
Site Address: Site of Former Warehouse, Stanbridge Road, Havant
Proposal: Outline Application for demolition of existing building and structures and the redevelopment of the site with the erection of up to 11,363 sq m of accommodation for industrial and warehouse purposes, with a clear internal height of up to 12 m, within Use Classes B1,B2 and B8. Together with associated car and HGV parking and access, ancillary office and related facilities. Access and Scale to be determined, layout, appearance and landscaping reserved.

Application No:	APP/15/00284	Expiry Date:	16/06/2015
Applicant:	Mr Henson	Team:	Team 1
	BCP (Havant) LLP		
Agent:	Mr Stutchbury	Case Officer:	Heather Lealan
	Stutchbury Associates Limited		
Ward:	Bondfields		

Recommendation: **GRANT OUTLINE CONSENT**

1 Site Description

- 1.1 The site is located within the New Lane Industrial Estate in Havant and has vehicular access from Stanbridge Road, off New Lane. It comprises a large warehouse with ancillary external areas and a site area of 1.95 hectares. There is a three-storey office building attached to the north elevation. The unit has been vacant for some time.
- 1.2 The external perimeter of the site is secured with palisade and chain-link fencing. To the east of the site lies a railway line and beyond this, there is residential development. There is a degree of vegetation along this eastern boundary. A footpath runs along the north boundary of the site which leads to a railway bridge. To the north of the site is the Oakwood Centre and to the west of the site there are further industrial premises and the Hayward Business Centre.
- 1.3 To the south of the site lies the Pfizer industrial complex; the application site was previously included as part of that complex but since sold as a separate plot.

2 Planning History

- 2.1 The site history is fairly complex as the application site used to form part of the larger neighbouring site, which is now occupied by Pfizer. Since the two sites were divided, there is no relevant planning history for the application site which would relate to or affect the outcome of this application.
- 2.2 APP/13/00404 - This proposal would have involved the demolition of the existing three-storey office building on the north elevation and the development of a new, ground level loading bay in its place, using the existing access from Stanbridge Road. The newly exposed north elevation would include 8no. new loading doors. There would also be a re-cladding of the western brick face elevation and new roofing to the warehouse. The existing car parking on site would be reconfigured to suit the amended layout - Permitted 27/06/2013 but not implemented to date.

3 Proposal

- 3.1 Outline Application for demolition of existing building and structures and the redevelopment of the site with the erection of up to 11,363 sq m of accommodation for industrial and warehouse purposes, with a clear internal height of up to 12 m, within Use Classes B1,B2 and B8. Together with associated car and HGV parking and access, ancillary office and related facilities. Access and Scale to be determined, layout, appearance and landscaping reserved.

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)
CS16	(High Quality Design)
CS2	(Employment)
CS6	(Regeneration of the Borough)
DM10	(Pollution)
DM11	(Planning for More Sustainable Travel)
DM12	(Mitigating the Impacts of Travel)
DM14	(Car and Cycle Parking on Development (excluding residential))
DM16	(Freight Transport)
DM3	(Protection of Existing Employment and Tourism Sites)

Havant Borough Local Plan (Allocations) July 2014

DM17	(Contaminated Land)
AL1	(Presumption in Favour of Sustainable Development)

Listed Building Grade: Not applicable.

Conservation Area: Not applicable.

5 Statutory and Non Statutory Consultations

Building Control

No objection. Section 80 demolition notice will be required.

Environmental Health _

Ground Contamination, pollution potential and air quality

No objections to the proposals, which (at least with respect to the preferred option) represent a similar landuse & configuration to that currently in place. There are some concerns/comments, as outlined below:

- There remains the possibility of significant contamination being present (low probability concluded, but could be significant if present). No additional assessment is considered necessary, *condition requested with regards the implementation of a watching brief.*
- Heavy Good Vehicle traffic operating from / associated with this site could have an adverse impact upon local air quality / highway network. Anticipated numbers of vehicle movements is currently unquantified & highly dependent upon the end-user. *A condition is suggested requiring assessment / transport plan (mitigation) prior to occupation.*

- The drainage strategy proposes SUDS, and incorporation of an oil interceptor unit. The drainage strategy addresses pollution & flooding concerns. There is no objection to the strategy (use of SUDS), but a condition is suggested to formalise the incorporation of an oil interceptor within the implemented system in line with typical Environment Agency comments.

Condition 1

"If, during development, soil or groundwater that appears to be impacted by contamination is found to be present, no further development shall be undertaken until an appropriate assessment has been undertaken, and a report detailing how that contamination is to be dealt with has been submitted to and approved by the Local Planning Authority. Unless otherwise agreed in writing, all works outlined in the submitted report shall be adhered to."

Condition 2:

"An Operational Traffic Management Plan shall be submitted to and approved by the Local Planning Authority in writing before occupation of the completed unit(s). This should consider the number & routing of Goods Vehicle trips, alongside any associated local impacts in relation to local highway capacity, congestion, or local air quality. If appropriate, the Traffic Management Plan should include measures to mitigate any identified adverse impacts, and be implemented as approved."

Condition 3:

"Prior to being discharged into any watercourse, surface water sewer or soakaway system, all surface water drainage from parking areas and hardstandings shall be passed through an oil separator designed and constructed to have a capacity and details compatible with the site being drained. Roof waters shall not pass through the separator."

Noise and disturbance

A detailed report must be submitted once a reserved matters application is submitted including how noise from the service yard can be dealt with. No objection to the outline application in regard to the principle to the demolition of existing buildings and replacing with new structures and facilities, as further applications will be made to finalise proposed building layout etc; at which time more in-depth proposals will be made and dealt with at that time.

Development Engineer

No objection

Planning Policy

The site has previous permission for employment use and has lain vacant for nearly four years since August 2011. The exact land use mix, i.e. proportion of B1/B2/B8 uses, is currently undecided in this outline application; however any mix of B-use classes would provide local employment and should be acceptable for this industrial location. (policy DM3)

The proposed building would entail a reduction in the total gross floorspace on the site from 14,878 sq m to 10,683 sq m. the new building would be constructed to modern specifications with disabled access and an environmentally efficient building design which provides natural daylight at the same time as maintaining high insulation qualities. This would be in accordance with policy CS16 (4, 5 and 7) of the Local Plan (Core Strategy) (High Quality Design).

Use of Resources, the development must ensure that on-site renewable energy production and resource efficiency are maximised, Cs14

Non-residential parking standards for commercial development are shown in appendix 5 of the Core Strategy and the proposed parking provision accords with these current adopted standards, which are a maximum standard.

The Council is preparing a new Car Parking Supplementary Planning Document, which is currently scheduled to be adopted at the end of 2015. The document is in draft form at present but it may alter the local parking requirement for commercial development when it is adopted. This is something that the developer might therefore need to bear in mind, depending on the timeframe for when a detailed application is submitted.

Policy CS11 (8) The surveys showed limited bird activity and no signs of badgers or bats, although it does mention that further surveys for bat roosting sites may be required if the condition of the existing building were to further deteriorate.

Policy DM10 (and CS16) the result of an assessment of noise levels based on 24-hour operation of the site and concludes that the re-development would not give rise to significant adverse impact by reason of noise.

The application appears to positively address policies DM11 (Planning for More Sustainable Travel), 12 (Mitigating the Impacts of Travel) and 14 (Car and Cycle Parking)

Principle of development:

Approve (as an outline application).

Open Space Society

No comments

Countryside Access Team

No comments to this application but the rights of way officer had previously made the following comments to the approved 2013 scheme;

We have no objection to this proposal and would ask that the applicant be made aware that :-

- All boundary features should be retained.
- There must be no surface alterations to the right of way, nor any works carried out which affect its surface, without first seeking the permission of Hampshire County Council, as Highway Authority. For the purposes of this proposal that permission would be required from this department of the County Council. To carry out any such works without this permission would constitute an offence under s131 Highways Act 1980.
- Hampshire County Council, as Highway Authority, is not obliged to provide a surface suitable for the passage of vehicles. It only has a duty to maintain a right of way to a standard commensurate with its expected normal public use.
- Nothing connected with the development or its future use should have an adverse effect on the right of way, which must remain available for public use at all times.

In addition, no builders or contractors vehicles, machinery, equipment, materials,

scaffolding or anything associated with the works should be left on or near the footpath so as to obstruct, hinder or provide a hazard to walkers.

We suggest that a Health and Safety Risk Assessment should be carried out and if there is deemed to be a risk to users of the footpath, the applicant should contact this office directly to discuss the possible need for a Temporary Closure of the footpath for the duration of the works.

Officer comment - An informative should be placed on a permission to this regard.

Network Rail

The developer/applicant must ensure that their proposal, both during construction and after completion of works on site, does not:

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

Officer Comment - Network Rail advice guidance has been forwarded to applicant and should be noted within an informative.

County Archaeologist

Thank you for your recent consultation. There are currently no archaeological sites recorded at this location nor in its vicinity. Whilst this is likely to result from the early development of the site as an industrial estate, it is likely that the existing development on site will have compromised the archaeological potential of the site. On that basis I would not raise any archaeological issues.

Environment Agency

We can confirm that the Environment Agency has no objection to the proposed Outline application as submitted.

Advice to Applicant / Local Planning Authority

The site lies within the groundwater Source Protection Zone 1c for the Bedhampton and Havant Springs. Before undertaking any operations that would penetrate the London Clay into the underlying Chalk Aquifer, including boreholes, deep soakaways and piling the applicant are advised to contact Portsmouth Water to discuss the development and any concerns they may have with them.

Officer comment - To be included as informative to be addressed at detailed design stage

Southern Water

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

"A formal application for connection to the public sewerage system is required in order to service this development, Please contact Southern Water, Sparrowgrove House, Sparrowgrove, Otterbourne, Hampshire SO21 2SW (Tel: 0330 303 0119) or

www.southernwater.co.uk".

Following initial investigations, there is currently inadequate capacity in the local network to provide surface water disposal to service the proposed development. The proposed development would increase flows to the public sewerage system, and any existing properties and land may be subject to a greater risk of flooding as a result. Additional off-site sewers, or improvements to existing sewers, would be required to provide sufficient capacity to service/ice the development. Section 98 of the Water Industry Act 1991 provides a legal mechanism through which the appropriate infrastructure can be requested (by the developer) and provided to drain a specific location.

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

County Ecologist

The application is accompanied by a Extended Phase 1 Habitat Survey (Delta-Simons, March 2015) which provides a sound assessment of the current ecological value of the application site. The site is of limited ecological value and comprises a complex of disused industrial buildings with areas of hardstanding and neglected formal plantings. There appears to be negligible potential for various legally-protected species to occur. I am content that the potential for ecological constraints on site has been satisfactorily assessed and therefore, if you are minded to grant permission, could I suggest that the ecological mitigation and enhancement measures detailed within the report are secured by condition:

Development activities shall proceed in accordance with the ecological mitigation and enhancement measures detailed within the Extended Phase 1 Habitat Survey (Delta-Simons, March 2015) unless otherwise agreed in writing by the Local Planning Authority. Any mitigation and enhancement features shall be maintained in perpetuity unless otherwise agreed in writing by the LPA. Reason: to provide ecological protection and enhancement in accordance with NPPF, NERC Act 2006 and Policy CS 11 of the Havant Borough Core Strategy March 2011.

Crime Prevention

No comments

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: 66

Number of site notices: One

Statutory advertisement: 27/03/2015

Number of representations received: 2

Summary:

- (a) There must be a robust and on-going nesting birds management plan
- (b) Privacy must not be violated, windows, paths etc overlooking residential properties to east
- (c) Any external lighting (access, security etc.) must be shielded from shining towards residential dwellings to east property
- (d) Noise, fumes and smell are managed in line with standard guidelines
- (e) During the building phase all reasonable efforts are made to minimise noise and dust.
- (f) Object to the height of the proposed building has increased and any height increases or change of roof design will affect the outlook and access to daylight to the residential dwellings to the east of the site.
- (g) The additional vehicle movements would only add to the traffic problems in and around the centre of Havant. In addition to undoubtedly increasing the congestion it will add to an overall increase in pollution and having detrimental impacts upon the local air quality and adverse implications for local residents and visitors.
- (h) The site is not best positioned to be a distribution centre. Even though it would appear to be only a relatively short distance to the already congested A27 the route to/from the centre would have an impact upon traffic in the town (as above) (NB The site has been unused for a long time and this fact needs to be taken into account when considering the viability for the site).
- (i) The proposed operation at the site represents direct adverse health and welfare issues for local residents in terms of noise and disturbance. The previous history at the site already shows this, and since that time even more is understood about the detrimental impacts for health and welfare caused by such operations.
- (j) If there exists a real need for a new distribution centre to be located in the general area of Havant / Waterlooville / Portsmouth, then this need can be better supported when considered alongside the plans for the area for a new 'transport hub'. So not only considering people movements but product movements as well. Direct access (adjacent) to the major road & rail links is essential for the efficiency of any distribution function. If there is a need for this type of facility then better opportunities are already available and will probably be enhanced should the current strategies be taken forward.
- (k) The town needs additional housing. Recent plans and building has either used or impacted upon green-belt / break areas, even encroaching upon areas already prone to flooding. Here is a site close to the centre of town presenting an opportunity to reverse those 'failed' trends of the past. With the correct application of will and imagination the site can start to become part of a new residential area, built on brown field sites already close to employment opportunities, public transport, health centres, schools, public and retail amenities and more. These opportunities do not present themselves that often this opportunity must not be missed now.

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) Appropriateness of the design
- (iii) Impact on nearby residential amenity
- (iv) Highway considerations
- (v) Drainage
- (vi) Other Matters

(i) Principle of development

7.2 In relation to the principle of development at this site, it is recognised that the site is located within the long established New Road Industrial Estate. As such, Policy CS2 and DM3 (Employment) of the Local Plan is relevant. This policy advises that planning permission will be granted for development proposals which prioritizes the use of previously developed land for the provision of new employment floor space and safeguard existing employment sites and allocations that are fit for purpose from development proposals for non-employment uses. This outline proposal is for a maximum quantum of development of up to 11,363 sqm of floorspace with the layout to be decided. This would entail a reduction in the total gross floorspace on the site; the existing building is 14,878 sqm. However the plans and drawings and Design and Access Statement indicate that the new building would be constructed to modern specifications with disabled access and an environmentally efficient building design which provides natural daylight at the same time as maintaining high insulation qualities. Therefore, it is considered that the scheme to redevelop this site for a B class use would accord with policies CS2 (employment) and policy CS16 (design) of the Local Plan (Core Strategy).

7.3 Equally, it is considered that a reserved matters application for less floorspace but greater employment potential may still meet the requirement of policy CS2 in terms of providing a viable development of this unused site and creation of new jobs within the Borough. To this regard, the description of the outline application has been worded such to allow for flexibility to the aspect of the quantum of development; the description sets the parameter for a maximum level of floor space but not a minimum. A further two layout alternatives were submitted with the application to demonstrate other options as to how the site could be viably developed. It is noted that points are raised in the representations received regarding the potential to redevelop the site for residential purposes. Such a proposal would be contrary to current Local Plan policies and would exacerbate concerns regarding the proximity of residential to industrial use issues and it is not considered appropriate.

(ii) Appropriateness of the design

7.4 The layout, appearance and landscaping of the site are reserved matters. However parameters of scale are being considered including the overall maximum quantum of floorspace and a maximum height and to this regard it is considered that the curved roof design and materials are appropriate for the industrial location of the site. It is further considered that the options for layout submitted for information purposes and identified as options 2 and 3 would also be likely to be an acceptable form of development for this site.

7.5 The site is separated from the nearest residential areas to the east of the site (in

Nutwick Road) by the railway line although it is still visible from it, mainly from the rear of the properties on the west side of that road which have their back gardens next to the railway line. The scale of the proposed development is acceptable in connection with the industrial surroundings but is more questionable an interface with the residential development directly to the east as it would create a clear character change. However the railway line and associated land provides a degree of separation from the proposal to the adjacent dwellings and the wider visual impact of the scale in isolation does not form a reason for refusal of the scheme . Furthermore, the final design and materials proposed should consider and take into account the view of the proposed development from the publically visible elevations facing the railway and public footpath adjacent to the site.

(iii) Impact on nearby residential amenity

- 7.6 Residential development lies to the east of the site. Whilst this is separated from the site by a main railway line, consideration must still be given towards any potential noise disturbance arising from the construction phase and the ongoing operation of the business such as potential noise from vehicular activity, tannoy announcements etc and from internally within the warehouse when the loading doors are open. The representations received reflect some of the sensitivities of constructing large scale industrial development to the rear of residential properties.
- 7.7 An acoustic report has been submitted with the application and Environmental Health have been consulted on this. The report was found to be satisfactory in its findings, however a further detailed report is required to be submitted at reserved matters stage once the final design, layout and operation of the site is known. With the appropriate mitigations measures in place, it is considered that it is unlikely that the operation of the industrial and distribution centre at the site, would have an adverse impact on the nearby residential amenity to an extent which would warrant a reason for refusal on those grounds. The proposal would therefore not be contrary to Policy DM10 (Pollution) of the Local plan.
- 7.8 In terms of scale the scheme to be considered show an internal height of 12m which results in an overall external height of between 15.5m to 15.9m The height of the existing warehouse is 9m rising to 10m in height of the three storey flat roof element of the office section located to the south of the site. The applicants have submitted daylight calculations in an attempt to demonstrate that the increased height of the main warehouse will not cause an unacceptable level to the residential properties located directly to the west of the site. The indicative height will however appear much higher than the existing building and the impact to the amenities of the occupiers of the adjacent residential dwellings must be balanced against the economic benefit of redeveloping this site. The case officer attempted to negotiate with the applicant in regard to reducing the maximum height of the proposal but was unsuccessful. The applicant advised that an internal height of at least 12m is required by tenants of modern industrial units. Therefore the case officer has been forced to determine that application as submitted and to this regard account must be taken of economic sustainability of this identified industrial area against the amenities of the adjacent dwellings. The recommendation of this report is very much an on balance recommendation taking into account the advice of the Planning Policy team and the Economic Development team.

(iv) Highway Considerations

- 7.9 The site has an existing vehicular access from Stanbridge Road and this would be

utilised by the new occupier to provide access to and from the site. A Travel Plan was submitted with the application APP/13/00404 to indicate how it would operate and promote sustainable means of travel to its employees. The Highways Officer has considered this and found it to be acceptable.

- 7.10 The proposal would provide a total of 99 car parking bays, including 5 for people with disabilities, and would provide 10 bays for heavy goods vehicles and 47 new spaces for cycle parking. There are 93 existing car parking bays on the site so the proposed redevelopment would provide an additional six bays. Non-residential parking standards for commercial development are shown in appendix 5 of the Core Strategy and the proposed parking provision accords with these current adopted standards, which are a maximum standard.

The Council is preparing a new Car Parking Supplementary Planning Document, which is currently scheduled to be adopted at the end of 2015. The document is in draft form at present but it may alter the local parking requirement for commercial development when it is adopted. However, this is unlikely to impact this site, which consists of an existing building with a larger footprint than now proposed and an increased parking provision level proposed with the replacement scheme.

(v) Drainage

- 7.11 The Environment Agency have noted that the site lies within the groundwater Source Protection Zone 1c for the Bedhampton and Havant Springs. The EA have advised that before undertaking any operations that would penetrate the London Clay into the underlying Chalk Aquifer the applicant is advised to contact Portsmouth Water to discuss the development and any concerns they may have with them. This is a matter for consideration and must be addressed at reserved matters stage.

- 7.12 The Drainage Strategy confirms that the site is served by separate private surface water & foul systems, connecting to the local public network the NorthWest corner of the site. The Environmental Health Officer has noted that the service yard surface water drainage (alongside a percentage of roof water drainage) is proposed to drain via a full-retention oil interceptor chamber to an in-line cellular attenuation / infiltration feature (with 'at capacity' flows returned to the on-site surface water system, and onward to the public connection) and he has suggest a condition be applied to this regard and for full drainage details to be supplied and approved A similar condition is also requested by Southern Water. It is considered appropriate and acceptable for these details to be required at detailed design stage.

(v) Other matters

- 7.13 Policy CS11 (8) states that planning applications will be granted for development that protects wildlife habitats. The ecology report submitted with the application shows that the site has undergone surveys for wildlife, which prove that the site has negligible ecological value.
- 7.14 A pre-assessment for BREEAM standards had been submitted and demonstrates that the indicative building could meet the required very good standard. This findings of the report should be conditioned for the principles to be carried forward to the end design.

8 Conclusion

- 8.1 The merits of the scheme have been carefully balanced in terms the economic impact of bringing a redundant industrial building/site back into use, which in a policy context

is an important driver of the Council, against the undoubted impact of the increased height on the amenities of the occupiers of the residential properties to the east of the site. It is considered that, at reserved matters stage, a scheme can seek to mitigate the impact of noise and dust through careful design and layout. However, the outlook from the residential dwellings cannot be altered to a great degree and it is this aspect that has been carefully balanced against any economic benefit.

- 8.2 It is considered that a commercial building at the heart of one of the Borough's main employment areas, that significantly broadens the commercial market offer and exposure of Havant as a location, could be a catalyst to attracting more commercial investment into this industrial estate; which is mainly older buildings with a limited mix of modern buildings. It is therefore concluded that the economic benefits of the scheme outweigh the environmental impact to a limited number of residents who are already located adjacent to an industrial building within a large industrial area.

9 RECOMMENDATION:

That the Executive Head of Planning and Built Environment be authorised to **GRANT OUTLINE CONSENT** for application APP/15/00284 subject to the following conditions

- 1 The development hereby permitted shall be begun before the expiration of 2 years from the date of the approval of the last of the reserved matters to be approved.

Reason: To comply with Section 51 of the Planning and Compulsory Purchase Act 2004.
- 2 Application for approval of reserved matters shall be made to the Local Planning Authority before the expiration of 3 years from the date of the grant of this planning permission.

Reason: To comply with Section 51 of the Planning and Compulsory Purchase Act 2004.
- 3 Approval of the details of the appearance, layout and landscaping of the site **hereinafter called "reserved matters"** shall be obtained from the Local Planning Authority in writing before any development is commenced. The landscaping details 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 all trees and shrubs to be planted and/or retained and timing provisions for completion of the implementation of all such landscaping works.

Reason: In order to secure a satisfactory development.
- 4 No development (except demolition and site clearance) hereby permitted shall commence until plans and particulars specifying the final alignment, width, gradient and type of construction proposed for all new and altered accesses

thereto (including all relevant horizontal cross and longitudinal sections) and the related provision to be made for surface water disposal and a programme for the implementation and making up of the same have been submitted to and approved in writing by the Local Planning Authority. The implementation and making up of the same shall be completed in full accordance with such plans, particulars and programme as are thus approved by the Authority.

Reason: To ensure that they are constructed to satisfactory standard and having due regard to policies CS16 and CS20 of the Havant Borough Core Strategy 2011 which form part of the Local Development Framework.

- 5 Construction of the building hereby permitted shall not commence until samples and details of all external facing and roofing materials have been submitted to and approved by the Local Planning Authority. Thereafter only such approved materials and finishes shall be used in carrying out the development.

Reason: To ensure the appearance of the development is satisfactory and having due regard to policies CS16 and DM9 of the Havant Borough Core Strategy 2011 which form part of the Local Development Framework and National Planning Policy Framework, March 2012.

- 6 No development (except demolition and site clearance) hereby permitted shall commence until plans and particulars specifying the finished levels (above ordnance datum) of the building(s) and ground levels surrounding the building(s) in relation to existing ground levels have been submitted to and approved by the Local Planning Authority.

Reason: To ensure the appearance of the development is satisfactory and having due regard to policies CS16 and DM9 of the Havant Borough Core Strategy 2011 which form part of the Local Development Framework and National Planning Policy Framework, March 2012.

- 7 No development (except demolition and site clearance) hereby permitted shall commence until plans and particulars specifying the layout, depth and capacity of all foul and surface water drains and sewers proposed to serve the same have been submitted to and approved in writing by the Local Planning Authority. Unless agreed otherwise in writing by the Local Planning Authority, the development hereby permitted shall not be brought into use prior to the completion of the implementation of all such drainage provision in full accordance with such plans and particulars as are thus approved by the Authority in consultation with Southern Water.

Reason: To safeguard the amenities of the locality and ensure that all such drainage provision is constructed to an appropriate standard and quality and having due regard to policies and proposals CS16 and DM10 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework 2012.

- 8 Development activities shall proceed in accordance with the ecological mitigation and enhancement measures detailed within the Extended Phase 1

Habitat Survey (Delta-Simons, March 2015) unless otherwise agreed in writing by the Local Planning Authority. Any mitigation and enhancement features shall be maintained in perpetuity unless otherwise agreed in writing by the LPA.

Reason: To provide ecological protection and enhancement in accordance with NPPF, NERC Act 2006 and Policy DM8 and CS11 of the Havant Borough Core Strategy March 2011 and the National Planning Policy Framework, March 2012.

- 9 If, during development, soil or groundwater that appears to be impacted by contamination is found to be present, no further development shall be undertaken until an appropriate assessment has been undertaken, and a report detailing how that contamination is to be dealt with has been submitted to and approved by the Local Planning Authority. Unless otherwise agreed in writing, all works outlined in the submitted report shall be adhered to.

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) and the National Planning Policy Framework, March 2012; Site investigation undertaken to date has not ruled out the possibility of a source of chlorinated solvent in soils within the curtilage of the site. If present, this contamination could be significant for controlled waters &/or human health.

- 10 The building shall not be occupied until detailed acoustic report has been submitted and approved at reserved matters stage. The detailed report must assess the final design of the building, operation of the service yard and noise impact of the proposed business activities and include any proposals relating to the installation of fixed noise making equipment e.g. refrigeration units, air conditioning, extract ventilation equipment, and so forth.

Reason: In the interests of protecting local residents from unreasonable noise levels which would be detrimental to the residential character of the area, and having due regard to Policy DM10 of the Havant Borough Core Strategy 2011 which forms part of the Local Development Framework and the National Planning Policy Framework, March 2012.

- 11 An Operational Traffic Management Plan shall be submitted to and approved by the Local Planning Authority in writing before occupation of the completed unit(s). This should consider the number & routing of Goods Vehicle trips, alongside any associated local impacts in relation to local highway capacity, congestion, or local air quality. If appropriate, the Traffic Management Plan should include measures to mitigate any identified adverse impacts, and be implemented as approved.

Reason: In the interests of local air quality, road network capacity & highway safety, and having due regard to policy DM10 and the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework, March 2012.

- 12 Prior to being discharged into any watercourse, surface water sewer or soakaway system, all surface water drainage from parking areas and hardstandings shall be passed through an oil separator designed and constructed to have a capacity and details compatible with the site being drained. Roof waters shall not pass through the separator.

Reason: To prevent pollution of the water environment and having due regard to policies CS15 and DM10 of the Havant Borough Core Strategy 2011 which form part of the Local Development Framework and the National Planning Policy Framework, March 2012.

- 13 The building shall not be occupied until space for the loading, unloading and parking of vehicles and cycles has been provided within the site, in accordance with a scheme to be approved at reserved matters stage. Such areas shall thereafter be retained and used solely for those purposes.

Reason: In the interests of highway safety and having due regard to policy DM13 of the Havant Borough Core Strategy 2011 which forms part of the Local Development Framework and National Planning Policy Framework, March 2012.

- 14 No development (except demolition and site clearance) hereby permitted shall commence until a specification of the materials to be used for the surfacing of all open parts of the site proposed to be hardsurfaced has been submitted to and approved in writing by the Local Planning Authority. The 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 policy CS16 of the Havant Borough Core Strategy 2011 which form part of the Local Development Framework and National Planning Policy Framework, March 2012.

- 15 No development (except demolition and site clearance) hereby permitted shall commence until plans and particulars specifying the alignment, type, height and, where appropriate, construction materials and design of all proposed screen walls, fences, hedges and other means of enclosure have been submitted to and approved in writing by the Local Planning Authority. Unless agreed otherwise in writing by the Authority, the development hereby permitted shall not be brought into use prior to the completion of the installation of all screening provision as is thus approved by the Authority. At all times thereafter, all of that screening provision shall be retained in a wholly sound and effective condition.

Reason: To safeguard the amenities of the locality and occupiers of neighbouring property and having due regard to policy CS16 of the Havant Borough Core Strategy 2011 which forms part of the Local Development Framework and National Planning Policy Framework, March 2012.

- 16 No development (except demolition and site clearance) hereby permitted shall commence until plans and particulars specifying the provision to be made for external lighting of the same has been submitted to and approved in writing by the Local Planning Authority. There shall be no external lighting on the site other than as thereby approved.

Reason: To safeguard the amenities of the locality and in the interests of traffic safety and having due regard to policies CS16 and DM10 of the Havant Borough Core Strategy 2011 which form part of the Local Development Framework and National Planning Policy Framework, March 2012.

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

Application Plan TP 001 Cornish Architects received 13 May 2015
Existing Site Plan TP 002 Cornish Architects received 13 May 2015
Existing Elevations TP 003 Cornish Architects received 13 May 2015
Existing Floor plan TP004 Cornish Architects received 13 May 2015
Site Location Plan TP 005 Cornish Architects received 13 May 2015
Indicative Layout 1 TP006 rev D Cornish Architects received 6 May 2015
Indicative Proposed Elevations TP 007A/ 008 Cornish Architects
Indicative Section TP 009A Cornish Architects received 13 May 2015

Design and Access Statement Cornish Architects received 10 May 2015
Transport Assessment inc. Draft Travel Plan Vectos Transport received 10 May 2015
Planning Statement Stutchbury Associates Limited received 10 May 2015
Extended Ph 1 Habitat Survey Deltasimons received 13 May 2015
Ground Conditions Report Deltasimons received 13 May 2015
BREEAM Pre Assessment Watkins Payne received 13 May 2015
Sustainable Design and Construction Watkins Payne received 13 May 2015
Utility Supplier Information Document Watkins Payne received 10 May 2015
Drainage Report Baynham Meikle Partnership received 10 May 2015
Noise Assessment Sharps Redmore received 13 May 2015
Email dated 20 May 2015 from application agent regarding clarification of noise clarification

Reason: - To ensure provision of a satisfactory development.

- 18 The development shall be carried out only in accordance with the details of the submitted BREEAM Pre-Assessment prepared by Watkins Payne, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that the development is carried out in accordance with Policy CS14 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework 2012.