
Site Address:	Former Wessex Site, 8 New Lane, Havant		
Proposal:	Proposed residential development comprising 41 one and two bed apartments with associated car parking, cycle and refuse storage, following demolition of existing buildings.		
Application No:	APP/15/01425	Expiry Date:	06/06/2016
Applicant:	REL Winchester Ltd		
Agent:	Mr Carter	Case Officer:	Daphney Haywood
	PLC Architects		
Ward:	St Faiths		

Recommendation: **GRANT PERMISSION**

1 Site Description

- 1.1 The site is located on the edge of Havant Town Centre, occupying a plot on the corner of New Lane and Eastern Road and totalling 0.33ha. The immediate locality includes two and three storey housing of varying sizes, styles and ages, an Air Training Corps and Builders yard to the east and a cemetery to the north. A grade 2 listed railway signal box lies some 45m to the southwest. The site's most southerly edge borders Network Rail land beyond which is the railway line. The immediate locality characteristically includes two and three storey housing of varying sizes.
- 1.2 The site which includes a small number of industrial buildings along with workshop premises for a vehicle repairs company was formerly used as a Gas Works and more recently, Fuel Storage and Waste Transfer operation. Subsequent to the cessation of the latter, the land has been in use for storage of materials relating to the building trade and in use for the service and repair of motor vehicles. .
- 1.3 The site, which is flat and has an area of approximately 0.33 hectares, has a concrete surface which is devoid of any soft landscaping. The site is bounded to the south by a strip of railway land which accommodates a corrugated iron clad building (believed to be used for storage purposes by Network Rail). On the south side of the South Coast to London Waterloo railway line is the "Cooper's Grange" residential development which is currently nearing completion. To the south-west, is the New Lane level crossing beyond which is a Grade II listed signal box. Further to the west is the Havant Railway Station.
- 1.4 On the opposite side of New Lane, to the west, is residential development on Centenary Gardens. On the north side of Eastern Road (to the west of New Lane) is further residential development; on the east side of the northern leg of New Lane is a cemetery. Directly east of the application site is other land which falls within the Havant Borough Local Plan (Allocations) policy allocation DB3 (H07) for mixed use development. This is currently occupied by building contractors (Gregory Havant Ltd).

2 Planning History

07/50472/006

Construction of 48No. 1 and 2 bedroom apartments in 3No. 3 and 4 storey blocks; associated car parking; cycle and bin stores. New access to Eastern Road. Refused

26/2/08

08/50472/007

44 x one and two bed apartments. In January 2010 a resolution to grant planning permission was reached however the necessary S106 planning obligation was not completed (The development proposed under 08/50472/007 was on a slightly larger site which included the land and storage building located immediately to the south of the current application site.)

The application site (0.33ha) forms part of a larger overall site area (0.96ha) referred to under Policy HO7/ BD27 of The Havant Borough Local Plan (Allocations) adopted version July 2014. This designates the total site (0.96ha) for a mixed use comprising housing and some business.

3 Proposal

3.1 Proposed residential development comprising 41 one and two bed apartments with associated car parking, cycle and refuse storage, following demolition of existing buildings. The Network Rail land to the south does not form part of the application site and is to be retained. The proposed development would comprise 3 apartment buildings, which would sit adjacent to the sites western and northern boundaries. Blocks B and C would be three storey and Block A has been amended to include an element of 4 storey development to accommodate 2 additional flats. Access into the site would be from Eastern Road via an undercroft entrance within Block A on the sites northern boundary. This would lead to a landscaped surface level parking court for 41 vehicles. The front facades comprise elevations of facing brick with white painted render panels which benefit from contrasting brick banding details. The building would sit beneath a slate effect roof. The upper floor flats are contained within the roof space; light into these units would be via arched, lead cheeked dormer windows.

4 Policy Considerations

National Planning Policy Framework

Havant Borough Local Plan (Core Strategy) March 2011

CS11	(Protecting and Enhancing the Special Environment and Heritage of Havant Borough)
CS15	(Flood and Coastal Erosion)
CS16	(High Quality Design)
CS17	(Concentration and Distribution of Development within the Urban Areas)
CS20	(Transport and Access Strategy)
CS6	(Regeneration of the Borough)
CS9	(Housing)
DM10	(Pollution)
DM12	(Mitigating the Impacts of Travel)
DM13	(Car and Cycle Parking on Residential Development)

Havant Borough Local Plan (Allocations) July 2014

DM17	(Contaminated Land)
HB3	(Havant and Bedhampton Mixed Use Allocations)
AL1	(Presumption in Favour of Sustainable Development)
DM24	(Recreational Disturbance to Special Protected Areas (SPAs) from Residential Development)

Havant Borough Design Guide SPD
Housing SPD
Residential Car and Cycle Parking SPD

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

5 Statutory and Non Statutory Consultations

Environment Agency

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

Building Control The information provided on drawing does not appear to answer the following issues:

- 1) Solid waste storage provisions
- 2) Public Sewer within New Lane might be within 3m of development consult SWS
- 3) Fire Authority Access to site (no section to confirm height of access)
- 4) Gap between Blocks not confirmed possible Unprotected Area issue (Windows)
- 5) Contamination on site very likely as found coming from site onto adj site other side of Railway

(Officers comment:- The applicant has been advised of the consultation response. Provision for solid waste now indicated, SW have been consulted and contamination issues are considered further below.

County Archaeologist No archaeology issues

Community Infrastructure Consultation on draft S106 required

Education Department This site sits in the catchment area of Fairfield Infant and Bosmere Junior and these schools are full owing to their out catchment recruitment. Consequently any pupils from this development will, over time, be able to secure a place at these schools as the out catchment pupils are "pushed back" to their catchment schools. Consequently I will not be seeking a developer contribution from this site for educational facilities.

Hampshire Highways Highways comments to be made by BC engineer

Development Engineer - Highways

Initial plans

The redline does not include all the footway of new lane therefore a 106 Agreement will need to be entered into that the development can not be occupied until a 2m wide kerbed footway(to HCC standards) has been provided on the east side of New Lane extending from the northern side of the railway crossing to meet the existing footway in front the corner of the existing Wessex building. If the redline is drawn to include the area used as footway then a Grampian condition could be imposed.

The applicant should submit or it should be conditioned that a basic travel plan should be produced that at the minimum defines a named travel officer and the provision of bus/train timetables taxi numbers and car hire information in the public areas.

A total of 39.5 spaces should be provided but the developer has shown 41 spaces of which 2 are disabled. This is acceptable providing the parking is conditioned to be as shown on the submitted plan and that the spaces are not allocated.

Cycle storage shown on the submitted plan should be conditioned to be provided and

retained

Officer comment:

The plans have been amended to show the 2m footpath and as it falls either within the application site or the highway a Grampian condition can be used. See section 7 for parking considerations.

Housing

This proposal should comply with Core Strategy policy CS9. 2 and provide 30-40% affordable housing on-site; this would equate to a minimum of 12 units. These units would be expected to provide a mix of tenures, including affordable home ownership, and a suitable variety of housing types, sizes etc. for a range of income levels; this will help to create a mixed balanced community.

Core Strategy paragraph 6.20 details expected tenure split as 65/70% rented, 30/35% Intermediate (including Shared Ownership or other low cost home ownership product). However the policy does allow for a degree of flexibility depending on evidenced viability, market sentiment, emerging innovative products and changes in national guidance.

Demand for affordable housing remains high in the Havant borough; currently there are 1973 households registered on Hampshire Home Choice seeking accommodation in our area. Of these over half are waiting for a one bedroom home whilst a further 629 are waiting for two bedrooms. Many of these are looking to downside which would in turn free up larger affordable homes that can be used more effectively by providing accommodation for families.

Should this proposal proceed to final development it will help to improve the supply of this very limited resource and at the same time help towards the overall housing numbers required by the Borough.

The homes will provide much needed accommodation in a popular and very desirable location with excellent links to transport, education and amenity facilities.

The affordable rented homes will be advertised by Havant Borough Council through Hampshire Home Choice, our sub regional choice based lettings scheme and a Community Lettings Plan would be suggested to the Registered Provider with the aim of creating a sustainable community. Any low cost home ownership or other forms of Intermediate unit will be advertised through Help to Buy South our regional Help to Buy agency.

The sizes of the individual units on the site will be reviewed having regard to the Nationally Described Space Standard.

I am concerned that there is no provision for private outside space or play space around the housing units. The proposal includes a number of 2 bedroomed apartments which could potentially be home to households with children; therefore I would wish to see some private amenity area where practically possible and play space close to the flats.

A solution could be to allocate an area of private space to those ground floor units at the rear of the property that have patio doors. This approach could also address the need for accommodation for households with disabilities, mobility issues, or wheelchair users, taking into account the proximity to the car park. I am pleased to

see that a lift has been provided in block A, however would ask why this facility has not been replicated in blocks B & C as this makes all units potentially more suitable for a range of households including those with mobility issues.

The buildings and layout would appear to make it easy to find your way around the site. The development does seem to address the issue of safe access and a safe route around the site for all occupants. All routes around the site would appear to be pedestrian, cycle and vehicle friendly.

I understand that the applicants have submitted a viability assessment which claims that a requirement to provide affordable housing would render the development unviable. This will be reviewed in due course.

Waste Services Manager No adverse comments

Landscape Team

I've no landscape objection to principle of development.

Previous concerns regarding the NE façade of Block A are deemed resolved by the addition of the stair core window, indication of hard landscape to the remaining margin and provision of an additional visual to demonstrate appropriate proposals for the façade elevation.

Similarly, the additional window to the Block C stair core and adjustment to adjacent windows between the blocks have also now been resolved.

I note the disabled parking bays have been appropriately incorporated.

The updated site layout has sought to address previous comments regarding hard and soft landscape. I recommend the following landscape conditions will enable appropriate resolution of these matters:

Soft landscape details

Requiring submission of a fully annotated plan at sufficient scale to identify species of individually planted trees, shrubs, hedges and any areas of grass turfing / seeding. Planting areas should show the locations of different single species groups in relation to one another, and the locations of any individual specimen shrubs. Other information shall include plant specification schedules, comprising plant size, number and density, as well as, the proposed planting implementation programme.

Tree pit planting details

Requiring submission of cross-sections sufficiently dimensioned to show specifications for the installation of load-bearing root zones (if appropriate), drainage, root barriers, rootball anchoring, watering and aeration inlet systems and a stated volume of a suitable growing medium to facilitate and promote the healthy development of the proposed trees.

Hard landscape details

Requiring submission of a fully annotated plan at sufficient scale, which identifies finished levels, hard surfacing material type / product reference and colour, laying bond, edging or threshold detail / type.

Boundary details

Requiring submission of a fully annotated plan 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, railing and/or fencing or other type of enclosure and associated gates.

Crime Prevention -Major Apps To reduce the vulnerability of this area I recommend that the pedestrian access gates on New Lane are removed and replaced with a continuous boundary treatment.

The cycle store within Block C has two access doors, one external and one internal. This arrangement compromises the security of the block. In the first instance I would recommend that only internal access is provided, if this is not possible the cycle store should be sub-divided so that it is not possible to gain access to the accommodation block via the cycle store.

The car parking area should be lit to the relevant standards as laid down in BS5489:2013. Lighting should be provided within the access tunnel to provide for the safety of those accessing plots 33 and 34 and those using the bin store.

Planning Policy

- Policy HB3 (site H07) allocates the site for 30 residential units and employment subject to a number of constraints being addressed and the provision of the following information with the planning application:
- Heritage statement
- Plan of access arrangements to New Lane and Eastern Road together with a safety audit
- Assessment of the impact of possible increases in pedestrian and/or vehicular use of the nearby level crossing
- Investigation of ground quality conditions
- Southern Water request for connection to the sewerage system

COMMENTS

The principal of a residential development on this site has been established through Policy H07, although only part of the site is coming forward for development through this application. The site is also within the urban area of Havant and so is supported by policies CS17 of the Core Strategy and AL2 of the Allocations Plan. The 39 units would represent a density of 118dph based on the previous schemes. Policy CS9 of the Core Strategy states that planning permission will be granted for housing proposals that will “achieve a suitable density of development for the location, taking into account accessibility to public transport and proximity to employment, shops and services”. Given that the site is adjacent to Havant station, with very frequent services as well as to Havant Town Centre and potential employment opportunities immediately to the north, it is considered that 118dph is entirely appropriate for the site.

Furthermore, policy DM11 supports the development of sites close to amenities and services such as this. As such, the development of the site for a high density residential schemes is supported in principal.

With regards to parking, a total of 41 unallocated car parking spaces are proposed for vehicles. Under the adopted Residential Parking and Cycle Provision SPD, the site would need to provide 40 spaces and so is marginally overproviding parking. However it is pertinent to note that the council is preparing a new SPD which was consulted on in the summer of 2015 and will likely be adopted prior to the determination of this application (available on the website at <http://www.havant.gov.uk/supplementary-planning-documents-and-other-material-considerations/draft-parking-supplementary>). This sets a number of different standards, however the standard for this scheme would remain the same (39.5 spaces).

However both SPDs include specific flexibility for more accessible locations. I would specifically draw attention to paragraph 3.05 of the draft SPD which sets out that “A

reduced standard (of parking) can also apply in instances where a site is located less than 800 metres from the centre of the town (when measured as an on the ground walking distance, not 'as the crow flies'). This should be demonstrated in the design and access statement accompanying an application." Given that the site is approximately 650m to the centre of Havant Town Centre (the northern entrance to the Meridian Centre), the transport assessment should set out in more detail the rationale behind the level of car parking proposed, given the site's inherent accessibility to the town centre as well as Havant Station.

Given the accessibility of the site and the fact that it is overproviding parking, albeit only marginally, there is clearly scope for increased and higher quality landscaping, an improved public realm or larger apartments. This should have been considered as the design is finalised. However, whilst disappointing, the scheme will still deliver a high density scheme on a sustainable housing site. As such, it is supported in policy terms.

Portsmouth Water

On the whole we are happy with the conditions that have been requested by the Environment Agency and the Environmental Health Officer. However, I have provided 3 conditions below that suits our requirements more appropriately that we would like to request:

No development of the site should take place until:

- § The applicant has submitted to the LPA and Portsmouth Water a piling risk assessment undertaken by competent consultants identifying anticipated depths for each pile for the proposed development, with the piling risk assessment being shared with Portsmouth Water for consultation;
- § Associated geotechnical site investigation that confirms the maximum depth of anticipated piles (e.g. 1m below the maximum pile depth) does not enter the Chalk that makes up the principal aquifer;
- § Submission, approval and implementation of a piling method statement detailing how potential risks will be minimised.

Reasoning: The site lies within the groundwater Source Protection Zone 1c for the Havant and Bedhampton Springs, a critical public drinking water supply. Piling or any other foundation construction methods using penetrative methods could allow hazardous substances and non-hazardous pollutants to enter groundwater by for example, mobilising contamination and creating preferential pathways.

Infiltration systems for surface water disposal will not be used for this development and a surface water drainage strategy must be submitted to and approved by the local planning authority in consultation with the Environment Agency and Portsmouth Water. The scheme should include details of:

- § Pollution prevention measures to be incorporated; and,
- § Inspection, maintenance and monitoring procedures and arrangements.

Reasoning: The site lies within the groundwater Source Protection Zone 1c for the Havant and Bedhampton Springs, a critical public drinking water supply. The full geological sequence underlying the site is unknown, with borehole logs indicating sandy horizons; these permeable sandy horizons may allow for shallow groundwater flow towards the Havant and Bedhampton springs, or provide preferential pathways to the deeper principal aquifer found at greater depth. Drinking water supplies are at risk from any pollutants which enter the ground, including increased turbidity. The

applicant needs to demonstrate that the surface water drainage scheme will protect groundwater and drinking water supplies in accordance with National Planning Policy Framework paragraph 109, whilst also protecting the surface water environment.

The applicant should submit a Construction Method Statement/Construction Environmental Method Statement recognising the risk of pollution including turbidity, and how that will be addressed. This should include consideration of any surface water runoff generated during the contaminated land investigation and construction phase of the development, and measures to control and prevent pollution to groundwater (including storage of fuels and/or lubricants)

Southern Water

The proposed development lies within a Source Protection Zone and the EA should be consulted. The exact position of the public sewer must be determined on site, and condition requiring consultation with Southern Water required. Formal application to SW required in respect to connection to sewerage system- informative required.

In respect to surface water the additional local infrastructure is required to accommodate the development and condition required in respect to the submission and approval of a drainage strategy.

The applicant should investigate alternative means of surface water disposal, however, if the existing development discharges surface water to the existing surface water system then a discharge may be permitted. Condition required in respect to the submission and approval of details of the proposed means of foul and surface water sewerage disposal. .

Traffic Management Team

41 spaces is acceptable providing the parking is conditioned to be as shown on the submitted plan and that the spaces are not allocated. It may also be necessary to ensure that the unallocated parking is properly managed in some way to prevent abuse by commuters/shoppers for the Town centre or at school pick up times. In addition, it is noted that none of the parking surveys were conducted at school outmuster, when the limited waiting bays are heavily utilised. As a result parking may be an issue for visitors to the development during these times. This, together with the close proximity of the footbridge over the railway leading to and from Third Avenue and the residential roads beyond, are sufficient cause for the traffic team to request that provision is made for a sum no less than £3000 to be set aside to allow a Traffic Regulation Order (TRO) to be processed on the nearby road network, to mitigate unsafe or obstructive parking practices within a period of 5 years from the completion of the development.

Environmental Health Manager, Community Group

Condition required to ensure that the window glazing and ventilation measures proposed within the 'Airtight & Noisecheck Ltd' Acoustic testing report as submitted for this application, are applied. This refers to Section 11 regarding glazing specifications especially for those windows facing the railway line, Section 12 regarding ventilation and Section 13.2, 13.3 & 13.4 Furthermore based on the close proximity of neighbouring residential properties, that informatives also be included re Hours of Work, bonfires, dust control, and pollution.

Local Air Quality

In respect of air quality exposure of future occupants of the proposed development,

the applicant has addressed comments made by Environmental Health at the pre-application consultation stage by means of a) siting Block C to improve its carriageway set-back at its southern end, and b) by provision of mechanical ventilation with Heat recovery for all units situated within Block C.

The above measures should be sufficient to mitigate exposure to locally elevated Nitrogen Dioxides & other road traffic related pollutants generated by southbound traffic regularly queuing at the rail crossing. Block C Floorplans confirm MVHR inlet/outlet locations - with all positions set back a minimum of 12m from the carriageway. This is considered to be sufficient distance to allow for atmospheric mixing / dilution to occur.

Queue lengths at the crossing are not considered likely to typically exceed 40m / 8 vehicles (based upon aerial photograph 'snapshots', and anecdotal officer knowledge), and as such it is not considered necessary to extend the proposed block C mitigation (facade set back from carriageway kerbside, and provision of MVHR) to block B.

Similarly, I confirm that I have no in-principle objection to the provision of opening windows within the Western facade of Block C. The MVHR unit for each flat should provide adequate primary ventilation from a 'clean' source (i.e. non-proximal to queuing traffic & idling engines), and in this context the use of opening windows for occasional purge or amenity ventilation should not be materially significant in terms of annual average exposure. It is considered reasonable to maintain occupant choice with regards the means of ventilation, and I would not seek to impose installation of fixed pane / non-opening fenestration on New Lane facades. I would however recommend that the selected window units not be equipped with trickle ventilation, and that no other extraction vents be positioned on the western facade.

The proposed installation of appropriately sized MVHR units within block C residences should be conditioned.

Ground Contamination - general

I have reviewed the Soils Limited Environmental Desk Study & Walkover Report (Oct 2015, Ref: 15214-DS), which includes a preliminary conceptual site model and recommendations for further investigation & possible remediation / mitigation.

The report identifies several on-site & site adjacent sources, alongside several potentially active pollutant linkages with respect to both human health (future occupants of the proposed development) and controlled waters (secondary A aquifer, Lavant surface water, and SPZ 1a). Whilst I may assign different priority to some potential sources / pathways, the broad conclusions of the report are agreed, and further phased assessment is considered to be required, consisting of a phase 2 intrusive investigation at a minimum. Based upon the results of that report, further physical sampling / risk assessment / source delineation or monitoring may be required prior to determining appropriate mitigation or remediation measures. This is acknowledged within the report, and within the design & access, planning & viability statements provided within the application.

My advice is largely unchanged from that provided at the pre-application consultation, in that a full suite of contamination investigation, remediation & validation conditions should be applied, alongside a formal requirement to

maintain a watching brief for unexpected contamination and implement contingency actions upon discovery of any ground suspected as being affected by contamination.

Ground Contamination - other

Section 8.2 of the Soils Ltd. Report refers to the need for a construction risk assessment to mitigate against mobilisation & monitor impact on controlled waters.

This is a welcome precaution and any piling or penetrative methods (including construction of deep investigative boreholes) should be regarded as being within scope of the construction risk assessment, and should use safe methods.

The depth to chalk in this area is unknown, but thought likely to exceed 20m; outside the likely practical range for investigations of foundation (pile termination) levels - in this way the principle risks are considered to be pathway creation to the secondary aquifer (through breach of a functional aquitard). Risks to the principal aquifer / potable supply are thought to be very small, and it is for this reason that I am not requesting a formalisation of construction- / piling- risk assessment by condition.

Ground Contamination - viability

I note that there are several references to pressure on the financial viability of the scheme, and specific reference to the exclusion of costs associated with the assessment & appropriate treatment of suspected ground contamination. No empirical data is available with respect to contamination at the site from which a qualitative judgement could be made as to the likely nature & scale of contamination (and therefore remedial options, and ultimately the likely costs).

It is my understanding that Local Planning Authorities should not grant consent subject to conditions that might materially threaten the deliverability of a development (e.g. by imposing requirements foreseeably likely to impose onerous cost, and so damage economic viability).

There are reasons to expect that contamination likely to be present at this site can be economically dealt with;

- The environmental context of this development does not include extreme sensitivities (e.g. the site is not part of or adjacent to a European Designated ecological receptor, directly overlying a principle aquifer or SPZ1, adjacent to potable abstraction),
- The proposed development does not represent the most sensitive form with respect to human exposure,
- The likely contamination profile does not include substances that are particularly difficult to assess &/or remediate (e.g. chlorinated DNAPL's), and;
- Local geology is not likely to pose particular difficulties in terms of assessment or access.

...however, I am mindful that in the absence of any investigation data it will not be possible to make an accurate assessment of costs. Within the context of significant pressure on economic viability due to other factors, it is not inconceivable that remediation costs could be pose difficulty with respect to the

viability calculation.

I lack the relevant expertise to make a judgement as to the likely impact on deliverability of the unquantified likely site investigation & remediation costs. I regard this as a planning matter, but flag the issue for appropriate consideration. There are 3 possible approaches;

- 1) Accept the cost uncertainty, and judge costs unlikely to threaten the deliverability of the development; Grant conditional approval with a full suite of conditions relating to the assessment of contamination & remediation / risk mitigation, as necessary. This would provide the applicant certainty over consent status prior to investing resources in the assessment of the site, and would be the preferred approach provided that it is compatible with national planning policy and guidance.
- 2) Refuse the current application, and require any future applications be supported by sufficient empirical data to inform both an assessment of risks, and a remedial options appraisal. This will facilitate the making of a robust cost estimate, and provide certainty with respect to the overall economic viability assessment.
- 3) Review the current viability assessment with a conservative qualitative estimate of remediation costs that (with due regard to the Soils Ltd. assessment & pre-planning advice received), the applicant is satisfied reasonably accounts for the likely worst case. Grant conditional approval where the viability assessment is acceptable.

If Development Control are minded to grant consent for this scheme, I would recommend the following conditions be applied, alongside an informative relating to unexpected contamination;

Contamination [Condition #2]

Prior to the commencement of any specific phase of development approved by this planning permission (or such other date or stage in development as may be agreed in writing with the Local Planning Authority), a scheme to deal with the risks associated with the possible contamination shall be submitted to and approved in writing by the Local Planning Authority. That scheme shall include all of the following elements unless specifically excluded, in writing, by the Local Planning Authority.

1. Site investigation based on The Soils Limited Phase 1 Desk Study 15214/DS (Oct. 2015), 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 receptors that may be affected, including those off site.

2. The results of an appropriate risk assessment based upon the desk study report & site investigation (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, 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: Having due regard to policies DM10 of the Havant Borough Adopted Core Strategy [2011] and DM17 of the Havant Borough Local Plan (Allocations) [2014], Contamination may be present at the site as a result of both previous & current land uses (&/or activities) that could pose a risk to future site occupiers, and to sensitive receptors located off-site.

Verification [Condition #3]

Prior to the occupation of any relevant part of the permitted development, any verification report required in accordance with **condition [X]** shall be submitted to and approved in writing by the Local Planning Authority.

The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan, and must demonstrate that site remediation criteria have been met. Where longer-term monitoring of pollutant linkages is identified as being necessary, the report shall clearly set out plans for monitoring, provision for maintenance, relevant triggers and contingency actions (a "long-term monitoring and maintenance plan").

The long-term monitoring and maintenance plan shall be implemented as approved.

Reason: Having due regard to policies DM10 of the Havant Borough Adopted Core Strategy [2011] and DM17 of the Havant Borough Local Plan (Allocations) [2014], Contamination may be present at the site as a result of both previous & current land uses (&/or activities) that could pose a risk to future site occupiers, and to sensitive receptors located off-site.

Unexpected Contamination [Informative #1]

"It is the responsibility of the developer to ensure development, upon completion, is safe & suitable for its consented future use. Notwithstanding any site investigation or assessment report submitted with the planning application hereby approved, or submitted in accordance with any condition of this decision notice; contamination may be present at the site within un-investigated areas of the site associated with sources that were either unanticipated, not previously identified, or anticipated but not located. Such contamination may be identified during the course of development. In the event that any discoloured soils or groundwater, oily sheens, foul or solvent odours, or deposits / inclusions comprising obvious waste materials be encountered during groundwork, or if groundwork staff report acute symptoms (skin, eye or respiratory); works in that area of the site should cease until an appropriate assessment of the nature and

extent of the suspected contamination has been undertaken. The local planning authority should be notified of the nature of the contamination, and how that contamination is to be dealt with”

SUDS & Pollution risks

I note that no detailed scheme of surface water disposal has been submitted with this application, but that broad reference is made to the use permeable surfacing of car parking & pedestrian surfaces as a design principle (16 (3), design & access statement).

With reference to the SUDS manual (pollution control); under the proposed scheme, the use of constructed permeable surface is expected to provide adequate interception & primary treatment for pollutants within runoff regardless of whether the ultimate destination is to public system or surface waters (e.g. via attenuation buffer tanks & appropriate flow control), or whether the sub-fill is designed to function as an granular infiltration mat (notwithstanding existing contamination that may be present at the site).

The degree of contamination present at the site following completion of any required remediation may limit or prohibit the use of infiltration methods for disposal of surface waters.

It is expected that the LLFA will make appropriate recommendations with respect to SUDS, site runoff rates & flooding. Environmental Health may require confirmation of these details as important contextual information in respect of the contamination assessment, but otherwise, I have no adverse comments with respect to SUDS & pollution.

Lead Local Flood Authority

If the proposals include works to an ordinary watercourse, under the Land drainage Act 1991, as amended by the Flood and Water Management Act 2010, prior consent of the Lead Local Flood Authority is required for this work. This consent is required as a separate permission to planning.

The proposals for surface water drainage meet the current standards/best practice in relation to surface water drainage.

Where the proposals are connecting to an existing drainage system it is likely that the authorities responsible for maintaining those systems will have their own design requirements. These requirements will need to be reviewed and agreed as part of any surface water drainage scheme.

Please note that the mechanism for securing long-term maintenance will need to be considered and agreed between the applicant and the Local Planning Authority. This may involve discussions with those adopting and/or maintaining the proposed systems, which could include the Highway Authority, Planning Authority, Parish Councils, Water Companies and private management companies.

Network Rail

- As the proposed application site is adjacent to Network Rail's operational railway/infrastructure, Network Rail will require the developer to sign Asset Protection Agreement with Network Rail's Asset Protection team at

AssetProtectionWessex@networkrail.co.uk prior to any works commencing on site to identify:-

- Any services clearly need identification and protection.
- Construction traffic needs to be managed to protect the level crossing
- North east side and South side of the development is adjacent to Network Rail owned land. As such the applicant must ensure that due consideration has been given to the nearby Level Crossing and that access to the site should not be from New Lane.
- A Party Wall notice will need to be served.
- A glare assessment to identify any risks to train driver sighting required
- Landscaping adjacent to Network Rail land to follow the attached NT guide
- Block A and C are adjacent to Network Rail owned land. Network Rail will be required to assess design details of all permanent works including foundation for the proposed building blocks along Network Rail land, a Risk Assessment and Method Statement for the lifting of roof trusses, a Risk Assessment and Method Statement for fixing cladding etc. are to be submitted for Asset Protection review and acceptance.
- Temporary works i.e. temporary works design for access scaffold etc.
- A risk assessment to determine the risk of trespassing.
- Details of any proposed tower crane and mobile crane are to be submitted for Network Rail's Asset Protection acceptance. If the collapse radius of tower crane encroaches within 1.5m of Network Rail boundary/fence the applicant must submit Form 02 and Form 03 for tower crane base and a Risk Assessment and Method Statement for the erection of the tower crane. A Risk Assessment and Method Statement/lifting plan for any lifting near Network Rail land is to be submitted for review and acceptance.
- The applicant must submit details of the proposed drainage for development for Network Rail Asset Protection acceptance. Necessary control measures should be in place to eliminate any risks to Network Rail assets and train operation.

(Case officer note:- agent advised and informative recommended).

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: 9

Number of site notices:one

Statutory advertisement:yes

Number of representations received: 2

Summary:

- Most people along New Lane and Eastern road will I am sure prefer a new development instead of the eyesore that is there now. We live with constant noise day and night from the companies that operate on the site. There are always large delivery lorries parking illegally and dangerously opposite the scaffolding business and blocking the road.

- We totally support this development.

Comment:

Noted

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 streetscene and the character of the area
- (iii) Impact upon residential amenity
- (v) Affordable Housing

(i) Principle of development

7.2 The principle of a residential development on this site has been established through Policy H07, although only part of the site is coming forward for development through this application. The site is also within the urban area of Havant and so is supported by policies CS17 of the Core Strategy and AL2 of the Allocations Plan. Policy CS9 of the Core Strategy states that planning permission will be granted for housing proposals that will “achieve a suitable density of development for the location, taking into account accessibility to public transport and proximity to employment, shops and services”. Given that the site is adjacent to Havant station, with very frequent services as well as to Havant Town Centre and potential employment opportunities immediately to the north, it is considered that the proposed density is appropriate for the site. Furthermore, policy DM11 supports the development of sites close to amenities and services such as this. As such, the development of the site for a high density residential schemes is supported in principle.

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

7.3 The surrounding area is of mixed character including 2 storey housing, commercial development, and the cemetery, with 3 storey flats on the south (town centre) side of the railway. The proposed mansard design, with its relatively restrained and formal treatment of the façade and use of traditional brick and render construction and proportions, results in a building that would complement the surrounding development. The introduction of a fourth storey to part of block A provides a focal point for the development, addressing the street corner and overall the development is considered to enhance the character of the area.

(iii) Impact upon residential amenity

7.4 The main impact relates to the properties on the opposite side of New Lane. The level of separation is considered to provide a satisfactory relationship and the proposal is not considered to result in unacceptable loss of privacy or outlook to neighbouring residential properties.

7.5 The existing and previous uses of the site by commercial operators involved a high level of traffic movements by heavy vehicles. The traffic associated with the proposed development would involve light vehicles such as cars as opposed to commercial vehicles and would result in an improved environment for existing residential

properties.

(iv) Highways implications and footway provision

- 7.6 The traffic associated with the proposed development would involve light vehicles such as cars as opposed to commercial vehicles . The proposed continuous 2m wide footpath on New Lane, and closing of the vehicle access adjacent to the level crossing, would be beneficial to pedestrian and vehicle users of the highway alike and is to be the subject of a grampian condition to ensure the work is done prior to occupation and the developer will need a S278 Agreement under the Highways Act to carry out the works on the highway.
- 7.7 The submitted plans provide 41No. parking spaces equating to 1 space per unit. The site is in an accessible location in close proximity to both the Town Centre and the Railway Station and this level of provision is acceptable. In addition, secure cycle parking would be provided. In respect to the request for a TRO, as the proposal provides an appropriate level of parking for this central location and any current issues regarding on street parking such as school traffic/commuters do not result from the proposed development it would not be appropriate to require the current proposal to fund a TRO.
- 7.8 The proposed works are considered acceptable in respect to highway safety and amenity.

(v) Land contamination, drainage and noise / vibration/pollution issues

- 7.9 The site has previously been occupied by contaminating uses and a geo–environmental report has been prepared for the site. The ground contamination assessment indicates a likelihood that a significant pollutant linkage will exist on this site and the Environmental Health Officer, The Environment Agency, Portsmouth Water, Southern Water and the Lead Local Flood Authority have been consulted and recommended conditions in respect to contamination and drainage .
- 7.10 Due to the contaminated nature of the site, SUDS is not appropriate and a Drainage Strategy is required which will need to be agreed in association with the relevant consultees.

Affordable Housing

- 7.11 Policy CS9 of the Core Strategy would normally require provision of 30 to 40% affordable housing on new development sites (or a contribution equivalent) unless it is transparently justified on viability grounds that such provision would jeopardise the delivery of the scheme. The application is supported by a viability report which has been independently assessed, and whilst there may be scope for a contribution to affordable housing this would be on the basis that the developer would accept a reduced return on the investment. If the industry norm is applied the site is unable to support affordable housing. Additionally the full extent of the costs associated with contamination have yet to be finalised and given the highly contaminated nature of the site these could be significantly more than has been allowed for in the viability assessment. Therefore it is acknowledged that to require affordable housing either by way of on site provision or a contribution would not be appropriate and is highly likely to prevent the site coming forward for residential development.

CIL and Ecology

- 7.12 On the 20 February 2013, the Havant Borough Council approved the Havant Borough Community Infrastructure Levy Charging (CIL) Schedule. The Charging Schedule took effect from the 1st August 2013. The required payment for the development is based on the approved floor space and is £80 per square metre plus indexing and the agent has been informed.
- 7.13 The application has also been assessed under Regulation 61 of the Conservation of Habitats and Species Regulations 2010 (as amended) (The Habitats Regulations). The proposal would lead to a net increase in population, which would be likely to lead to a significant effect (as described in Regulation 61(1) (a) of the Habitats Regulations) on the Chichester and Langstone Harbours Special Protection Areas (SPA). Furthermore the development is not necessary for the management of the SPA. As a result a mitigation package is required, which can be secured through a financial contribution to the Solent Recreation Mitigation Project (SRMP) at a scale of £176 per dwelling (net) (plus monitoring and administration fees). Subject to securing this mitigation package in the form of a contribution of £7569.80 the level of mitigation provided is considered sufficient to remove the significant effect on the SPA which would otherwise have been likely to occur. As such, an appropriate assessment under Regulation 61 of the Habitats Regulations is not necessary.
- 7.14 It has been confirmed that the SRMP contribution has been received and therefore there is no impediment to the granting of planning permission on ecological grounds.

8 Conclusion

- 8.1 The development of this site, because of its location in close proximity to the railway line and previous history of contaminating uses, poses a number of issues. The proposals for the site are considered to make good use of the site in a form that addresses the site issues and enhances the visual amenities and character of the area. The proposed development has been designed in accordance with the National Planning Policy Framework and relevant policies contained within the Havant Borough Core Strategy and SPD. The application proposes a sustainable solution which seeks to respect and improve the character and appearance of the local area, and approval is recommended..

9 RECOMMENDATION:

That the Head of Planning be authorised to **GRANT PERMISSION** for application APP/15/01425 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 Compulsary Purchase Act 2004.

- 2 No development hereby permitted shall commence until binding arrangements are in place for the closure of the existing accesses to the site and construction of the proposed access and the off site highway works comprising a 2m wide kerbed footway (to local highway authority standards) on the east side of New Lane extending from the northern side of the railway crossing to meet the existing footway at the north western corner of the site (as shown on the submitted drawing No.15.2094.110 Rev P6)

NB: In order to construct these works the developer will need to enter into a Section 278 agreement with the Highways Authority

Unless otherwise agreed in writing by the Local Planning Authority, all of these works shall be completed, in full accordance with such plans, particulars and programme as have been approved in writing by the Local Planning Authority in consultation with the Highway Authority, prior to the occupation of any dwellings on the site.

Reason: To ensure that the required highway improvements are provided and having due regard to policies CS16 and CS20 of the Havant Borough Local Plan (Core Strategy) 2011. Also to ensure the safety of cyclists and pedestrians and having due regard to policy CS20 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework 2012.

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

Reason: In the interests of the amenities of the locality and having due regard to policies CS11 and CS16 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework 2012.

- 4 No development hereby permitted nor any related site clearance shall commence until a plan and particulars specifying the provision to be made within the site and/or on other land nearby for the parking (throughout the clearance and construction period) of construction vehicles and of other vehicles delivering/removing materials and other items to/from the development site have been submitted to and approved in writing by the Local Planning Authority. Thereafter, throughout such site clearance and implementation of the development hereby permitted, all such temporary parking provision shall be provided and used only as such.

Reason: To safeguard the amenities of the locality and/or in the interests of traffic safety and having due regard to policies CS16 and DM10 of the Havant Borough Local Plan (Core Strategy) 2011.

- 5 Construction of the development shall not commence until details of the proposed means of foul sewerage disposal including measures to protect public sewers 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: In order to secure satisfactory foul water disposal from the site, and having due regard to Policies CS15 and CS16 of the Havant Borough Local

Plan (Core Strategy) 2011 and the National Planning Policy Framework 2012.

- 6 No development hereby permitted nor any related site clearance shall commence until a Construction Environmental Method Statement recognising the risk of pollution including turbidity, and how that will be addressed has been submitted and approved in writing by the local planning authority. This shall include consideration of any surface water runoff generated during the contaminated land investigation and construction phase of the development, and measures to control and prevent pollution to groundwater (including storage of fuels and/or lubricants). The development shall thereafter be carried out in accordance with the approved details.

Reason: The site lies within the groundwater Source Protection Zone 1c for the Havant and Bedhampton Springs, a critical public drinking water supply. Having due regard to policies DM10 of the Havant Borough Local Plan (Core Strategy) 2011 and DM17 of the Havant Borough Local Plan (Allocations) 2014, contamination may be present at or in the immediate vicinity of the site as a result of both previous & current land uses (&/or activities) that could pose a risk to controlled waters.

- 7 Infiltration systems for surface water disposal shall not be used for this development. Prior to the commencement of development, details of a surface water strategy including the proposed means of surface water sewerage disposal shall be submitted to, and approved in writing by, the Local Planning Authority in consultation with Southern Water, the Environment Agency, the Local Lead Flood Authority and Portsmouth Water. The scheme shall include details of pollution prevention measures to be incorporated and inspection, maintenance and monitoring procedures and arrangements; and the details shall include a schedule of operational and preventative maintenance for surface water drainage structures, pumps, or separators required for either a) the proper operation of the system to its design flow rates, or b) for the effective retention of pollutants to prevent downstream release. Parties responsible for observing the maintenance plan shall be clearly identified within the plan, and the plan shall be implemented as approved.

Reason: The site lies within the groundwater Source Protection Zone 1c for the Havant and Bedhampton Springs, a critical public drinking water supply. The full geological sequence underlying the site is unknown, with borehole logs indicating sandy horizons; these permeable sandy horizons may allow for shallow groundwater flow towards the Havant and Bedhampton springs, or provide preferential pathways to the deeper principal aquifer found at greater depth. Drinking water supplies are at risk from any pollutants which enter the ground, including increased turbidity. The applicant needs to demonstrate that the surface water drainage scheme will protect groundwater and drinking water supplies in accordance with National Planning Policy Framework paragraph 109, and Havant Borough Local Plan (Core Strategy) 2011 policy DM10 whilst also protecting the surface water environment.

- 8 Prior to the commencement of any specific phase of development approved by this planning permission (or such other date or stage in development as may be agreed in writing with the Local Planning Authority), an assessment of the risks associated with the proposed means of undertaking groundworks and construction shall be submitted to and approved in writing by the Local Planning Authority in consultation with Portsmouth Water. The assessment shall be undertaken by competent persons, and the findings presented as a

written report.

The assessment may comprise separate reports as appropriate, but unless specifically excluded in writing by the Local Planning Authority, shall include;

1) An assessment of the local geological succession, sufficient to determine whether the principal aquifer (Source Protection Zone 1c) falls within the likely vertical range of proposed excavations or foundations (including piling);

2) The result of an appropriate assessment of risks based upon (1) in relation to proposed construction depths, methods & materials. Where potentially unacceptable risks are identified, a risk-based appraisal of construction method options and clearly defined proposals for mitigation of the identified risks;

3) Contractors method statement(s) in accordance with mitigation proposals (2); and

4) Where deemed necessary, a scheme to appropriately monitor the impact of construction activity upon groundwater and/or surface waters, including details in respect of necessary stakeholder liaison.

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

Reason: The site lies within the groundwater Source Protection Zone 1c for the Havant and Bedhampton Springs, a critical public drinking water supply. Deep excavations, boring, piling or any other foundations using penetrative methods can result in risks to potable supplies both from turbidity, and by creating migration pathways for pollutants &/or contaminants. It must therefore be demonstrated that the proposed construction methods will not result in any unacceptable adverse impacts upon controlled waters. The condition is imposed having due regard to Havant Borough Local Plan (Core Strategy) 2011 policy DM10 and the National Planning Policy Framework 2012.

- 9 No development approved by this planning permission shall take place until a remediation strategy that includes the following components to deal with the risks associated with the contamination of the site whether originating from within or outside the curtilage, shall be submitted to and approved in writing by the Local Planning Authority. The assessment shall be undertaken by competent persons, and the findings presented as a written report.

1. A preliminary risk assessment which has identified:

- a. All previous uses
- b. Potential contaminants associated with those uses and identification and characterisation of any other physical contamination on or affecting the site
- c. A conceptual model of the site indicating sources, pathways and receptors
- d. 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. appropriately considered remedial objectives;

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 actions

Any changes to these components require the express written consent of the Local Planning Authority. The scheme shall be implemented as approved.

Reasons Information provided in support of the planning application indicates that the site's previous uses include the town gas works and other industrial uses. As a result of these uses contamination is likely to be present which may pose a risk to groundwater and surface water. The site lies within the groundwater Source Protection Zone 1c for the Bedhampton and Havant springs, a public water supply. Preferential pathways could cause contamination to migrate downwards towards the Chalk (a principal aquifer) and pollute drinking water supplies. The information contained in the study report (reference 15214/DS) has been provided is sufficient to identify all sources, however, the desk study and preliminary risk assessment needs to be reviewed prior to the intrusive investigation strategy being developed. Having due regard to policies DM10 of the Havant Borough Local Plan (Core Strategy) 2011 and DM17 of the Havant Borough Local Plan (Allocations) 2014, contamination may be present at or in the immediate vicinity of the site as a result of both previous & current land uses (&/or activities) that could pose a risk to controlled waters.

- 10 Prior to the occupation of any relevant part of the permitted development, any verification report required in accordance with condition 9 above shall be submitted to and approved in writing by the Local Planning Authority.

The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan, and must demonstrate that site remediation criteria have been met. Where longer-term monitoring of pollutant linkages is identified as being necessary, the report shall clearly set out plans for monitoring, provision for maintenance, relevant triggers and contingency actions (a "long-term monitoring and maintenance plan"). The long-term monitoring and maintenance plan shall be implemented as approved.

Reason: The site lies within the groundwater Source Protection Zone 1c for the Havant and Bedhampton Springs, a critical public drinking water supply. Having due regard to policies DM10 of the Havant Borough Local Plan (Core Strategy) 2011 and DM17 of the Havant Borough Local Plan (Allocations) 2014, contamination may be present at or in the immediate vicinity of the site as a result of both previous & current land uses (&/or activities) that could pose a risk to controlled waters.

- 11 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 the developer has submitted a remediation strategy to the Local Planning Authority detailing how this unsuspected contamination shall be dealt with and obtained written approval from the Local Planning Authority. The remediation strategy shall be implemented as approved.

Reasons Information provided in support of the planning application indicates that the sites previous uses include the town gas works and other industrial uses. There is concern that as a result of these uses contamination is likely to

be present which may pose a risk to groundwater and surface water. The site lies within the groundwater Source Protection Zone 1c for the Bedhampton and Havant springs, a public water supply. Preferential pathways could cause contamination to migrate downwards towards the Chalk (a principal aquifer) and pollute drinking water supplies. National Planning Policy Framework (NPPF) paragraph 109 states that the planning system should contribute to and enhance the natural and local environment by preventing both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels water pollution. Government policy also states that planning policies and decisions should ensure that adequate site investigation information, prepared by a competent person, is presented (NPPF, paragraph 121). Having due regard to policies DM10 of the Havant Borough Local Plan (Core Strategy) 2011 and DM17 of the Havant Borough Local Plan (Allocations) 2014, contamination may be present at or in the immediate vicinity of the site as a result of both previous & current land uses (&/or activities) that could pose a risk to controlled waters.

- 12 Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express written consent of the Local Planning Authority in consultation with Portsmouth Water, which may be given for those parts of the site where it has been demonstrated through:-

- a piling risk assessment undertaken by competent consultants identifying anticipated depths for each pile for the proposed development, with the piling risk assessment being shared with Portsmouth Water for consultation;
- Associated geotechnical site investigation that confirms the maximum depth of anticipated piles (e.g. 1m below the maximum pile depth) does not enter the Chalk that makes up the principal aquifer;
- Submission, approval and implementation of a piling method statement detailing how potential risks will be minimised.

that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details.

Reason: The site lies within the groundwater Source Protection Zone 1c for the Bedhampton and Havant springs, a public water supply. Preferential pathways could cause contamination to migrate downwards towards the Chalk (a principal aquifer) and pollute drinking water supplies. Piling or any other foundation designs using penetrative methods can result in risks to potable supplies from, for example, risk of mobilising contamination, drilling through different aquifers and creating preferential pathways. Thus it should be demonstrated that any proposed piling will not result in contamination of groundwater. The National Planning Policy Framework paragraph 109 states that the planning system should contribute to and enhance the natural and local environment by preventing both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels water pollution. Having due regard to policies DM10 of the Havant Borough Local Plan (Core Strategy) 2011 and DM17 of the Havant Borough Local Plan (Allocations) 2014, contamination may be present at or in the immediate vicinity of the site as a result of both previous & current land uses (&/or activities) that could pose a risk to controlled waters.

- 13 Prior to occupation of any part of the permitted development, any borehole

installed for the investigation of soils, groundwater or geotechnical purposes shall be decommissioned in accordance with a scheme to be agreed with the Local Planning Authority. Boreholes which need to be retained post-development for monitoring purposes must be securely locked, protected and inspected in accordance with a monitoring and maintenance plan which must be agreed with the Local Planning Authority.

Reason: To ensure that redundant boreholes are safe and secure, and do not cause groundwater pollution or loss of water supplies in line with paragraph 109 of the National Planning Policy Framework and having due regard to policies DM10 of the Havant Borough Local Plan (Core Strategy) 2011 and DM17 of the Havant Borough Local Plan (Allocations) 2014, contamination may be present at or in the immediate vicinity of the site as a result of both previous & current land uses (&/or activities) that could pose a risk to controlled waters.

- 14 No above ground construction works hereby permitted shall commence until a plan which identifies finished levels, hard surfacing material type / product reference and colour, laying bond, edging or threshold detail / type 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 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 CS11 and CS16 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework 2012.

- 15 No above ground construction works hereby permitted shall be commenced until a more detailed soft landscaping scheme for all open parts of the site not proposed to be hardsurfaced has been submitted to and approved in writing by the Local Planning Authority. Such scheme shall specify the proposed finished ground levels in relation to the existing levels, the distribution and species of ground cover to be planted, the positions, species and planting sizes of the trees and shrubs to be planted and/or retained, and timing provisions for completion of the implementation of all such landscaping works. The implementation of all such approved landscaping shall be completed in full accordance with such approved timing provisions. Any tree or shrub planted or retained as part of such approved landscaping scheme which dies or is otherwise removed within the first 5 years shall be replaced with another of the same species and size in the same position during the first available planting season.

Reason: To ensure the appearance of the development is satisfactory and having due regard to policies CS11 and CS16 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework 2012.

- 16 No part of the development shall be first occupied until details of the type, siting, design and materials and a plan to include 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, railing and/or fencing or other type of enclosure and associated gates

to be used in the construction of all means of enclosure 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 or 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.

- 17 A suitable fresh air ventilation system shall be installed within all residential units within Block C that include opening windows or balconies on the Western facade*. The system shall;

- i) draw external fresh air from inlets positioned in accordance with the approved plans, or from alternative positions located at an equivalent or greater distance from the kerbside of New Lane.
- ii) be compliant with CIBSE & HVCA recommendations, and of sufficient capacity to provide adequate ventilation to each residential unit with all openings (windows & doors) closed, and;
- iii) be installed in accordance with manufacturers recommendations, at a location that is accessible for servicing and maintenance

The manufacturers operating instructions & maintenance recommendations shall be provided to the purchaser / resident, and the system shall be fully commissioned & operational prior to first occupation of each relevant unit

* - Ground Floor units 1, 2 & 3; First Floor units 4, 5 & 6 & Second Floor unit 7 & 8 (as shown on drawing no's 15.2094.107 rev. P4, and 15.2094.108 rev. P4 and 15.2094.109 Rev P5 respectively)

Reason: Having due regard to policy DM10 of the Havant Borough Local Plan (Core Strategy) 2011 to protect future occupants from locally elevated concentrations of Nitrogen Dioxide (NO₂) that may result from the regular occurrence of southbound traffic queuing at the railway crossing.

- 18 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 building(s) 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.

- 19 The window glazing and ventilation measures proposed within the 'Airtight & Noisecheck Ltd' Acoustic testing report shall be fully complied with prior to

occupation and maintained thereafter.

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

- 20 Prior to the commencement of above ground construction works a Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The Travel Plan shall include a named travel officer and the arrangements for the provision and display of bus/train timetables, taxi numbers and car hire information in the public areas, together with details of implementation and monitoring in accordance with the aims and objectives of reducing reliance on the private motor vehicle by modal shift to other more sustainable forms of modal travel.

The approved Travel Plan shall be implemented and monitored in accordance with the approved details and for each subsequent occupation of the development thereafter maintained and developed to the satisfaction of the Local Planning Authority.

Reason: To encourage sustainable means of travel and having due regard to policies CS16 and CS20 of the Havant Borough Local Plan (Core Strategy) 2011.

- 21 The car and cycle parking, servicing and other vehicular access arrangements shown on the approved plans to serve the development hereby permitted shall be made fully available for use prior to the development being first brought into use and shall be retained thereafter for their intended purpose.

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

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

15.2094.110 Rev P6 Proposed Site Plan,
15.2094.100 Rev P5 Proposed Ground Floor Plan, Block A,
15.2094.101Rev P4 Proposed First Floor Plan, Block A,
15.2094.102RevP4 Proposed Second Floor Plan, Block A,
15.2094.103RevP5 Proposed Third Floor Plan, Block A,
15.2094.104RevP4 Proposed Ground Floor Plan, Block B,
15.2094.105RevP4 Proposed First Floor Plan, Block B,
15.2094.106RevP4 Proposed Second Floor Plan, Block B,
15.2094.107RevP4 Proposed Ground Floor Plan, Block C,
15.2094.108RevP4 Proposed First Floor Plan, Block C,
15.2094.109RevP5 Proposed Second Floor Plan, Block C,
15.2094.112RevP4 Proposed Elevations
15.2094.113P3 RevP3 CGI Artist's Impressions.

Reason: - To ensure provision of a satisfactory development.