
 Employment and Skills Note uploaded 26th August 2021
 Outline Remedial Strategy & Implementation Plan EPS Project Reference
 UK20.5052D Issue 2.1 24th May 2021
 Dialux External Lighting Assessment Report Thorux Lighting Report Number
 JW/LW/540939/DLX
 Framework Operational Management Plan -Vectos July 2021
 Framework Delivery and Servicing Management Plan - Vectos July 2021
 Framework Car Park Management Plan - Vectos July 2021

Reason: To ensure provision of a satisfactory development.

- 3 The construction phase of the development shall be carried out in accordance with the approved Construction Management Plan (produced by TSL) Issue No.3, unless otherwise agreed in writing by the Local Planning Authority. This includes 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 having due regard to policies CS20 and DM10 of Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

- 4 Prior to the occupation of any relevant part of the permitted development,

a Full Operational Management Plan shall be submitted to and approved in writing by the Local Planning Authority.

The plan shall be based upon the principles outlined within the Vectos Ltd. Framework Management Plan document dated July 2021, be implemented as approved, and be observed throughout the period that the lawfulness of activity at the development land relies upon this Planning Permission.

No significant deviation from the provisions of the approved plan shall be permitted, without the express written consent of the Local Planning Authority.

Reason: To ensure any future occupier abides by the assumptions within the Transport Assessments agreed at planning having due regard to policies DM11 and DM12 of Havant Borough Local Plan (Core Strategy) 2011 and the Planning Policy Framework.

- 5 Prior to occupation of the development hereby permitted a Full Car Parking Management Plan (building on the Vectos Framework Car Parking Management Plan July 2021) shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority. The approved plan shall be implemented as approved, and be observed throughout the period that the lawfulness of activity at the development land relies upon this Planning Permission.

No significant deviation from the provisions of the approved plan shall be permitted, without the express written consent of the Local Planning Authority.

Reason: To ensure any future occupier abides by the measures agreed at planning having due regard to policies CS20, DM11, DM12 and DM14 of Havant Borough Local Plan (Core Strategy) 2011, Havant Borough Council Parking SPD and the Planning Policy Framework.

- 6 Prior to occupation of the development hereby permitted, a Full Delivery Servicing Management Plan (building on the Vectos Framework Delivery Servicing Management Plan July 2021) shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority. The approved plan shall be implemented as approved, and be observed throughout the period that the lawfulness of activity at the development land relies upon this Planning Permission.

No significant deviation from the provisions of the approved plan shall be permitted, without the express written consent of the Local Planning Authority.

Reason: To ensure any future occupier abides by the measures agreed at planning having due regard to policies CS20, DM11 and DM12 of Havant Borough Local Plan (Core Strategy) 2011 and the Planning Policy Framework.

- 7 The development hereby permitted shall not be brought into use unless and

until the Cycle Parking shown on drawing No. 2010-S4-P3 has been provided. The cycle storage facilities shall thereafter be maintained and retained in accordance with these details.

Reason: To ensure that adequate provision is made for sustainable transport options having due regard to policy DM14 of Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

- 8 Prior to the occupation of the development the following provisions shall be made on site:

Photovoltaic panels as shown on drawing reference 2109-S4-P3

Electric Vehicle charging provision for 20% of all car and van parking spaces provided on site. In addition the remaining 80% of van parking spaces shall be provided with passive infrastructure to allow for further charging points to be easily installed.

The Photovoltaic panels and Electric Vehicle charging provision shall thereafter be retained unless otherwise agreed in writing by the Local Planning Authority.

Reason: To accord with the details of the submitted Transport Assessment, to reduce pollution and to help to ensure sustainable development having due regard to policies CS14 and DM10 of the Havant Borough Local Plan, emerging policy IN3 of the Havant Borough Local Plan Submission Version and the National Planning Policy Framework.

- 9 All delivery vans operating from the site shall be liveried and branded in a manner to allow for easy identification to ensure that the operation is in line with the operational management plan.

Reason: To allow for monitoring of the site operation in order to ensure that routes to and from the site utilise main routes in the interests of residential amenity and to avoid congestion having due regard to policies CS16, CS20 and DM10 together with the National Planning Policy Framework.

- 10 Prior to the occupation of the development hereby permitted to install and maintain permanent traffic counters and monitor traffic levels across the 3 site accesses in accordance with the figures agreed at planning, as reflected in Appendix A of the Operational Management Plan. The monitored details shall be fed into Hampshire County Council's permanent traffic count database and available to view as required by the Local Planning Authority and County Highway Authority.

Reason: To confirm that the traffic levels presented in the Operational Management Plan at planning are reflective of the on-site operation in the interests of amenity and the efficient operation of the Highway Network having due regard to policies CS20 and DM12 together with the National Planning Policy Framework.

- 11 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 site 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) Further intrusive site investigation & monitoring based on the proposals given within the EPS Ltd. Phase II Environmental Assessment Report Ref: UK20.5052D iss.2.1 (24/05/2021); to provide sufficient data and information to adequately identify & characterise any physical contamination on or affecting the site, and to inform an appropriate assessment of the risks to all identified receptors.

2) The results of an appropriate risk assessment based upon (1), and where unacceptable risks are identified, a Remediation Strategy that includes;

- appropriately considered remedial objectives,
- an appraisal of remedial &/or risk mitigation options, having due regard to sustainability, and;
- clearly defined proposals for mitigation of the identified risks.

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

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

Reason: Prior assessment has indicated the likely presence of contaminants within areas of the development land that have not previously been investigated. The site is above the secondary superficial aquifer which would be considered a moderately sensitive controlled water receptor. The chalk principal aquifer and associated SPZ1c occurs at depth beneath the site under a layer of London clay. The chalk would be considered a highly sensitive controlled water receptor. Alongside the health of future occupants of the development land, and the health of occupiers of adjacent land, these receptors could potentially be impacted by contamination present on this site. To ensure that the development does not contribute to-, and is not put at unacceptable risk from- or adversely affected by-, unacceptable levels of contamination, in line with policy DM10 of the Havant Borough Local Plan (Core Strategy) 2011, DM17 of the Havant Borough Local Plan (Allocations) 2014 and paragraphs 178-180 of the National Planning Policy Framework.

- 12 Prior to occupation of any part of the site, a verification report demonstrating the completion of works set out in the approved remediation strategy and the

effectiveness of the remediation shall be submitted to, and confirmed in writing, by the local planning authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met.

Reason: To ensure that the site does not pose any further risk to human health or the water environment by demonstrating that the requirements of the approved verification plan have been met and that remediation of the site is complete. This is in line with policy DM10 of the Havant Borough Local Plan (Core Strategy) 2011, DM17 of the Havant Borough Local Plan (Allocations) [2014], and paragraphs 178-180 of the National Planning Policy Framework.

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

Reason: To ensure that the development does not contribute to, and is not put at unacceptable risk from- or adversely affected by-, unacceptable levels of contamination, in line with policy DM10 of the Havant Borough Local Plan (Core Strategy) 2011, DM17 of the Havant Borough Local Plan (Allocations) 2014, and paragraphs 178-180 of the National Planning Policy Framework.

- 14 Construction of the development (except for demolition and preparation works) 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. The development shall thereafter be carried out in accordance with the approved details.

Reason: To ensure that drainage of the site is acceptable to prevent flood and pollution risk having due regard to policies CS15 and DM10 of Havant Borough Local Plan 2011 and the National Planning Policy Framework.

- 15 Details for the long-term maintenance arrangements for the surface water drainage system shall be submitted to and approved in writing by the Local Planning Authority prior the development being brought into use. The submitted details shall include;

- a Maintenance schedules for each drainage feature type and ownership.
- b Details of protection measures.

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

- 16 The drainage system shall be constructed in accordance with the Drainage Strategy Report; ref: C200810-PIN-XX-XX-RP-C-02. Surface water discharge

to the public sewer network shall be limited to 174l/s (1 in 1 year), 395l/s (1 in 30 year) and 395l/s (1 in 100 year). Any changes to the approved documentation must be submitted to and approved in writing by Local Planning Authority in consultation with the Lead Local Flood Authority. Any revised details submitted for approval must include a technical summary highlighting any changes, updated detailed drainage drawings and detailed drainage calculations.

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

- 17 No piling or other deep foundation using penetrative methods shall take place unless and until details of the piling proposals are submitted to and approved in writing by the Local Planning Authority. If the piles/foundations are proposed to penetrate the full depth of the Clay cover at the site a piling risk assessment and method statement detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including pollution prevention measures shall be submitted. The development shall be carried out in accordance with the approved details.

Reason: Piling or any other foundation designs using penetrative methods can pose a risk to potable supplies from, for example, turbidity, mobilisation of historical contaminants, drilling through different aquifers and creation of preferential pathways for contaminants and having due regard to policy DM10 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

- 18 Prior to use of the site commencing, an assessment of noise of all fixed plant, machinery and equipment associated with air moving equipment (including fans, ducting and external openings), compressors, generators or plant or equipment of a like kind, to be installed within the site which has the potential to cause noise disturbance to any noise sensitive receivers, shall be submitted to and approved by the local planning authority before installation. The noise emitted from the use of this plant, machinery or equipment shall not exceed the noise criteria provided in Tetra Tech's Noise Constraints Assessment A118298 rev 3 dated 09/02/21. The assessment must be carried out by a suitably qualified acoustic consultant/engineer and be in accordance with BS4142:2014+A1:2019 'Methods for rating and assessing industrial and commercial sound.

Reason: In order to safeguard the amenities of adjoining residential occupiers having due regard to policy DM10 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework. The details are needed prior to the use of the site commencing so that any additional mitigation measures can be incorporated.

- 19 The development including any demolition shall not commence unless and until a pre-commencement site meeting with the site agent, the applicants

Arboricultural Consultant and a Havant Borough Council Arboricultural representative has taken place to ensure that all tree protection is correctly in place. The tree protection shall thereafter be retained and maintained as approved for the duration of the demolition works.

Reason: In the interest of the character and appearance of the area and to ensure the retention of important trees and hedges having due regard to policies CS11 and DM8 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

- 20 The development including demolition shall take place in full accordance with the Arboricultural Impact Assessment and Method Statement Rev 02 Lizard Landscape Design and Ecology and Tree Retention and Protection Plan Drawing No. LLD2177-ARB-DWG-002 Rev 04. In addition all works within the Root Protection Areas of retained trees shall be supervised by the Applicants Arboricultural Consultants.

Reason: In the interest of the character and appearance of the area and to ensure the retention of important trees and hedges having due regard to policies CS11 and DM8 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

- 21 The landscaping works shown on the approved plans Drawing No. LLD2077-LAN-DWG-010 Rev 03 and detailed in Landscape Design Strategy Lizard Design and Ecology LLD2177-LAN-REP-001 Rev 02 shall be carried out in accordance with the approved details and in accordance with any timing / phasing arrangements approved or within the first planting season following final occupation of the development hereby permitted, whichever is the sooner. 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 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.

- 22 Prior to the commencement on a phase of the development (excluding demolition and temporary works), a Draft Design Stage Assessment demonstrating that the development will achieve at 'Excellent' 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 and policy E12 of the Havant Borough Local Plan Submission Version.

- 23 Within 6 months of any phase of the development first becoming occupied, written documentary evidence proving that the development has achieved at

minimum 'Excellent' 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 and policy E12 of the Havant Borough Local Plan Submission Version.

- 24 The development hereby permitted shall proceed in strict accordance with the ecological mitigation, compensation and enhancement measures detailed within the Ecological Impact Assessment (Lizard, May 2021 Rev 03) and as shown in the Landscape Masterplan Strategy (Drawing No. LD2177-LAN-DWG-010 Rev 03, Lizard, February 2021) unless otherwise agreed in writing by the Local Planning Authority. All ecological measures shall be implemented and installed in accordance with ecologists instructions and retained in a location and condition suited to their intended function.

Reason: To protect and enhance biodiversity in accordance with the NERC Act 2006, the National Planning Policy Framework and Policy CS 11 of the Havant Borough Local Plan (Core Strategy) 2011.

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

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

- 26 Notwithstanding any description of materials in the application no above ground construction works shall take place until samples and / or a full specification of the materials to be used externally on the buildings 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: To ensure the appearance of the development is satisfactory and having due regard to policies CS11 and CS16 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

- 27 Notwithstanding any description of materials in the application no above ground construction shall commence until a specification of the materials to be used for the surfacing of all open parts of the site proposed to be hardsurfaced has been submitted to and approved in writing by the Local Planning Authority. The details shall include:

Fully annotated plans at sufficient scale that comprise a range of coloured and textured surfacing treatments, which identify:

- finished levels
- hard surfacing material type / product reference and colour
- laying bond
- edging or kerb detail / type
- retaining structures or steps

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

- 28 The construction and occupation stage of the development hereby permitted shall be carried out in accordance with the Employment and Skills Framework Plan and in particular meet the following requirements:

Construction phase

- Deliver on all KPI's as per the submitted Employment and Skills Framework ensuring these opportunities are provided to Havant residents with particular focus on 16-24yr olds in Leigh Park
- Provide named person who has responsibility for recruitment and training of onsite personnel in the construction phase.
- Six weeks from agreement of Planning Permission Contractor/Council initial E & S Plan meeting.
- Monitoring meetings to be scheduled with Contractor and the council on a quarterly basis to review progress.
- Contractor to submit evidence to the council proving Havant residents have benefited from the construction phase of the development.
- Provide press/photo opportunities/case studies involving Havant residents before the end of the construction phase.
- Contractor to provide report to the council at the end of construction phase with details of the job, apprenticeship, training, and site visits provided and who benefited.

Occupation phase

- Provide end user HR contact for recruitment.
- Continue quarterly monitoring meetings into recruitment phase to ensure opportunities are provided for Havant residents.
- Ensure active marketing campaigns target the recruitment of permanent jobs for Havant residents with particular focus on 16 - 24yr olds in Leigh Park and the immediate area.
- This includes working with agencies / contractors which provide flexible work and driver opportunities, with best endeavours given to prioritise or

attract residents of Havant Borough.

- Provide two press/photo opportunity/case study involving Havant residents.

Reason: In the interests of providing employment opportunities at the site in accordance with policy CS3 of Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.