

32 New Lane, Havant Also known as Pfizer

Consultee Responses

Application Reference: APP/21/00200

Revision: 06 Updated: 13/07/2021

No action required	New Documentation	Awaiting information

Consultee:	Response Received:	Response Received:	Status:	Actions:	Document Reference:
Archaeology (Hampshire County Council - HCC)	10 th March 2021	Thom Hayes thom.hayes@hants.gov.uk 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.		No further action required.	N/A
Lead Local Flood Authority (LLFA) (Hampshire County Council)	16 th March 2021 & 30 th June 2021.	LLFA ref. SWM/2021/0165 Santiago Manzanero SWM.consultee@hants.gov.uk The LLFA have accepted the principle that surface water runoff from the application site will be managed through permeable paving and attenuations tanks. Additionally, surface water will be discharged into the surface water public network, via existing connections (4 catchments). This is due to the underlying geology (London Clay Formation) and the potential contamination which make infiltration infeasible. However the LLFA is requesting additional information that the discharge rates (a betterment of 50%) is achievable. There is not information on the existing/proposed discharge rates for all rainfall events. They request this information in a table existing and proposed discharge rates, including all the proposed catchments, for all rainfall events including those with a 1 in 1 year, 1 in 30year & 1 in 100 year annual probability of occurrence. The LLFA also seek: - 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.		Additional information sent to the Council on the 22nd June 2021. The site is within Zone 1 Subsurface Activity Ground Water Protection Zone, which is designated as most at risk from contamination and contamination activities. Also based on the geographical profile and the existing drainage network on site, infiltration is not proposed to be a suitable solution at the site. This has been agreed by the relevant stakeholders, including acknowledgement that there is not a watercourse to discharge to in close enough proximity of the site. Therefore surface water will be discharged to the public sewer as it is now. Since the original submission CCTV surveys and investigations have occurred on site to ensure that existing infrastructure is suitable or where necessary this will be improved. Further liaison has occurred with Southern Water which have confirmed adequate capacity within the existing network to accommodate foul flows	Drainage Strategy Report; ref: C200810-PIN-XX-XX-RP-C-02; dated: 9 February 2021 and updated May 2021. Flood Risk Assessment; ref: C200810-PIN-XX-XX-RP-C-01; dated: 27 May 2021.

		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. • Request confirmation from asset owner has agreed the proposals including the principle of re-using existing connections (Southern Water) The LLFA have requested this detail now as part of the planning application, rather than to be discharged as a planning condition. <u>SECOND RESPONSE – 30th June 2021</u> 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.		from the proposed redevelopment. (Please see the updated Drainage Strategy, See Appendix K for details). The brownfield runoff rate calculated using the Modified Rational Method was 361.80l/s. As part of our proposal, a rate of 395l/s (over 50% betterment) has been proposed to discharge into the existing network. This accords with the LLFA requirements. The surface water runoff from the proposed impermeable areas in catchment A, B, C, D, E and F (total impermeable area of 56,960m²) will be collected into three separate networks. Due to the nature of the development, most of the site is impermeably surfaced and options for SuDS features are limited. Car parking bays are to be permeable block paving. The surface water runoff from van parking areas, loading docks and the access road will pass through linear drainage channels, gullies and filtered through the petrol interceptor before they enter the designated cellular storage tanks. Petrol interceptor will prevent potential contaminants that are present in the form of hydrocarbons from oil spillages from reaching into the underground storage tanks. Flows will then be restricted to prescribed discharge rates by using flow control devices (hydrobrakes) before conveyed through the proprietary ACO Quadraceptor, providing a level of treatment to surface water flows before discharging into the two outfall points within New Lane. A Pump chamber will be required for the proposed surface water network collecting runoff from catchment A, whereas rest of the surface water runoff will be conveyed through a gravity piped network.	
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				Pinnacle's assessment is that a total attenuation storage capacity of 2082m3 is required for the proposed design. This will be provided through e.g. permeable paving, existing southern attenuation tank and other proposed storage tanks. The above has satisfied the LLFA request for additional information, as confirmed by their response dated 30th June 2021.	
Building Control (HBC)	19 th March 2021	Sally Nixon, Building Control mailto:bct@havant.gov.uk Response provided prior to application being 'live' on the Councils website. • 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.		The design team has noted these comments.	N/A
Hampshire Fire and Rescue Service (HFRS)	9 th March 2021	HFRS Reference: F6/SP/00835138 - S Palmer Email: csprotection.admin@hantsfire.gov.uk The HFRS is recommending early engagement during the planning application process due to size of the site and risks identified. The consultation references the various building regulations for fire service appliances and fire fighters, including access requirements that should be demonstrated. They also refer to high rise buildings requirements in terms of high-reach appliances that may be necessary alongside additional water supplies for firefighting. This can be discussed with the Community Response Support team at risk.information@hantsfire.gov.uk They have also strongly recommended that consideration is given to installation of an Automatic Water Fire Suppression Systems (AWFSS) to promote life safety and property protection within the premises.		The design team have noted these comments, which is making a series of recommendations we would ordinarily expect for a redevelopment project of this nature and scale. The team will engage with HFRS directly.	N/A
Traffic Team (HBC)	19 th March 2021	trafficteam@havant.gov.uk The Traffic Team have no adverse comment to make.		N/A	N/A

Countryside Access (HCC)	19 th March 2021	Sam Thwaites mailto:countryside.planning@hants.gov.uk Public Rights of Way are unaffected by the proposals. We therefore have no objection.		N/A	
Community Infrastructure (HBC)	19 th March 2021	Louise Weaver - Community Infrastructure Officer louise.weaver@havant.gov.uk 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		Likely Heads of Terms to cover offsite highway works only. This will be negotiated as part of Highways Response (HCC) which we anticipate imminently given on-going liaison and regular meetings held. Initial discussions have been held with Council on the contents of the S106 agreement already, with a costings exercise being undertaken by Hampshire County Council for the Crossland Drive and New Lane improvements, cycle and pedestrian improvements, Travel Plan requirements and associated framework management plans. Await first draft of S106 by HBC.	Draft Heads of Terms being discussed between all interested parties.
Environmental Health Officer (Noise)	10 th June 2021	Gemma Richards - Pollution Team Leader <i>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.</i> <i>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> <i>I have also reviewed the construction management plan and external artificial lighting assessment report and have no adverse comments regarding their contents.</i>		There is an assessment of building services plant in the report but as the officer comments, this provides limits to ensure BS4142:2014+A1:2019 criteria is met, as the finalised plant details are not yet finalised. Usually it would be expected, that the plant be subject a suitably worded planning condition. In terms of low frequency, this assessment does include character corrections to account for this. In the report, a +2 dB character correction has been applied to account for any tonal characteristics (such as low frequency) and a condition could include reference to this. However, given the specific reference to low frequency, the most appropriate assessment of plant would be in relation to noise rating curves, which specifically address issues such as low frequency.	Noise Constraints Assessment including Operational Noise Management Plan Tetra Tech Limited, dated February 2021. Boundary Treatment Plans 7379-SM-00-ZZ-DR-A-2008-S4-P3 Providing details in relation to acoustic fencing.

				The following condition is therefore suggested: Noise levels (either by measurement or calculation) from fixed building services plant should not generate noise that would exceed NR25 within bedrooms or living rooms of the nearest residential dwellings. SECOND RESPONSE REQUESTED 12th JULY 2021 BY DESIGN TEAM.	Incumbent Lighting Survey, Kelly Taylor Associates (KTA) 10290-PL-100B-External Lighting Lux Level 10290-PL-101B-External Lighting Intrusion Points External artificial lighting report, KTA. Dialux External Lighting Assessment Report (Thorlux Lighting)
Environment Agency	1 st April 2021	Sophie Brown planningSSD@environment-agency.gov.uk <i>We have no objection to the proposed development as submitted, subject to the inclusion of the following 4 conditions, in any permission granted.</i> <i>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.</i>		The EHO have supported revised wording to Condition 1 to enable demolition to take place once decision is issued (see EHO response dated 29/04/2021). A Remediation Strategy has also been submitted to address the requirements of condition 1. Avoidance of pre-commencement conditions is sought wherever possible or for these to be worded so demolition can take place.	Outline Remedial Strategy and Implementation Plan, EPS dated 24th May 2021 Drainage Strategy Report Part 1-5 by Pinnacle

		<i>The conditions relate to remediation prior to commencement and pilling mostly. These are listed below:</i> Condition 1 <i>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:</i> <i>1. A preliminary risk assessment which has identified:</i> <i>• all previous uses</i> <i>• potential contaminants associated with those uses</i> <i>• a conceptual model of the site indicating sources, pathways and receptors</i> <i>• potentially unacceptable risks arising from contamination at the site</i> <i>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.</i> <i>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.</i> <i>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.</i> <i>Any changes to these components require the written consent of the local planning authority. The scheme shall be implemented as approved.</i> <i>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.</i>		Consulting Engineers, dated May 2021. Updated Construction Management Plan produced by TSL dated May 2021.
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		<i>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.</i> Condition 2 <i>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.</i> <i>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.</i> Condition 3 <i>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.</i> <i>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.</i> Condition 4 <i>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.</i>		
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		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.			
Contamination (EHO)	28/04/2021	The EHO has responded to New Lane Action Group comments and indicates that their worst case scenario figures are unrealistic. However, the rest of the comments in relation to highways has followed Hampshire's (LHA) in terms of distribution of trips etc. In summary the EHO states that: - 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. <u>Suggested Conditions:</u> Condition 1 <i>Prior to the commencement of any specific phase of development approved by this planning permission (other than demolition, site clearance, or any</i>		Response received 01/05/2021 and shared with ATG. This positive response on the Phase 1 to be reviewed and findings responded to in Remediation Strategy prepared. The Remediation Strategy has been submitted for consideration. The trip generation has been robustly reviewed in some detail as set-out in the updated Transport Assessment, dated July 2021. See Highway section below for details. <u>Design Team Response:</u> There was an error in the distribution of traffic as only 1% of vehicles will head south down New Lane given Crossland Drive will be the main route for all traffic. Delta Simmons have prepared a rebuttal as EHO has gone into some detail in relation to air quality. The EHO acknowledges that we have gone to some lengths to improve landscaping opportunities and supports the EV provision for both cars and commercial vehicles but raises some further questions in relation to the transport data which in turn impacts on the air quality report. Importantly, the EHO has enabled site clearance in their suggested pre-commencement conditions as requested and even gone through the EA suggested conditions to ensure demolition can take place. EHO CHASED FOR COMMENTS BY DESIGN TEAM 12th JULY.	Phase 1 Environmental Assessment by ATG/ EPS (January, 2021) Outline Remedial Strategy and Implementation Plan, by EPS dated May 2021. BREEAM Pre-Assessment by Yonder Air Quality Assessment Delta Simmons Dated January 2021 and Air Quality rebuttal dated 2nd July Updated Construction Management Plan produced by TSL dated May 2021.

		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) An intrusive site investigation based on the previous assessments summarised within the EPS Ltd. Phase I Environmental Assessment Report Ref: UK20.5052 iss.4 (25/01/2021); 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: 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		
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		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		
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		<i>[As Environment Agency wording, with 'reason' substituted with that given below]</i> <i>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."</i> AWAIT SECOND COMMENTS ON REMEDIATION STRATEGY & ADDITIONAL INFORMATION SUBMITTED			
Strategic Planning / Policy (HBC)	13/04/2021	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		No further action apart from engagement with Senior officers at the Council to encourage dialogue around the Employment and Skills Framework Plan.	Planning Statement & Statement of Community Involvement (Luken Beck / Fellows Planning Ltd) Framework Construction Phase Employment and Skills Plan (using CiTB guidance).

		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. Notes the need for a high quality design, the SPZ which will need to be protected by appropriate conditions and that BREEAM Excellent is being sought and this is welcomed. Overall, 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.			
Ecology	24.05.21 & 06.07.07	Triston Norton from HCC indicates that the existing site has limited ecological value and acknowledges the ecological enhancements proposed. He has requested Swift boxes on the proposed building and for the ecological plans to be updated to demonstrate where they will be positioned. <u>SECOND RESPONSE - Dated 6th July 2021</u> 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		Updated ecology mitigation plans include Swift boxes on the warehouse building in line with this request. The above has satisfied the County ecologist request, as confirmed by their response dated 6th July 2021.	Ecological Impact Assessment (Lizard, May 2021) and; Landscape Masterplan Strategy (Drawing LD2177-LAN-DWG-010-03, Lizard, July 2021).

		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.			
Landscaping	21.05.21	Harry Mitchell – Landscape Officer <i>From a landscape perspective we have the following comments in relation to this application:</i> - 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. AWAIT SECOND RESPONSE		The landscape strategy plans produced by Lizard Landscape Design and Ecology have been updated to show additional native trees along the New Lane frontage in line with comments made by the landscape officer. Whilst boundary treatments have been shown in terms of noise acoustic fencing, levels provided in the drainage strategy plans, and planting plans shown in the landscaping masterplan design, if these details are not considered sufficient, this can be controlled via condition. AWAIT SECOND RESPONSE TO CONFIRM THE ABOVE APPROACH.	Landscape Masterplan Strategy, LAN-DWG-010-03 dated July 2021 Landscape Design Strategy, LAN-REP-001 Dated July 2021 Landscape Visual Impact Assessment LPL-REP-001 Viewpoint before and After – Appendix E showing existing and proposed buildings (view from New Lane) July 2021. Access Road General Arrangement LAN-DWG-150 July 2021. Boundary Treatment

					Plans 7379-SM-00-ZZ-DR-A-2008-S4-P3
Economic Development (HBC)	24.05.2021	The Economic Development Office 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. 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 reason provided states that: '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'.		The Submission Local Plan (dated 12 February 2021) specifically removed the requirement for 'commercial development' to do this (having reviewed previous versions of Policy DR2 e). Policy DR2 requires applicants to prepare local employment and training agreements to 'significant residential schemes' (above 100 homes) only. The reason for this amendment/modification was that redevelopment or the provision of a new employment site will be its very nature create job opportunities. The applicant and future occupier of the site is committed to working with the council, but we feel the above request is overly onerous. This is not set-out in the emerging policy (which has limited weight at present) nor does it need to be tied formally into a form of legal arrangement. We have provided a Framework Construction Phase Employment and Skills Plans which the details of which can be controlled via condition given the importance of providing jobs locally, and in particular to those not currently in employment.	Framework Construction Phase Employment and Skills Plan (using CiTB guidance)
Hampshire County Council (Highway Authority)	24 th March 2021 & a series of meetings held with the design team since.	HCC acknowledge that we have been engaging with them through pre-application discussions up until the application was submitted. The pedestrian refuge crossing proposed 200m south near where the pavement terminates has raised some concerns due to it being very wide. HCC have requested visibility splays to be shown from the mid-point of the crossing landings corresponding to the sight stopping distance.		A Supplementary Transport Assessment (STA) has been prepared by Transport Consultants Vectos. This sets out the current position from a transport perspective and the significant additional work undertaken since the submission of the full planning application in the light of comments made by Hampshire	Supplementary Transport Assessment, Vectos, July 2021. Appendix A – BREEAM

		HCC recognises that New Lane benefits from on-road cycle lanes but raises existing safety concerns at the Crossland Drive/New Lane junction which impacts on cyclists. HCC have requested local bus facilities could be upgraded, and this should be considered in any follow up transport documents. They also note the proximity of Havant Railway station as an alternative mode of transport to the employment site. Historic concerns at the Crossland Drive / New Lane junction which relate to the interaction between HGVs and cyclists. The scheme presented involving two new traffic islands located either side of New Lane junction to reduce speeds. Whilst HCC consider this to be of benefit, this will not address the accident history at the junction. The introduction of traffic islands would reduce the working width of the cycle lane which would not improve safety nor accord with LTN 1/20. The safety auditor has identified this issue within the RSA. HCC indicate that accidents are attributed to the large visibility splays afforded along New Lane, with drivers turning from the junction too early and failing to see oncoming cyclists. Given the specific details of the operational requirements for the site forming the assessment (shift patterns and van movements) HCC has sought a planning condition restricting the use for the current applicant only. Request for Annual daily traffic flows should be provided to demonstrate that the proposed accesses are suitable for the level of flow along New Lane. The HA also require further information regarding the speed survey date undertaken by the application to confirm it is inline with the HA 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 junction themselves. The speed survey requires 62m and 60 visibility splays not the 43m shown. The existing and proposed accesses are spaced too close based on 43m SSD, which is too short considering the higher recorded speed values. Therefore, there is a greater risk in safety terms against the proposed site usage and intensification of the accesses. Tracking drawings have been provided at 1:1000 scale which makes them difficult to assess. THE HA require 1:200 scale drawings for review.		County Council (HCC) and by local stakeholders. The site has a complex planning history having been redeveloped over a number of years. It is located within an existing employment area located to the east of New Lane. The site is located in an accessible location with good access to public transport services and day to day amenities for staff and visitors. The agreed trip generation shows the site will have a small uplift in vehicle movements compared to the 'existing use' of the site (i.e. the re-use of the existing buildings on the site). The proposed traffic distribution of the site has been agreed with HCC. The majority of site traffic will route through Crossland Drive as it provides the most direct access to the strategic road network and is the signed route to the employment area for all vehicles including HGVs. The only vehicles using New Lane will be staff who live in Havant travelling to/from work and vans making deliveries to residents who live in these areas. All HGVs will use Crossland Drive to travel to/from the site. The traffic distribution table had an error previously whereby it indicated that 29% of traffic would head south along New Lane which has been raised by councillors and members of the public. There will be only 1% of traffic heading south as set out in the STA. This will be controlled but an Operational Management Plan, a Car Park Management Plan and a Delivery and Servicing Management Plan controlled by condition which seeks to control the operation of the site. It is important to note that all drivers are given their drop-off routes via a handheld device and this is strictly controlled by the operator.	Accessibility Index Calculation – Appendix B - Proposed Occupier Traffic Data Appendix C - TRICS Output Appendix D - Site Accesses Drawing Appendix E - Swept Path Analysis Appendix F Proposed Off-site Works (now superseded) Appendix G Traffic Survey Data Appendix H Modelling Results Appendix I Framework Travel Plan Additional Information –
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		HCC consider the maximum site use is not proportional given the site has been winding down for a number of years. HCC require a robust assessment which robustly presents the existing site use to the net against the proposed trip rates. They want to avoid double counting when assessing junction in modelling terms. HCC agreed that the distribution models within the gravity model is robust (compared to the Buttericks application at no.38). They amended the 30% error e.g. traffic is heading north along New Lane, not southwards. Junction Assessments Further comments raised regarding the provision of AADT flows to confirm the junction form is appropriate, junction modelling should also be undertaken for the 2 existing accesses to confirm that they will operate within the capacity following the increase in traffic movements. Clarification sought later in relation to Table 5.7 where it states 29% will travel south along New Lane. Until this is provided so this is up to date which robustly analyses the existing site trip generation, HE reserves its position to request further junction modelling locations identified through further assessment. If the following junction receive an increase in 30 or more trips when comparing the proposals against 'existing' use the following would be needed to be modelled: - Crossland Drive/New Lane; - B21449/Crossland Drive - B21449/Park Road North Roundabout; and - A27/Langstone Roundabout The Framework Travel Plan is being reviewed separately. <u>HCC require further information on the following:</u> - 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;		Capacity assessments have been undertaken of the Crossland Drive junctions with New Lane and Petersfield Road. The results show that these junctions can safely accommodate future traffic levels. The site will be served by three points of vehicular access of which one is a new access. The appropriate visibility splays can be achieved at all of the accesses in accordance with national and local design standards as shown by recent surveys speeds on New Lane. Modelling of the site accesses show that each of them can safely accommodate future traffic levels. Meeting held on the 1 April 2021 with Design Team and Vectos to go through highway comments received with Hampshire County Council (HCC) officer. This included a number of highway engineers given they would like junction improvements along Crossland Drive/New Lane. Members of the safety team and other highway engineers from HCC discussed a design solution. Vectos agreed to design two possible options (received 13/04/2021). Both schemes include new planting along the grass verges on the approach to reduce visibility splays at the bell-mouth / junction. Both schemes seek to rationalise pedestrian crossings, by the inclusion of a crossing/dropped kerbs to assist access to the employment area to the east and residential properties beyond. Option one was to include the new planting, pedestrian crossing directly people to the site, fill in any odd, dropped kerbs without a coinciding kerb on the other side of the road and widen the cycle lanes which cross the	Proposed Junction Layout with Landscaping overlay are: 205452/PD14 dated 08.07.2021 prepared by Vectos and the; Access Road General Arrangement Plan LLD2177-LAN-DWG-150-03 Revision 03 prepared by Lizard Landscape and Design. Framework Operational Management Plan, a Car Park Management Plan and a Delivery and Servicing Management Plan. This is to be controlled via condition for the end user to complete prior to occupation. They outline the scope of these plans.
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		- Junction modelling for the pre-existing site accesses; - Further discussions with the Highway Authority regarding junction modelling once the trip generation has been agreed.		junction. Markings at the junction would also be refreshed, but the central centreline removed. Option two was to take cyclists of the road just before the junction and bring vehicles back to give way to them. This is not a direct route so it is unclear if this would be taken up by cyclists. This was later discounted as a possible option by the council's highway team. A final design has now been agreed following engagement with the Highways tree officer. This replaces the Appendix in the STA. The relevant drawings for the Proposed Junction Layout with Landscaping overlay are: 205452/PD14 dated 08.07.2021 prepared by Vectos and the Access Road General Arrangement Plan LLD2177-LAN-DWG-150-03 Revision 03 prepared by Lizard Landscape and Design. As result of engagement with Highways, several off-site improvements to the local highway network close to the site are proposed which include: • A safety Improvement scheme at the Crossland Drive junction with New Lane to address an existing issue of collisions with cyclists. • A brand-new crossing point to the south of New Lane which allows pedestrians to safely cross the carriageway (near the allotments). • A brand-new crossing on Crossland Drive that will serve an existing desire line between New Lane and St Albans Road (to assist the walk to school route).	
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				• Upgrade of bus shelter near the site to increase the uptake in sustainable travel Specific comment on the request for a personal permission - The NPPG states that <i>'Planning permission usually runs with the land and it is rarely appropriate to provide otherwise. There may be exceptional occasions where development that would not normally be permitted may be justified on planning grounds because of who would benefit from the permission. For example, conditions limiting benefits to a particular class of people, such as new residential accommodation in the open countryside for agricultural or forestry workers, may be justified on the grounds that an applicant has successfully demonstrated an exceptional need.</i> A condition limiting the benefit of the permission to a company is inappropriate because its shares can be transferred to other persons without affecting the legal personality of the company. Whilst acknowledging this concern, the day to day operation of the site can be controlled by condition which seeks the preparation of an Operational Management Plan, a Car Park Management Plan and a Delivery and Servicing Management Plan. The scope of these plans have been prepared and discussed with HCC. It is also important to recognise that the proposed redevelopment will operate in a similar way to how the site has been used in the past, which is a safeguarded employment site. An updated Construction Management Plan has been prepared to control the construction traffic to/from the site.	
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				One to Ones have been and are being arranged with local Ward Councillors, the MP and other stakeholders to go through the proposals, following on from the Havant Task Force meetings held by Pfizer previously. Local stakeholders have commented on the submitted planning application. It has been confirmed that the development proposals will generate a similar level of traffic to the existing site and that most traffic will use Crossland Drive. The only traffic using New Lane will be staff living in the local area and deliveries being made to homes in these areas. Please see page 30 of the STA which specifically goes through stakeholders comments. This includes traffic generation, traffic distribution, pedestrian facilities and walk to school routes. Air Quality issues are covered in the rebuttal produced by Delta Simmons.	
HCC Travel Plan Team	29/03/2021	This Full Travel Plan has been assessed using Hampshire County Council's (HCC's) evaluation criteria for the assessment of travel plans – "A guide to development related travel plans". Whilst the quality of this Travel Plan is generally good, it still requires some amendments before it can be approved. Requires reference to the developer's policies on sustainable travel. If the developer does not have a policy on sustainable travel, a statement of support for the aims of the Travel Plan from a senior member of staff at Havant Property Investments would suffice. Consultation and Partnerships The Travel Plan should contain evidence of preliminary liaisons with local cycle shops and public transport operators to scope the possibility of arranging for discounts on equipment and services respectively. These communications can then form the basis for further negotiations between these companies and the Travel Plan Coordinator (TPC). Site Audit The Travel Plan should include firm details of proposed car parking for the new development. This should include a breakdown of parking for cars,		An updated Travel Plan has been submitted following extensive engagement with Hampshire County Council. Please see Updated Transport Assessment, namely Appendix J. An updated Travel Plan has been submitted which includes the sustainable measures to be implemented at the site and the proposed Travel Plan bond amount. The Travel Plan is a framework, and a full Travel Plan will be prepared when an end user is identified. It has been agreed with HCC that the site is located in an accessible location with good access to public transport services and day to day amenities for staff and visitors. Car parking will be provided at the site for staff that need to drive to the site. 20% of all car	Updated Travel Plan in Appendix J. Framework Operational Management Plan, a Car Park Management Plan and a Delivery and Servicing Management Plan. This is to be controlled via condition for the end user to complete prior to occupation.

		bicycles, motorbikes, disabled spaces, electric vehicle parking/charging points and permanently fixed car sharing spaces. This information should be cross referenced to the Havant Borough Council Parking Supplementary Planning Document. A Plan should be included in the appendices which shows the layout of the proposed parking. The operational hours for the proposed development should also be set out in more detail. Targets The Travel Plan sets out an indicative overall target of a 5% reduction in single occupancy vehicle usage. Hampshire County Council require a minimum of 10% overall reduction in single occupancy vehicle use. Measures A number of additional measures should be considered for inclusion into the Travel Plan; Walking: • Promotion of free health apps Cycling: • Confirmation that showers will be provided along with changing facilities and lockers • Formation of a bicycle users group (BUG) • Bike Service Stations (staff and visitors) • Guaranteed ride home for staff in emergency situations Public Transport: • Collaboration with local public transport providers to improve services, negotiate discounts and trial initiatives • Works buses / shuttle buses • Employers can consider provision of interest free loans to purchase season tickets (up to £5000 can be provided without tax implications) • Introduce "collection from station" service for visitors Marketing and promotion: • Use of intranet/internet to disseminate information – and social media such as Twitter, Facebook.		parking spaces will be equipped with active charging facilities. Similarly, 20% of van storage spaces will be equipped with active electric vehicle charging point (EVCP) infrastructure from the outset. The remaining 80% will be provided with passive infrastructure to be brought forward in future. Sufficient car parking provision has been provided to ensure that staff do not park in any nearby residential areas. 50 cycle parking spaces will be provided within cycle parking shelters. This provision would meet operational needs of the site with a potential for an increase in cycle mode share. The development will also be providing changing and shower facilities to encourage staff to cycle to the site. A Travel Plan Coordinator will be appointed and forms part of the Travel Plan to be submitted prior to occupation.	They outline the scope of these plans.
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	• Introduction of a personalised journey planning scheme • Advertising TP to staff through recruitment – e.g. how to get there for interview and on the website Action Plan An action plan is included in Section 7. However, it does not include information on proposed funding. The action plan should be similar in layout to the example table below and should include all proposed measures. A cost estimate for these items must be included which is used to approximate a Travel Plan Cash Deposit (see “Delivery and Enforcement”). <table><tr><th>Objective</th><th>Action</th><th>Start Date</th><th>Due Date</th><th>Responsibility</th><th>Mode affected</th><th>Cost Estimate</th></tr><tr><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr></table> Table 1 - Example Action Plan Roles and Responsibilities A Travel Plan Coordinator (TPC) should be identified and more detail should be provided in relation to the following matters; • Number of hours to be spent on the Travel Plan per week • Number of weeks per year to be worked on • The cost per hour of the Travel Plan coordinator • Total cost of the TPC • Full contact details of the TPC Monitoring A minimum 35% response rate must be attained in order for travel questionnaire surveys to be considered statistically significant. If this cannot be achieved, then discussions should be had with HCC regarding carrying out TRICS SAM or ATC surveys. Delivery and Enforcement There should be a reference in the document to a means for enforcing the Travel Plan. Typically, this is accomplished through a Section 106 agreement. A commitment to pay HCC’s monitoring and approval fees should be included In the document. Sanctions should be in place in the event that the commitments stated in the Travel Plan are not met. This includes any remedial measures which could be implemented if the targets are not met, e.g., personalised transport planning.	Objective	Action	Start Date	Due Date	Responsibility	Mode affected	Cost Estimate									
Objective	Action	Start Date	Due Date	Responsibility	Mode affected	Cost Estimate											

Southern Water	24 th March 2021 & 9 th July 2021.	Response indicates that public foul sewer clearances and states surface water sewer requirements for maintenance purposes. It requests topographical data and CCTV surveys showing existing connections points. Pipe sizes. Gradients and calculations confirming the proposed surface water flow will be no greater than existing contributing flows. 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. SECOND RESPONSE RECEIVED HOWEVER HAS NOT REVIEWED ADDITIONAL INFORMATION DATED JUNE 2021. The submitted drainage layout (Dwg.no: 200810-PIN-XX-XX-DR-C-00205 P07) is satisfactory to Southern Water. The comment in our response dated 24/03/2021 remain unchanged and valid for the additional information.		CCTV and other survey data has been provided in the appendix of the updated Drainage Strategy. In order to satisfy the sewer easement requirements detailed in Southern Water response letter dated 29 July 2020 (refer to Appendix J), all the proposed surface water features in close proximity to the public sewers have been relocated at appropriate stand-off distances as specified on the Southern Water Easement standards. It is considered that the updated strategy provides sufficient detail to avoid a pre-commencement condition, and this can be controlled by a regulatory one instead. SECOND RESPONSE RECEIVED BUT DOES NOT ACKNOWLEDGE NEW INFORMATION. CHASE UP EMAIL SENT FROM DESIGN TEAM 12th JULY 2021. However, our engineers have been liaising with Southern Water who have confirmed that there is sufficient foul capacity for the redevelopment to discharge to the public foul network (in a similar way to how it does now). A copy of the letter we have received is also contained within the appendix K of the updated Drainage Strategy Report dated 27 May 2021. Southern Water has missed the additional information submitted which is set out in several parts given the file sizes. Please note that our engineers Pinnacle Consulting at page 10, namely paragraphs 3.8.3 state how the engineers have provided the additional information requested.	Drainage Strategy Report; ref: C200810-PIN-XX-XX-RP-C-02; dated: 9 February 2021 and updated in May 2021. Flood Risk Assessment; ref: C200810-PIN-XX-XX-RP-C-01; dated: 27 May 2021.
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				In order to satisfy the sewer easement requirements detailed in Southern Water response letter dated 29 July 2020 (refer to Appendix J), all the proposed surface water features in close proximity to the public sewers have been relocated at appropriate stand-off distances as specified on the Southern Water Easement standards.	
Portsmouth Water	25 th March 2021, 1 st July 2021 & 12 th July 2021.	catchment.management@portsmouthwater.co.uk Note this is a brownfield site and ground contamination is suspected from previous uses. It notes that the Source Protection Zone, where the chalk aquifer could be impacted by deep drilling activities. No objection to pilling if the piles terminate within the clay cover. The CMP does not cover all environmental pollution risks of construction e.g. overland runoff (wheel washing facilities) storage of hazardous materials, chemical and hydrocarbons on site and temporary drainage infrastructure to ensure water resources are not put at risk from leaks or spillages. The CMP could be updated or a separate plan prepared. The reason is fugitive emission from the site during construction could pose a significant threat to groundwater and local water supply source if not appropriately managed. <u>Second Response - 1st July</u> Portsmouth Water don't appear to have reviewed the updated CMP and their comments still stand. <u>Third Response - 12th July</u> The Catchment Management Team apologised, they did not have sight of the revised CMP updated May 2021 when they submitted their latest consultation response. Portsmouth Water 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). There is no requirement from us to have this as a condition.		The CMP has been updated to reflect these comments made by Portsmouth Water. All other consultees have been content with the CMP provided with the application documents. Email sent to Portsmouth Water from Design Team dated 12 th July 2021 asking them to review the updated CMP dated May 2021. Third Response dated 12th July confirmed Portsmouth Water (PW) are satisfied that the updated CMP dated May 2021 is sufficient. PW has sent confirmation separately to HBC, dated 12th July.	CMP updated May 2021

Trees	12 th March 2021	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.		No further action required. Proposed planning conditions associated with trees considered acceptable and tree protection measures will followed during construction.	Tree Constraints Plan ARB-DWG-001 Existing Tree Schedule ARB-SCH-001 Arboricultural Impact Assessment and Method Statement ARB-REP-001 Tree Retention and Protection Plan ARB-DWG-002
Children's Services	14/04/2021	Martin Shefferd, SDO at HCC. 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.		No further action required.	N/A
Network Rail	13/04/2021	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		We note comments made during consultation process and engagement with Network Rail Asset team has been on-going since last year. Dialogue is ongoing in advance of any demolition works. No further action is required as part of the planning process.	N/A

		• 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. Advisory comments regarding future maintenance buffers, plant and materials, drainage, scaffolding, piling, fencing requirements, lighting, noise and vibration and vehicle incursion and landscaping, existing rights etc.			
Clinical Commissioning Group	18/03/2021	Lisa Medway- Estates Project Manager at the South Eastern Hampshire 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.		No further action required.	N/A